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Barfield Close, Bar End Industrial Estate, Winchester, Hampshire

Planning Supporting Statement

SLR Ref: 416.0492.00013

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Version: Rev 1

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001 Proposed Site Layout

002 Waste Transfer Station Building Elevations

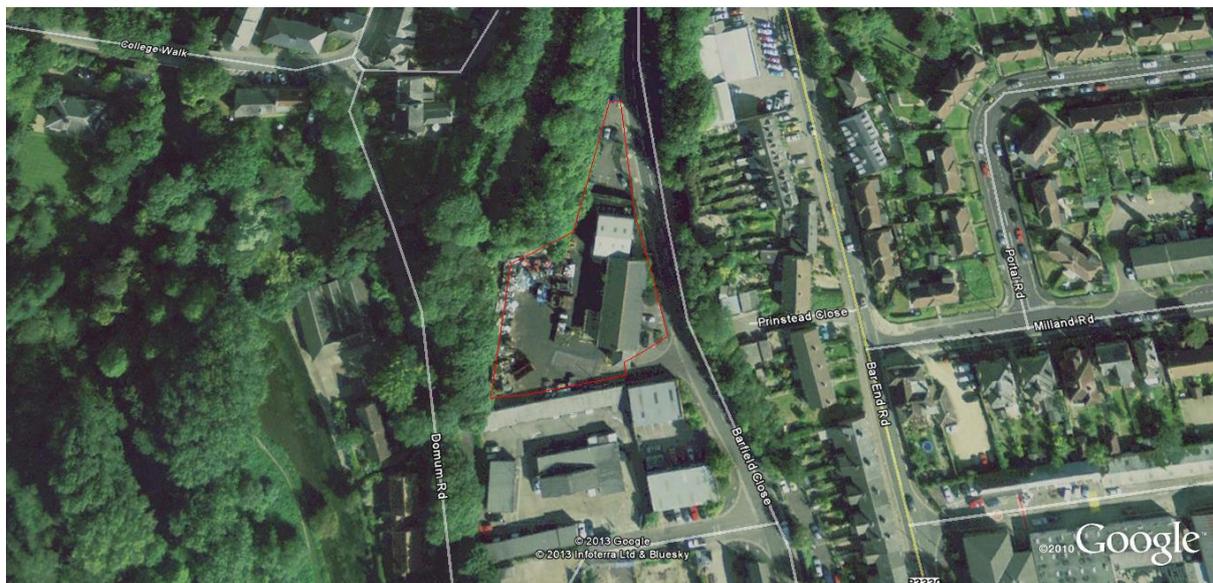
003 Site Context Plan

1.0 INTRODUCTION

This Planning Supporting Statement (PSS) has been prepared by SLR Consulting Ltd (SLR) on behalf of TJ Waste and Recycling Ltd (the applicant) and is submitted in support of a full planning application for the construction and operation of a Waste Transfer Station (WTS) to accept construction and demolition/skip waste (10,000 tpa) and continued use of the Site for recycling metal, paper, cardboard and plastic (15,000 tpa). The latter is already permitted at the Site under APNO.10/00637/HCS.

The Site is located on the southern fringe of Winchester in a predominantly industrial area at Barfield Close, Bar End, Winchester, Hampshire SO23 9SQ.

Fig 1.0 – Approximate Site Boundary outlined in Red¹



Full Planning Permission is sought for:

“The Construction and Operation of a Waste Transfer Station to handle construction and demolition/skip waste (10,000 tpa) and continued use of the Site for recycling metal, paper, cardboard and plastic (15,000 tpa)”

The Site covers an area of approximately 0.3 hectares.

1.1 Pre-Application Advice Received

SLR has engaged with Hampshire County Council (HCC) on behalf of the applicant and has followed the pre-application advice issued (please refer to Appendix C).

HCC advised that they would expect to see the following Key studies in support of the Planning Application:

- **Landscape** Impacts (Any application needs to consider the visual impact of the proposal and its impact on, the character of the landscape (HMWCS Policy DC3). As this is a key concern, special attention should be given to the impact and views of the

¹ Image courtesy of Google earth www.googleearth.com note image shown is from 2008

proposed building from the houses either side of the site and the road. All these issues, any proposed planting, landform attenuation or other mitigation should be supplied in a **Visual Impact Assessment**)

Provided – Please refer to Appendix D

- **Highway Safety and associated environmental impacts of traffic** - A Transport Assessment, including potential new market locations, numbers and types of vehicles should be provided. The Assessment should be carried out in accordance with the DfT Guidance on Transport Assessment. The assessment should include information on the number and size of vehicles anticipated to be generated by the proposal and how this has been derived in relation to the estimated throughput of the site. In addition, the site has the benefit of 8 parking spaces in land to the north of the site, separated by a fence. It is questionable whether or not this can be included in a transport assessment as it is known not to be always used for vehicle parking. The WPA would like this point to be clarified, so that the site can be viewed as a whole.

