



**Use of site as Waste
Transfer Station**

12 Eelmoor Road
Farnborough

[Supporting Statement](#)

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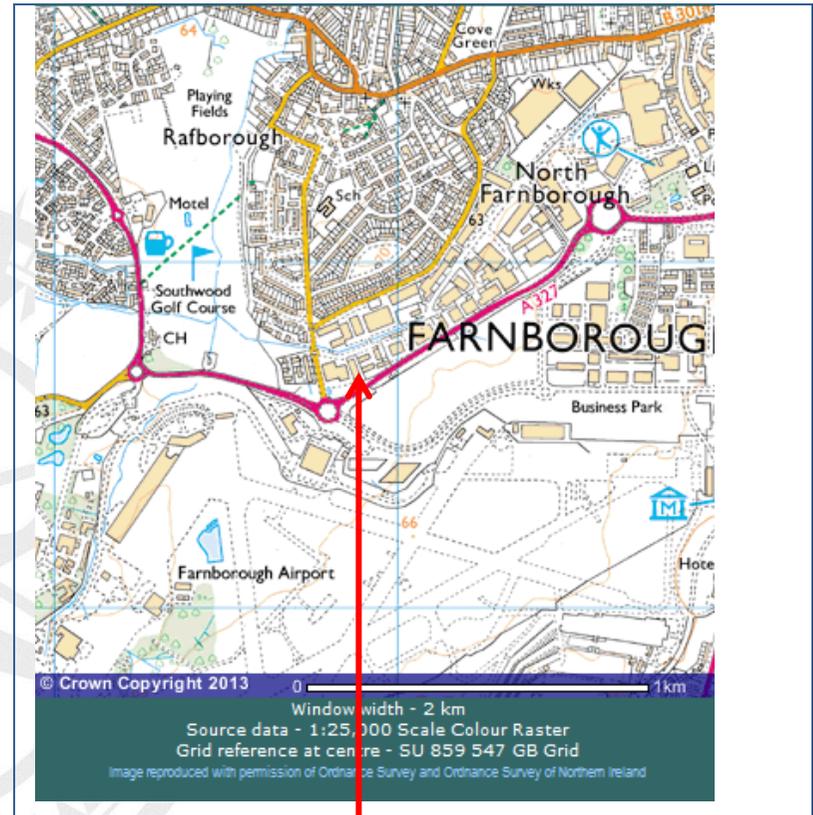
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1.0 INTRODUCTION

- 1.1 Appliance Care Recycling (ACR) have requested that Southern Planning Practice submit a planning application for the use of 12 Eelmoor Road, Farnborough, Hampshire, GU14 7QN
- 1.2 This statement has been prepared in support of the application.
- 1.3 The site is shown on the location map opposite



Site

2.0 SITE

- 2.1 Unit 12 is situated in Eelmoor Road a short drive from Farnborough Airport. Eelmoor Road is a continuation of the Invincible Road Industrial Estate located just outside the centre of Farnborough town.
- 2.2 The application site is a detached industrial unit located on the south side of Eelmoor Road just to the east of the junction with Arrow Road.

- 2.3 The A327 runs to the south of the site however there is no direct access onto this road. To the south of the A327 is Farnborough Airport.
- 2.4 The site is screened from the A327 by a landscaping belt consisting principally of trees. There are a number of industrial units accessed from Eelmoor Road including an existing waste transfer station and a household recycling centre



3.0 SITE HISTORY

3.1 The unit is currently vacant and is on the market. A single storey detached industrial building which was constructed in the 1970's and has a total Gross Internal Built Area of 11,901 ft. The plot size is approximately 0.5 acre which includes parking spaces for 25 vehicles. The site is secured by a mix of palisade and chain link fencing and access via double steel gates.



3.2 According to the letting agents details the last use was general industrial. There are no formal records on the council web site.

4.0 PROPOSAL

4.1 The proposal is for a waste transfer station which will deal solely with electrical waste (WEEE). It is anticipated that 25,000 television sets and 50,000 white goods approximately will be collected per annum. It is anticipated that there would be a throughput of 10,000 tonnes per annum.

4.2 All WEEE would be stored and managed within the main building. Goods would be unloaded to the rear of the building through an existing roller shutter. (See photo opposite - in front of green skip) Goods leaving the premises would be taken from the front the roller shutters at the front of the building.

