

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

Applicant: Cranstone Bros.

Erection of open fronted waste transfer station for recycling of construction waste at Beacon Hill Pit, Beacon Hill Road, Ewshot, Farnham (No. 11/01733/CMA)

(Received: 8 August 2011)

General

Planning permission is sought for the erection of open fronted waste transfer station for recycling of construction waste at Beacon Hill Pit, Beacon Hill Road, Ewshot, Farnham. The site extends across 0.1 hectares of land within the existing recycling site at Beacon Hill Pits, subject of a Certificate of Lawful Use granted on 2 August 2005. The buildings would measure 18mx20mx9.65m high and would be essentially an open sided steel framed structure to allow the sorting of inert waste products in all weathers. Beacon Hill Pits is located on the western side of Beacon Hill Road, the B3013.

The existing recycling operation caters for construction and demolition wastes and soils. The proposed building would be ancillary to those uses granted by the existing CLU operation and would include the ancillary use of storage of skips connected with the recycling process and the storage and distribution of aggregates and the storage of building materials.

The existing CLU has a schedule attached to it restricting hours of operation to 0700-1800 Monday to Friday and 0700-1300 on Saturdays. It notes there are occasions when the site is opened for deliveries only outside these times. The CLU also specifies heights and quantities of various materials that are stored on the site. It also highlights that the number of persons engaged on the site does not normally exceed three.

With regards lorry movements these are highlighted as being :

- The average number of lorries visiting the site in any day is given as 11 (22 movements|) with a maximum of 22 loads (44 movements)
- The Plant and machinery used at the site being a mobile crusher and screener (maximum of 28 days per year); soils screener; loading shovel, 360 degree excavator (two), Riddle Bucket

The proposed site and the existing operation is located close to the Thames Basin Heaths Special Protection Area (SPA), and the Bourley and Long Valley Site of Special Scientific Interest (SSSI).

Development Plan

HPSMWP- Core Strategy 2007 – Policy DC2 (National and International Nature Conservation sites) Policy (DC3 – Landscape); DC6 (Highways); DC7 (Biodiversity); DC8 (Amenity); DC12 (Restoration); DC22 (Additional plant, buildings and minor development) ; Policy DC13 (recycling) ;

Consultations

Environmental Health Hart – no response received

Hart District Council - raises no objection

Environment Agency Southern – no objection

Natural England - no objection in principle. It advice that the proposals are unlikely to have a significant effect upon the Thames Basin Heaths Special Protection Area (SPA), or upon the Bourley and Long Valley Site of Special Scientific Interest (SSSI). However construction works so close to the SPA/SSSI boundary could cause pollution, demolition and dust upon the adjacent site. Natural England states it would have no objection to the application, providing the following can be assured:

- i) all demolition works must be completed outside the bird breeding season
- ii) No materials, machinery or work should encroach onto the SPA/SSSI either before during or after demolition, construction or on going use
- iii) The Council must ascertain that no pollution from demolition or construction of the development adversely affect the SPA
- iv) The Council must be certain that any proposed changes to access and hard standing will not adversely affect the SPA/SSSI.

If the Council is minded to grant planning permission, without due regard to the above, the procedures set out in S.28(I) of the Wildlife and Countryside Act would apply.

Blackbushe Airport - has been consulted on the application

Highway Authority - no objection subject to conditions regarding wheel washing and pre-commencement parking details. If possible it would like to secure improvements to the visibility spays at the site access bit realises this may not be possible as the development is ancillary to a CLU..

Farnborough Airport - no objection

Councillor Radley states he would be interested to know how much extra traffic per day this may be expected to bring to and from the site, given that this is expected to be joining onto the main construction route for the major QEB development just a little further down the road in Church Crookham.

Ewshot Parish Council- has no objection and in fact supports the application as the structure will probably benefit the immediate environment by helping to control the run-off of surface water.

Commentary

The principle of the development is in accordance with the development plan and would not cause any additional traffic movements as it is ancillary to the existing operation. It is recommended that the terms of the existing Certificate of Lawful Use would be conditioned as applying to the development subject of this application plus any additional conditions imposed below. The proposed building would enable existing material deposited on the ground to be deposited under cover on a sealed and solid base preventing any potential pollution or contamination of ground water from occurring. It has been clarified in response to County Councillor Radley's concerns that traffic movements would not increase

above that granted by the Certificate of Lawful use which is an average of 11 loads (22 movements) and a maximum of 22 loads (44 movements) .

There is a need to ensure that the construction of the shed should avoid impacting upon the woodland habitats that exist in and around the site, for example by ensuring the building is at a distance from any trees. Appropriate conditions are therefore being recommended here to protect above ground vegetation and root zones, that could be directly affected through any inappropriate storage of materials, vehicles and the distance of the building from the woodland.

County Council legal advice has been taken on whether it is appropriate to require by way of condition, the implementation of access improvements including widening visibility splays and setting the existing gates further back on this development which is ancillary to a CLU site.. County Planning has been advised that it would not be appropriate to condition new visibility splays through this application as the existing operation is subject of a Certificate of Lawful Use and could only condition setting the gates further back from the highway if the applicant is willing to do so. As the applicant would rather not alter his existing arrangements unless absolutely essential to do so , on advice received these matters will not be a requirement of any permission hereby granted.

The mitigation advice from Natural England is noted and these points would be covered by conditions attached to any permission hereby granted.

In summary, it is considered that so long as the level of the operation, including traffic movements, is linked to the level in the existing 2005 CLU for the beacon Hill site, then no significant adverse impacts over and above those already existing should occur by construction of this building ancillary to the existing use.