Provided – Please refer to Appendix E

- **Ecology/nature conservation** (Due to the proximity of the site to the SSSI, a Biodiversity statement is expected)

Provided – Please refer to Ecology section within this PSS

- **Amenity Impacts** (Complaints were made by local residents on a particular issue relating to the existing operations on site. Accordingly, a noise survey was requested with the last application (10/00637/HCS) by the Environmental Health officer at Winchester City Council. It is expected that there may be more noise generated by the proposal and any adverse impacts to the sensitive receptors nearby need to be assessed. It would be beneficial for the concerns to be removed at the submission stage of any application, by including a quantitative **Noise Assessment** that takes into account residential properties near the site)

Provided – Please refer to Appendix F

- It would be helpful to have a **summary Rights of Way report** of any developments regarding the Winchester footpath No 6 included in the application. As the legal, definitive line of Winchester Footpath No 6 is still shown running through the site, on the mapping the WPA has available at this time. It was advised with the last permission (10/00637/HCS) that a legal, formal diversion of the footpath was required to be submitted by the land owner to Hampshire County Council. The WPA wishes to know if this has been resolved successfully.

As far as the applicant is aware the foot path has been officially diverted around the property to link up with the new path alongside the boundary with the new waste depot.

- **Hydrology/Hydrogeology and Flood Risk** As the site is near a the River Itchen which is designated as a SSSI and is marked as Flood Zone 2, details of the surface water and drainage should be provided in a Hydrology/Hydrogeology Assessment, so that the potential of harm to these sensitive areas can be assessed.(The NPPF clarifies for Zone 1 land that a Flood Risk Assessment is required for land over 0.5 hectares and states: ‘ This need only be brief unless the factors above or other local considerations require particular attention. In this zone, developers and local

authorities should seek opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage systems'.) Any application needs to comply with the NPPF in this regard.

Not provided the Site is not within Flood Zone 2 it is within Flood Zone 1 and the area of the Site measures 2804m² (0.3 hectares).

- Sustainability and Climate Change. The NPPF includes an overarching 'presumption in favour of sustainable development' which means 'approving development proposals that accord with the development plan without delay'. It is therefore important that the development proposed is demonstrated to be considered sustainable at its core. The presumption in the NPPF allows for only refusing permission where adverse impacts clearly outweigh the benefits, or NPPF policies indicate developments should be restricted.

Provided please refer to Policy Section within PSS

- EIA regulations - From the information provided it is the opinion of the WPA that the proposal would likely not to be an EIA development.

EIA not considered necessary therefore not submitted.

1.2 Structure of Planning Application

This planning statement provides a general description of the proposal and an evaluation of the proposed development against relevant national, regional and local planning policy guidance. This planning statement should be read in conjunction with the associated documents, plans and drawings submitted as part of the planning application and this statement is structured as follows;

- section 1 introduces the project, pre-application advice and client;
- section 2 provides a quick summary of the associated planning history at the Site;
- section 3 provides a description of the Site and its surrounding area;
- section 4 describes the development proposals;
- section 5 sets out the need for the development
- section 6 policy review;
- section 7 sets out summary of key potential environmental effects; and
- section 8 benefits of the proposed development
- section 9 summary and conclusions summary

The PSS is accompanied by the following associated technical appendices:

- Appendix A - Planning Application Forms and Ownership Certificates;
- Appendix B - Planning Application Drawings;
- Appendix C – Copy of Pre-Application advice received from Hants
- Appendix D – LVIS
- Appendix E – Transport
- Appendix F – Noise

- Appendix G – Design & Access
- Appendix H – Existing Planning Permission hcc/2010/0044

1.3 The Applicant

The TJ Group of companies were formed in 1995 and has grown to be one of the most highly respectable Waste Management, Haulage and Recycling companies along the M27 and A3 corridor.

TJ Transport has vast experience in the haulage and disposal of a wide range of waste materials from Inert Spoils to Hazardous waste, utilising tipper, grab, artic and rolloff vehicles. T J Transport also have access to a wide range of Land based, Sea dredged and recycled aggregates to enable them to meet all their customer material requirements.

TJ Transport, under its plant and environmental division has the capabilities to provide suitable void for the safe disposal and recycling of inert materials at its Landfill sites.

TJ Waste and Recycling (Incorporated in 2004 reg no 05117867), which also incorporates the recycling businesses of Dove Recycling and Envirowaste (Southern) Ltd, offers a skip container service, to both account customers and the general public. At the Havant, Winchester & Yapton depots TJ Waste also offers a waste transfer and recycling facility for a wide range of wastes and recyclable products.