4.3 The proposed operating hours are 0700 to 1900 hours Monday to Friday with 0800 to 1300 hours on Saturday).

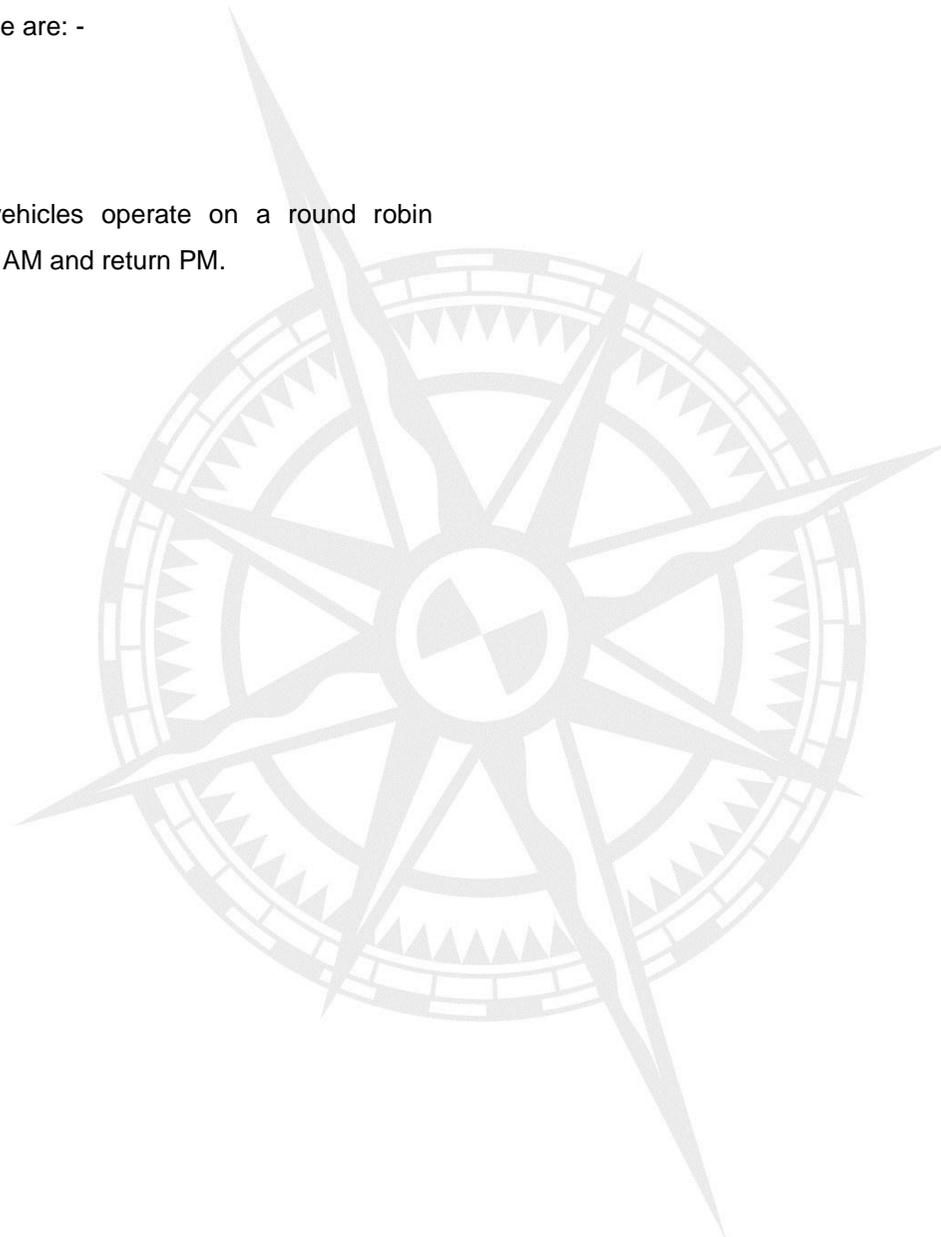
4.4 The number of staff employed would be as follows: -
1 x FT Director
1 x FT Site Manager
5 x FT HGV Drivers
5 x FT Drivers Mate
3 x FT Yard Operatives
2 x FT Office Staff
5 x FT Recycling Operatives

Highways

4.5 ACR operates 5 vehicles. These are: -

- 3 x 7.5 tonne lorries
- 2 x 18 tonne lorry

4.6 In terms of movements all vehicles operate on a round robin collection system and will leave AM and return PM.



5.0 **POLICY**

National

5.1 National policy for waste is covered by both the NPPF and Planning Policy Statement 10. The Framework does not contain specific waste policies, since national waste planning policy will be published as part of the National Waste Management Plan for England. However, local authorities preparing waste plans and taking decisions on waste applications should have regard to policies in this Framework so far as relevant.