Recommendation

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

Reasons for Approval

The development which is ancillary to, and would provide cover for , some operations forming part of the existing recycling Certificate of Lawful Use permission (2005) on the site, is considered to be in accordance with the development plan (DC13, DC22) in that subject to mitigation by way of planning conditions it is unlikely to cause any significant adverse impacts on the landscape character (DC3), biodiversity (DC2, DC7,), sites of international and national Nature Conservation Designations (C2) , pollution or amenity (DC8), and highway safety (C6).

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.

Construction

2. No work relating to the construction of the development hereby approved, including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials, shall take place before the 0700 or after 1800 Monday to Friday inclusive, before 0700 or after 1300 on Saturday and not at all on Sunday or recognised public holidays.

Reason: To protect the amenities of occupiers of nearby properties.

3. Details to be made for the parking and turning on site of operatives' and construction vehicles away from pedestrians, location of a site compound, the programme for construction and associated traffic movements during the contract period shall be submitted to and approved by the Waste Planning Authority in writing and fully implemented before development commences. Such measures shall be retained for the duration of the construction period.

Reason: In the interest of highway safety

4. All construction works must be completed outside of the bird breeding season.

Reason: To ensure the protection of the adjacent SPA/SSSI

Operational restrictions

5. No operations subject of the development hereby permitted shall take place other than in accordance with the conditions specified here and the Certificate of Lawful Use issued by Hampshire County Council as Waste Planning Authority on 2 August 2005 (to which this permission is ancillary) and the detailed Schedule of Use (Steve Bowley dated May 2005). This includes layout, storage capacity, height of stockpiles, nature of materials, plant and machinery, staff, hours of working and, lorry movements which shall be an average of 11 loads(22 movements per day) and a maximum of 22 loads (44 movements) per day.

Reason: In the interests of amenity, biodiversity, pollution control , landscape character of the area and in the interests of highway safety.

Building

6. The building hereby permitted shall be constructed solely in accordance with the elevations and layout plan detailed on approved plan no. S3856/01 (May 2011) and the roof and cladding shall be coloured dark brown or dark olive green.

Reason: In the interests of local amenities.

7. Occupation of the buildings shall not commence until provision for the parking, turning, loading and unloading of vehicles has been made within the curtilage. The areas of land so provided shall not be used for any purpose other than the parking, turning, loading and unloading of vehicles.

Reason: In the interests of highway safety.

Trees

8. The trees to the west and south of the proposed site as shown on approved plan number S3856/03 (November 2011) shall be retained and appropriately protected during the approved building site preparation and construction works,. Any fencing necessary for such protection shall be erected before the works commence and shall be retained throughout the contract period . No construction work for the buildings, storage of materials, erection of site huts or parking of vehicles shall be carried out within the crown spread of the existing trees adjacent to the south and west of the site or 30 metres from the trunk of the nearest tree whichever is the greater and this buffer zone shall be protected from such use and development so long as the recycling uses subject of the CLU granted for the Beacon Hill Pits site in 2005 and this permission are operational.

Reason: To protect the health and stability of the trees to be retained on the site.

Pollution Prevention

9. No solid matter shall be deposited so that it passes or is likely to pass into any watercourse.

Reason: To prevent pollution of the water environment.

10. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The bund capacity shall give 110% of the total volume for single and hydraulically linked tanks. If there is multiple tankage, the bund capacity shall be 110% of the largest tank or 25% of the total capacity of all tanks, whichever is the greatest. All filling points, vents, gauges and sight glasses and overflow pipes shall be located within the bund. There shall be no outlet connecting the bund to any drain, sewer or watercourse or discharging onto the ground. Associated pipework shall be located above ground where possible and protected from accidental damage.

Reason: To prevent pollution of the water environment.

Noise

- 11.. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specification at all times, and shall be fitted with and use effective silencers.

Reason: To minimise noise disturbance from operations at the site.

Access

- 12. For the duration of the development and it's construction, 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 construction commences and shall be maintained throughout the construction period. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

Reason: In the interest of highway safety

- 13. Access to the site, including the internal haul route shall be as approved under the Certificate of Lawful Use for the site granted in August 2005 and also as shown on approved drawing no. S3856/03

Reason: In the interests of highway safety and operational efficiency of the site.

Other

- 14. No external lighting is permitted on the site.

Reason: In the interests of local amenities.

Advice notes to applicant:

- 1. It is understood there is both a closed landfill permit and an active transfer station permit on this site. The transfer station activities are constrained by the CLU as well as by the Environmental Permit.
- 2. The Environmental Permit for the waste sorting/transfer operations - The permit requires the operator to install 'sealed drainage' for the area used to sort mixed or skip waste. Having this operation inside a building will reduce potential run-offs. However the nature of the operation means that there may be contaminating liquid or run-off from the waste, and surfaces may also have to be washed down from time to time. Therefore drainage inside the building should be contained and should not be discharged to a surface water (there is no nearby foul sewer).
- 3. Please note that the development subject of this planning permission (January 2012) may require an Environmental Permit or an exemption from an Environmental Permit from the Environment Agency. The applicant must ensure that the operations at the site are in accordance with the Environmental Permitting Regulations 2008. The applicant is advised to contact the National Customer Contact Centre (NCCC) on 03708 506 506 or information can be found through the following link:
<http://www.environment-agency.gov.uk/business/topics/permitting/32330.aspx>

Case Officer
Julia Davey

Date...23/01/2012.....

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

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Richard Read

Date...23/01/2012.....

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

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.

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

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.

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-borne and rail freight, and
- f. In the case of recovery and treatment sites, incoming waste shall be subject to pretreatment, 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.