The aim of The Group is to ensure that all its operations are planned to ensure that they are carried out in the safest and most environmentally friendly manner.

2.0 PLANNING HISTORY

The table below sets out the recent planning history at the Site.

Table 1-0 Planning History at the Site

Application Number	Location	Proposal	Decision
10/006/37/HCS	T J Waste and Recycling Ltd, Barfield Close, Bar End, Winchester, Hampshire S023 9SQ	Continued use of existing waste recycling facility for the recycling of metal, paper, cardboard and plastics which will handle a maximum throughput of 15,000 tonnes per annum of commercial waste with slight variation to operating hours	Approved subject to conditions
03/01741/HCM	CD Jordan and Sons Ltd	Erection of a new End of Life Vehicle Building within the confines of the existing site	Approved subject to conditions

3.0 DESCRIPTION OF THE SITE AND SURROUNDING AREA

3.1 The Site

The Site is located in Bar End which is predominantly industrial area to the south east of Winchester City Centre and falls within the Winchester district and the county of Hampshire.

The Site covers an area of approximately 0.3 hectares. Barfield Close fronts the site on its eastern boundary, whilst the northern boundary benefits from a retaining wall and appropriate security fencing with car parking spaces beyond. There is a row of mature trees which run along the western boundary of the application site (with 5m fence in front) that provide an established level of visual and acoustic screening from new bridge cottages and the Boat House which are located at a subordinate level to the west of the site.

The southern boundary of the site fronts a vacant area of land which is believed to be under the ownership of Winchester City Council with other businesses in operation beyond.

There is an established access at the site located on the eastern boundary leading onto Barfield Close, then the B304 then eventually the wider road network of the A31 (St Catherine's Way) and M3 located approximately 2km from the site. There are secure gates located at the site entrance which will be retained. The existing access benefits from good visibility and has been in regular use for an extensive period of time.

Existing hardstanding is provided throughout the entire site.

3.2 Surrounding Area

Winchester is the county town of Hampshire in South East England located at the far western end of the South Downs (landscape character area 125) along the course of the River Itchen.

The Site falls within the south east of Winchester on the outskirts of the city in a predominantly industrial area known as Bar End.

The surrounding area is generally considered to be industrious in character.

4.0 DEVELOPMENT PROPOSALS

4.1 Introduction

The Site will maintain existing permitted operations to provide a small-scale efficient sustainable waste management, recycling facility for metal, paper, cardboard and plastics within the Winchester area. Planning permission is sought for a complimentary Waste Transfer Station (WTS) which would cater for 10,000 tpa of construction and demolition/skip waste with a combined total on site capacity of 25,000tpa (15,000 tpa permitted and an additional 10,000 tpa proposed).

4.2 Existing (retained) operations

The proposal is for the retention of the existing recycling facility which will continue to handle the following commercial waste streams:

- Metals (cans);
- Plastic;
- Paper/cardboard; and
- Small amount of textiles

The Site benefits from planning permission for an existing/extended building on-site which will be retained which has a footprint of 48m L x 24m W x10m H. The retained building will continue to provide a variety of functions including:

- the recovery element of the operation;
- two offices (with toilet and washing facilities);
- two horizontal bailer for cardboard/paper;
- one shredder; and
- site control office

The yard area comprises:

- sunken weighbridge with;
- skips and trailers;
- can recycling;
- fuel storage; and
- recycled bagged material ready to leave site

4.3 Description of existing operations

The size of the operation is one shredder along with two horizontal balers which operate inside the existing building.

Processing material is delivered in by vans and a Euro bin vehicle.

The material is pre sorted at source and at the collection point any further final sorting is undertaken in the main building (with the exception of can recycling which takes place within the yard area)

The material when processed is baled and removed from site either in a container or a curtain side vehicle.

A sunken weighbridge is located at the site entrance with daily records kept at the site detailing the origin, quantity and type of controlled waste delivered to the facility and the type, quantity and destination of materials leaving the facility for recovery or disposal elsewhere.

The material collected includes paper, cardboard, various plastic, cans and a very small amount of textiles.

4.4 Existing mitigation measures

4.4.1 Control of Mud, Debris and Loose Waste

Prevention of Mud and Debris on Road

In order to prevent the deposition or tracking of mud or debris from the site onto public area and the highway outside the site the following measures are in place:

- areas of Hardstanding will be maintained free of significant quantities of mud and debris;
- where necessary road cleaning equipment will be deployed to prevent the tracking of mud and debris on the highway;
- all vehicles leaving operational areas will, before leaving the site, be cleaned as necessary and will be checked to ensure that they are clear of loose waste and that any products being exported from the site are secure; and
- all company lorries/skips will be covered when loads are being carried to and from the site.