Regional

5.2 The weight that can be given to the policies in the south East Plan as a material consideration in decision-making depends on their consistency with the new National Planning Policy Framework.

5.3 It is the Government's policy intention to revoke existing regional strategies outside London, subject to the outcome of environmental assessments.

Development Plan

5.4 The appropriate development plan document for consideration is the Hampshire Minerals and Waste Core Strategy (2007). The relevant policies are: -

- DC3 - Impact on Landscape and Townscape
- DC6 (Highways),

- DC8 (Pollution, Health, Quality of Life and Amenity) and
- DC13 (Waste Management and Recycling including Aggregate Recycling Facilities).

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.

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.

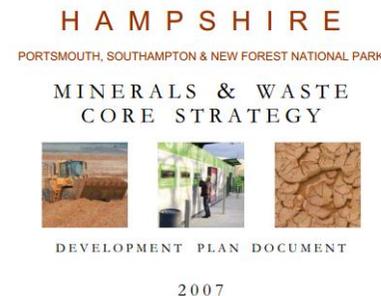
DC13 – Waste Management and Recycling (including Aggregate Recycling Facilities)

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 Plan, or
- b) Re-uses/redevelops previously developed land and/or redundant agricultural and forestry buildings (including their curtilages), or
- c) Is on employment land, preferably co-located with complementary activities, and
- d) 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 waterbourne and rail freight, and
- e) 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

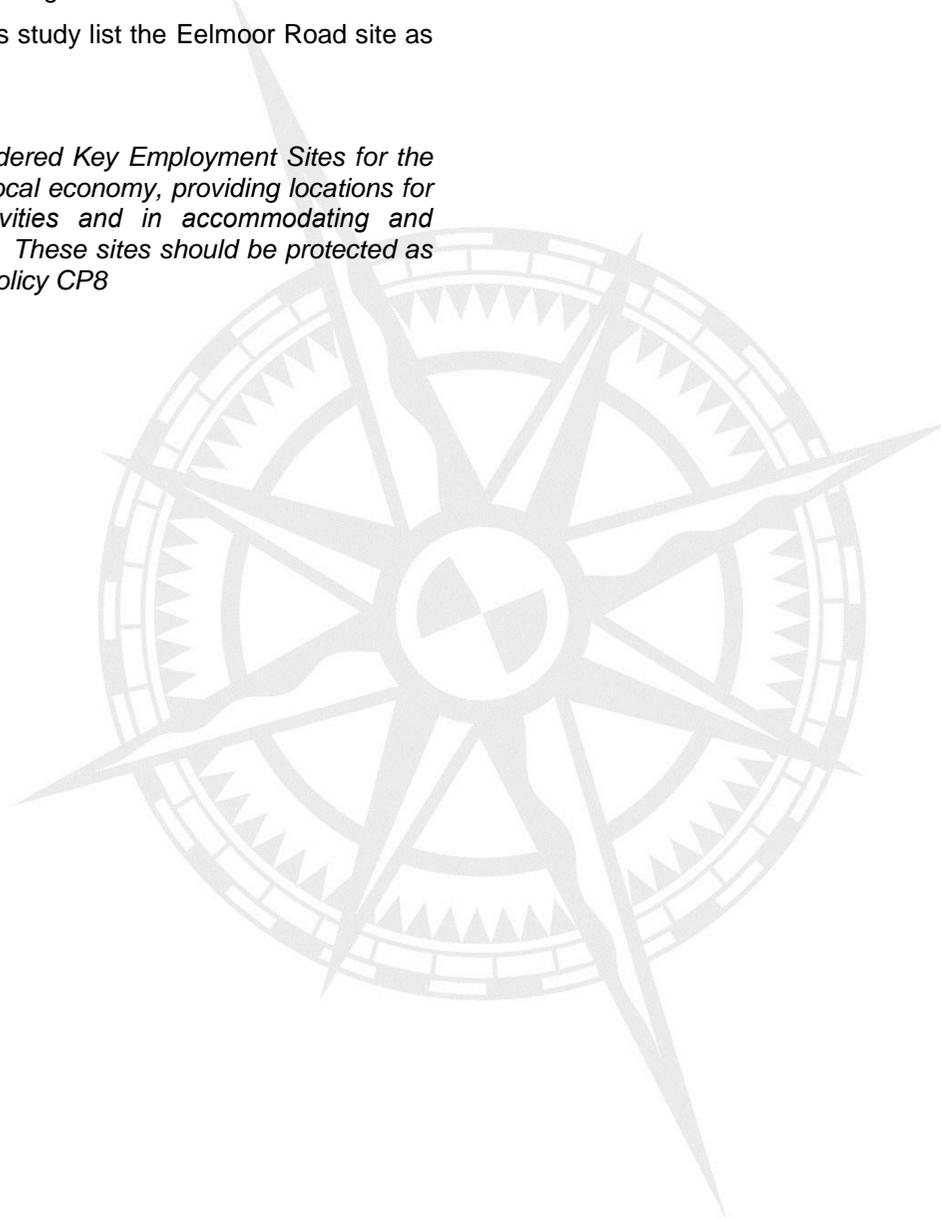
generated and used and the by-products, including heat, will be reused or recycled, and f) In the case of sites providing public access, the site shall be accessible for use by disabled people.