Remediation of Mud and Debris on Road

In the event that mud, debris or waste arising from the site is deposited onto public areas outside the Site, the following remedial measures will be implemented:

- the affected public areas outside the site will be cleaned; and
- traffic will be isolated from sources of mud and debris within the site to prevent further tracking of mud and debris, and measures will be taken to clear as many sources as soon as practicable.

Leaks and Spillages

Potentially Polluting Leaks and Spillages from Vehicles, Plant and Equipment

The main risks on the Site are associated with spillage of fuels and oils used in the operation and maintenance of site plant. All potentially polluting liquids such as fuel and waste oil are stored within purpose built storage containers (see site layout plan). All equipment will therefore be operated and maintained with the objective of preventing potentially polluting leaks and spillages.

Absorbent materials (granules, sand and sand bags), over containers, and protective clothing will be maintained on site to deal with any possible spillage.

Control and Remediation of Leaks and Spillages

In the event of any potentially polluting leak or spillage occurring on site, the following action will be taken:

- minor spillages will be cleaned up immediately, using sand or proprietary absorbent;
- the resultant materials will be placed in a skip for offsite disposal to a suitable licensed facility;
- in the event of a major spillage, which is causing or likely to cause polluting emissions; and
- to the environment, immediate action will be taken to contain the spillage and prevent liquid from entering surface water drains and the unsurfaced ground. The spillage shall be cleared immediately and placed in containers for offsite disposal, and the Environment Agency will be informed.

4.5 Proposed Operations

The proposal is for a Waste Transfer Station (WTS) to handle a maximum total annual throughput of 25,000 tonnes per annum. The proposed tonnage allowance includes the lawful existing operation of 15,000 tpa and an additional 10,000 tpa of construction and demolition/skip waste.

Principal materials for the additional tonnage would include a range of material which could be sorted for onward recycling such as:

- Inert soils;
- Concrete/brick;
- Wood;
- Metals;
- Plasterboard;
- Plastic;
- Tyres (already being recycled);
- Paper/cardboard (already being recycled); and
- Glass (no bottles)

The development would comprise the following elements (please read in conjunction with proposed site plans):

- construction of building (WTS) measuring 14.8m by 19.8m by 7m high; and
- existing building and uses retained with additional covered storage being made available;

4.6 The proposed Waste Transfer Station (WTS)

The proposed WTS will be 14.8m by 19.8m by 7m high. A material palette will be submitted to Hampshire County Council (and agreed) as part of a pre-application condition attached to any forthcoming planning permission.

4.6.1 Hours of operation

The site currently operates and would continue to operate under the existing condition attached to (ApNo:10/00637/HCS)

“Unless otherwise agreed in writing by the Waste Planning Authority no heavy goods vehicles shall enter or leave the site before 07.00 (Monday to Saturday) and no plant or machinery shall be operated except between the following hours: 0730-1830 Monday to Friday and 0730-1400 Saturday. There shall be no working on Sundays or recognised public holidays”

4.7 Highways

4.7.1 Access

The Existing access to the Site would be retained.

4.7.2 Vehicle movements

Existing lorry movements are limited to 15 HGVs a day which equates to 30 movements per day.

The proposed increase in throughput will generate an additional 12 HGVs a day (24 movements).

Proposed lorry movements (worst case) would be limited to 27 HGVs a day (54 movements)

4.8 Employment

There are four existing employees on Site – these jobs will be retained with a possibility of up to two new additional jobs being created once the WTS is fully operational.

5.0 NEED FOR THE DEVELOPMENT

5.1 Introduction

The need for the proposed development is considered with regard to both national and local policy requirements.

5.2 National Policy

It is a long established cornerstone of national waste planning policy (PPS10) that the management of waste should be driven up the waste hierarchy.

The proposed development has been considered against the “Key Planning Objectives” (paragraph 3 of PPS10) as follows:

1. Help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for - The proposed development would help drive the management of waste up the waste hierarchy and treat waste as a resource by providing recycling and transfer capacity;
- Provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities - The proposed development would contribute favourably Hampshire providing the new waste management infrastructure that is required to divert their waste from landfill and would demonstrate that they are taking responsibility for their waste and the grant of planning permission would enable the sufficient and timely provision of the recycling capacity that the adopted and emerging Waste Local Plans in Hampshire identify is required;
- Help implement the national waste strategy, and supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994 - The proposed development would contribute to the capacity that is required for Hampshire to implement the national waste strategy and supporting targets; and
- Reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness - The proposed development would meet the needs of the waste collection businesses in the area by maintaining and enhancing this existing waste management facility.

Paragraph 20 of PPS10 advises that in looking for sites waste planning authorities should consider a broad range of locations including industrial sites and opportunities to co-locate facilities and paragraph 21 goes on to give priority to the using previously developed land.

The proposed development utilises land currently in use for waste management purposes in an industrial area within Winchester. It therefore uses previously developed land and seeks to co-locate facilities in accordance with the approach outlined in PPS10.

5.3 Local Policy

Policy S4 of the MWCS seeks an increase in the recycling of municipal, commercial and industrial waste to 60% by 2020 and in the text below the policy it is confirmed that a similar level of recycling of construction and demolition waste is expected to occur.

To meet these targets policy S5 goes on to identify that Hampshire will need to have 1.86mtpa of recycling and composting capacity by 2020 and that this will include the need for associated bulking and transfer facilities, such as is proposed in this application. The MWCS goes on to confirm that additional capacity of between 1 and 1.2mtpa will be needed by 2020 in order to deliver these targets.

The proposed development, whilst small, will still contribute towards the achievement of these targets and will meet the need identified within policy S5 for the associated bulking and transfer facilities that are necessary for the waste industry to operate efficiently.

5.4 Summary

The provision of a small, local facility to meet the needs of Winchester by upgrading an existing waste management facility on brownfield industrial land is therefore considered to be fully in compliance with the need to drive the management of waste up the hierarchy and to deliver the additional capacity identified as required in Hampshire.

6.0 POLICY REVIEW

This policy review has taken into account the Development Plan, NPPF, Policies and other material considerations in accordance with pre-application advice received from Hants (please refer to Appendix C dated 22nd November 2012)

The Government is committed to the well-established plan-led system. The development plan provides the essential framework for planning decisions and continues to be the starting point in the consideration of planning applications in the development or use of land.

6.1 Hampshire Minerals and Waste Core Strategy DPD 2007

The following policies within the Hampshire Minerals and Waste Core Strategy (adopted July 2007) are considered relevant in respect to this planning application:

S1 – Sustainable Design, Construction and Demolition

This policy underscores the importance of designing in a sustainable format. It recognises that new built development should facilitate resources through careful design, appropriate materials and be conscientious of recycling materials on-site.

It is considered that the introduction of the WTS at the Site will continue to operate in accordance with this policy in a sustainable manner and is in keeping with the surrounding environment in which it would sit.

S4 - Recycling and Composting

In accordance with Policy S4 (the plan recognises that similar level of recycling of construction, demolition and excavation waste is expected to occur) the Site would contribute to higher recycling rates and help support the 55% target proposed in 2015 and 60% target of 2020. .

S5 - Capacity Requirements for Recycling, and Composting and Recovery and Treatment

It is considered that the introduction of the WTS at the Site would help meet the capacity requirements for construction/demolition/skip waste within Hampshire and identified in this policy.

DC3 (Impact on Landscape and Townscape)

Policy DC3 seeks to protect the distinctive character of landscape and townscape when considering materials and waste developments.

The site benefits from being well screened and further landscaping and planting is not considered necessary for the retention of this site.

DC6 (Highways)

Policy DC6 states that waste developments will only be permitted if it pays due regard to the likely volume and nature of traffic that would be generated and the suitability of the proposed access to the Site and the road network that would be affected. Whilst the tonnage is proposing to increase, Transport Statement concludes that there would be no adverse impacts on the access and surrounding highway network as a result of the proposed development.

DC7 (Biodiversity)

Policy DC7 states that permission will only be granted for waste developments if due regard is given to the impact on biodiversity. It is considered that the development proposals will not conflict with this policy as the Site already has an established waste use and the construction and operation of the WTS would not have a detrimental impact on biodiversity.

Policy DC8 Pollution, health, quality of life and amenity

Policy DC 8 states that waste developments will only be permitted if due regard is given to the pollution and amenity impacts on the residents and users of the locality. The proposed WTS will help ensure operations are kept inside and enclosed and screen the majority of the site ensuring that any future impacts are effectively contained on site.

DC10 (Water Resources),

Policies 10 and 11 consider water and flooding but as the site falls under 0.5 hectares in size and is classed within flood zone 1 no conflict with policy has been identified.

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

Policy DC13 considers the location of waste management facilities and indicates that they will be permitted where the site is an area identified as suitable for waste management uses, has good access and maximises the potential for recycling. The proposed site is considered to be well located to the urban areas of north east Hampshire and the strategic road corridor identified in the emerging Hampshire Minerals and Waste Plan, has good access and will maximise the potential of the site for producing high quality secondary/recycled aggregates.

DC22 - Additional Plant, Buildings and Minor Development

6.2 Draft Hampshire Minerals and Waste Plan – proposed changes to the submission version (October 2012)

This plan is not yet adopted and the Examination in Public is not yet completed so it cannot yet be awarded full weight in the decision making process. It does provide however a guide to future policy direction within Hampshire and is a material consideration.