- 5.5 It is considered that the policies in the Core Strategy are consistent with both the NPPF and PPS10 and therefore it is appropriate to consider the proposal against the policies in the Core Strategy.



5.6 The site is within Rushmoor Borough Council where the comments within the Key employment sites study list the Eelmoor Road site as one where it states that :-

A further set of sites are considered Key Employment Sites for the role they play in servicing the local economy, providing locations for valuable 'bad neighbour' activities and in accommodating and supporting smaller businesses. These sites should be protected as Key Employment Sites under Policy CP8



6.0 RATIONALE FOR THE DEVELOPMENT

Principle

- 6.1 The site is within an established industrial estate. The industrial estate has permission industrial uses (B1/B2/B8). The use operated by ACR is in principle a process which could be described as a B2 use. However HCC considers this particular use to be sui generis.
- 6.2 Policy DC13 states that proposals for waste management and recycling facilities will normally be permitted provided that the site re-uses/redevelops previously developed land and/or redundant agricultural and forestry buildings. The proposal is therefore appropriately located on an existing industrial estate and accords with the policy.
- 6.3 It is considered therefore that the principle of development is acceptable especially with regard to the fall back position.

Highways

- 6.4 Policy DC6 relates to highways.
- 6.5 There would be 10 vehicle movements in the morning as the lorries leave and 10 in the evening as lorries return resulting in 50 movements a week (Monday to Friday). In addition there would be 22 staff operating from the site. However not all staff would be travelling by car and it is anticipated that a number would car share

6.6 There is sufficient space on site for the manoeuvring and parking of the good vehicles. Staff parking would be to the rear of the site as indicated on the block plan.

6.7 The adjacent unit was granted planning permission in December 2012 for change of use from light industrial (Use Class B1) to storage and distribution (Use Class B8) with ancillary trade counter and external storage. The supporting statement envisaged that between 10 and 12 customers would use the site at busy times in the in the morning and similarly in the afternoon. This equates to a maximum of 240 for a five day week together with lorry movements to service the B8 use and staff (7). The highway engineer had no objection to the movements.

6.8 Notwithstanding this the fallback position is that the use could operate for B2 purposes where the traffic generation would be comparable to a waste transfer station. As the main vehicle movements for this adjoining use raised no highway objections and with the fallback position it is considered that the use now proposed which would have less vehicle movements complies with policy DC6.

Visual impact

6.10 All WEEE goods will be stored inside the building. There will be no external storage. This would meet the requirements of policy DC3.

Other Material considerations

6.11 All sorting takes place manually and within the building. Consequently the low levels of noise generated will be effectively attenuated by the building. Notwithstanding this there are no residential properties adjacent to the site. The proposal will accord with Policy DC8

7.1 It is considered that the proposal would be in accordance with the policies in the core strategy in that the waste transfer use: -

- is within an existing buildings on an industrial estate (DC13) and
- it would not significantly impact on the health, quality of life or amenity of nearby residents (DC8) and
- it would be acceptable in terms of highways safety and amenity (DC6).
- It would not harm the visual amenities of the area. (DC3).

7.2 It is requested therefore that planning permission is granted.

7.0 CONCLUSION