Relevant policies include S1 and S2 which cover sustainable minerals and waste development and tackling climate change. By minimising waste, increasing the production of high quality recycled/secondary aggregates and making use of reverse logistics to reduce traffic movements the development is considered to be both sustainable and tackling climate change.

Emerging policies on landscape, amenity, flooding and traffic have been considered in the adopted Core Strategy and no conflicts with policy have been identified.

Policy 18 supports investment and new infrastructure as proposed by this development.

Finally policy 30 on Construction, Demolition and Excavation waste states that development which maximises the recovery of construction, demolition which maximises the recovery of construction, demolition and excavation waste to produce at least 1 mtpa of high quality recycled will be supported.

It is therefore concluded that the emerging policy in Hampshire on the recovery of construction, demolition and excavation /skip wastes supports the proposed development.

6.3 National Planning Policy Framework

The NPPF, although not part of the development plan is a 'material' consideration. It was published by the Government in March 2012 and largely replaces former planning policy statements – except for PPS10 (Planning for Sustainable Waste Management). It includes an overarching 'presumption in favour of sustainable development' which means 'approving development proposals that accord with the development plan without delay'. The presumption allows for only refusing permission where adverse impacts clearly outweigh the benefits, or NPPF policies indicate developments should be restricted.

6.4 Planning Policy Statement 10

PPS 10 remains as national policy until a new National Waste Management Plan is adopted and provides for delivering sustainable development by driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option.

PPS 10 sets out objectives for sustainable waste management and the development has been considered against these objectives in order to demonstrate its compliance with national waste planning policy.

With regard to the objectives for sustainable waste management the proposed construction and demolition/skip waste along with the metal/paper/plastic recycling operation at the Site will provide a facility that receives separates and prepares recyclable materials for marketing to end-user manufacturers.

It is considered that the small scale facility will continue to makes a worthy contribution to the achievement of local targets for recycling and diverting waste away from landfill.

It is expected that a combined total of 25,000 tonnes per annum of construction, demolition/skip waste and commercial waste will be diverted away from landfill as a result of the development.

Annex E of PPS 10 sets out the main factors waste planning authorities should take into account when testing the suitability of a site for waste management purposes.

These are:

- protection of water resources, considerations will include the proximity of vulnerable surface and groundwater. For landfill or landraising, geological conditions and the behaviour of surface water and groundwater should be assessed both for the site under consideration and the surrounding area. The suitability of locations subject to flooding will also need particular care;
- land instability, locations, and/or the environs of locations, that are liable to be affected by land instability will not normally be suitable for waste management facilities;
- visual intrusion, considerations will include (i) the setting of the proposed location and the potential for design-led solutions to produce acceptable development; (ii) the need to protect landscapes of national importance (National Parks, Areas of Outstanding Natural Beauty and Heritage Coast);
- nature conservation, considerations will include any adverse effect on a site of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation and RAMSAR sites) or a site with a nationally recognised designation (Site of Special Scientific Interest, National Nature Reserves);
- historic environment and built heritage, considerations will include any adverse effect on a site of international importance (World Heritage Sites) or a site or building within

- a nationally recognised designation (Scheduled Monuments, Conservation Area, Listed Buildings, Registered Historic Battlefields and Registered Parks and Gardens;
- traffic and access, considerations will include the suitability of the road network and the extent to which access would require reliance on local roads;
 - air emissions, including dust, considerations will include the proximity of sensitive receptors and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles;
 - odours, considerations will include the proximity of sensitive receptors and the extent to which adverse odours can be controlled through the use of appropriate and well maintained and managed equipment;
 - vermin and birds, considerations will include the proximity of sensitive receptors;
 - noise and vibration, considerations will include the proximity of sensitive receptors. The operation of large waste management facilities in particular can produce noise both inside and outside buildings. Intermittent and sustained operating noise may be a problem if not kept to acceptable levels and particularly if night-time working is involved;
 - litter, litter can be a concern at some waste management facilities; and
 - potential land use conflict, likely proposed development in the vicinity of the location under consideration should be taken into account in considering site suitability and the envisaged waste management facility.

The metal, paper and plastic recycling operation at Barfield Close has already been considered in regard to the above criteria (APNO.10/00637/HCS). It is considered that introducing the proposed WTS will help enable an improved sustainable efficient operation benefiting from being able to maximise construction and demolition/skip waste in the local community whilst keeping operations inside.

7.0 POTENTIAL ENVIRONMENTAL EFFECTS

7.1 Introduction

This section outlines the potential environmental impacts and considerations of the existing and proposed waste recycling operation at Barfield Close. It provides Hampshire County Council and relevant consultees with a breakdown of the various different environmental impacts which have been considered in relation to each key environmental issue.

The three key environmental issues which have been identified are landscape, transport and noise and subsequently supporting technical reports have been prepared by SLR which are appended to this planning application.

The significance of these effects in respect of the existing development and its location are considered below.

The following potential adverse environmental effects which have been considered are set out and discussed below:

7.2 Air Quality and Dust

7.2.1 Traffic emissions

An assessment of traffic exhaust emissions have been screened out due to the small numbers. According to the DMRB² guidance, impacts can be classified as 'neutral' and further assessment is not required when daily traffic flows as in this instance, are increased by less than 1000 AADT (Annual Average Daily Traffic) or HDV movements are increased by less than 200.

7.2.2 Odour

All existing waste streams in the main would be dealt with inside the building. The nature of the materials being collected and processed do not give rise to odours therefore additional measures are not deemed necessary.

7.2.3 Dust

Dust and Odour generated by lorry movements on site would be appropriately mitigated:

- screening and bailing operations take place within existing building;
- hose down facility to ensure lorries leaving the site do not spread mud onto the highway; and
- regular sweeping/general tidying and site management at the yard area.

7.2.4 Contaminated Land

There is an existing small diesel tank in the eastern section of the site which is appropriately secured which is used for fuelling plant operating on-site.

² Design Manual for Roads and Bridges Vol. 11 Environmental Assessment (Consolidated Edition), Section 3, Part 1 Air Quality (May 2007)

7.3 Ecology

The existing developed land is considered not to have any ecological interest. The area affected by the continued use does not support any important population of common or economically important species.

No designated nature conservation sites are affected by the existing operations at the site.

No SSSI or other protected sites would be impacted upon by the introduction of the proposed WTS at the Site.

It is considered highly unlikely that that any other sensitive receptors in the locality to the Site would be impacted upon by the existing operations on Site.

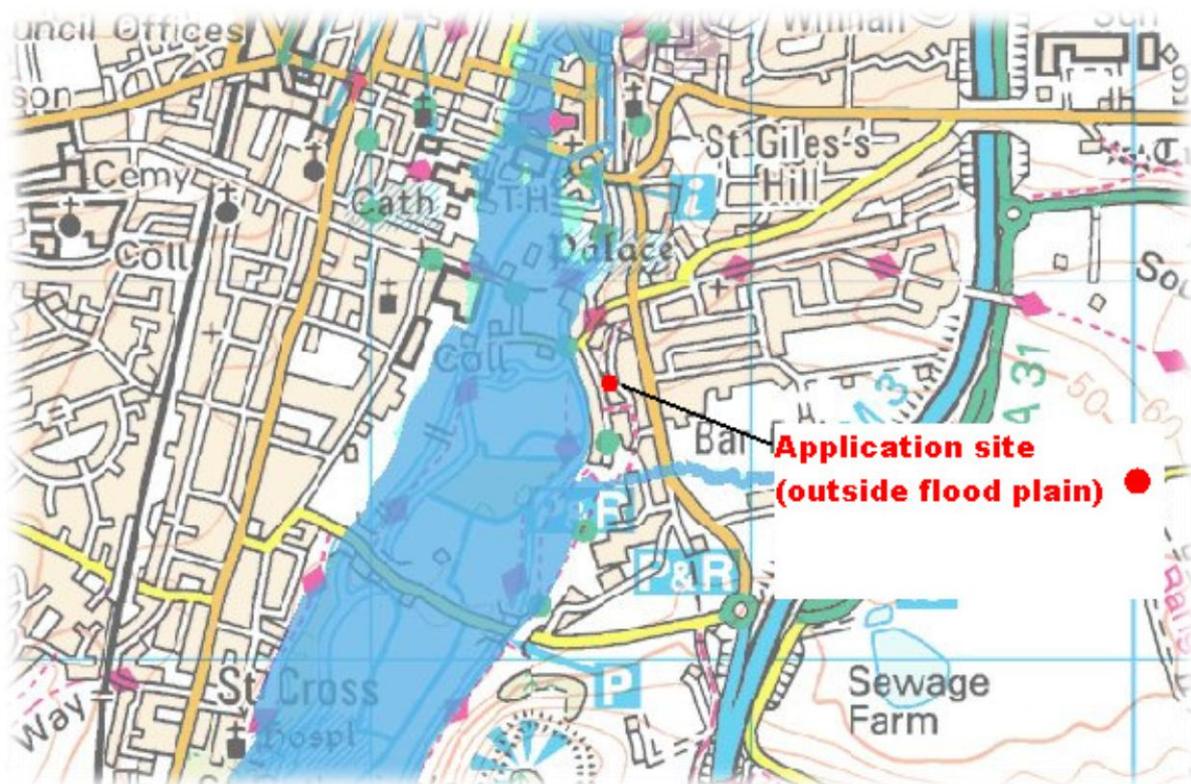
It is therefore considered that the existing scheme will not and does not have any adverse impacts on ecology.

7.4 Hydrology

The Site does not lie within or close to a Groundwater Protection Zone where environmental impact may be considered an issue.

The Environment Agency's Flood Zone map suggests the application site is within Flood Zones 1 (low risk).

Fig 2-0 Flood Zone Allocation



There are no proposals to alter the existing surface water drainage scheme or to provide additional hardstanding so surface water runoff rates/volumes will remain unaffected and therefore no increase in flood risk to others.

7.5 Residential Amenity

The closest residential properties at the site are located beyond the western boundary of the Site (see site boundary plan).

The Site is an existing metal, plastic, cardboard and paper recycling Facility which has previously been approved for recycling Scrap Metal by the Local Planning Authority. The addition of the new WTS to enclose operations further is considered to be acceptable.

7.6 Landscape and Visual

This accompanying Landscape and Visual Impact Statement has assessed the potential landscape and visual implications of the proposed development.

This included a baseline study of the existing site and its surroundings, a study of the landscape and visual characteristics of the development and an assessment of the residual landscape and visual impacts likely to be generated after mitigation has been considered and their significance.

In terms of effects on the wider landscape resource, the small scale footprint of the WTS relative to the wider industrial estate and site context; which includes features such as the M3 corridor means that the proposed development would constitute a very small scale change. The landscape fabric and views from the Landscape / Townscape Character Areas would therefore remain intact.

The landscape study undertaken has identified and assessed the range of potential receptors and views within the study area.

The topography of the site (which is level) would not change and it is considered that the introduction of the WTS building would not be out of character with the existing recycling facility and ancillary buildings on Site or within the wider surroundings.

When taking into account the nature of the surrounding environment it is unlikely that the visual impacts on other close proximity views would be deemed as being significant.

7.6.1 Summary of Mitigation Measures

There is little scope (or likely benefit) for additional mitigation measures within the site itself other than the use of colour on the WTS itself; as a general observation the existing pale grey industrial units within the industrial estate contrast with the darker green woodland backdrop when viewed from some locations. It is therefore expected that the green cladding specified for the proposed WTS is likely to assimilate better with the adjacent landscape.

7.7 Noise Impact

The noise assessment sets out the noise emissions produced by the daily operations at the proposed WTS and assesses their impact at the nearest noise-sensitive residential receptors.

The noise assessment was conducted in accordance with the policies of Winchester City Council and the guidance contained in British Standard 4142:1997 Method for rating industrial noise affecting mixed residential and industrial areas and the haul route method

contained in British Standard 5228:2009 Code of practice for noise and vibration control on construction and open sites, Part 1: Noise.

The BS4142 assessment has shown that predicted rating levels from the WTS would lead to a situation between marginal significance and complaints likely at Locations 1 and 2 and a situation between marginal significance and complaints unlikely at Location 3 (based on a 12.5m building height).

Mitigation measures to reduce the likelihood of complaint have been suggested. In this instance reducing the height of the WTS building to 7.0m would allow other buildings and the fences at the site to become more effective acoustic barriers. The BS4142 assessment of this scenario shows a situation between marginal significance and a positive indication that complaints would be unlikely at all locations assessed.

The BS5228 haul route assessment has shown that predicted noise levels from heavy goods vehicles movements associated with the proposed WTS would have a minor barely perceptible impact at the nearest residential receptors.

With the implementation of the suggested mitigation measures, noise is not considered to be a determining factor for the development of the WTS at the site.

7.7.1 Summary of Mitigation Measures

The proposed WTS was reduced to a height of 7.0m to ensure complaints would be unlikely.

7.8 Traffic Impact

This report has been prepared in order to assess the traffic implications associated with the proposal for a Waste Transfer Station at the Applicant's existing recycling facility located at Barfield Close, Winchester.

The nature of the WTS means that a simple pro-rata increase of the existing trip generation would be inaccurate and this report has thus calculated the likely trip generation on a first-principles basis, the results of which indicate a daily generation of just 24 two-way HGV movements (12 in each direction) per day.

Swept-path analysis has been undertaken of the internal manoeuvring area which confirms that the proposed operation would not cause vehicles to wait on the public highway, which is nevertheless prevented by the presence of double-yellow road markings on Barfield Close.

The assessment also indicates that the likely trip generation of the facility would occur outside of the busiest times on the adjoining highway network, minimising the relative impact of the additional traffic. In view of this, the report considers that the proposed development may be accommodated on the highway network without any material or discernible worsening of conditions.

The existing safety performance of the study area network, as agreed with the local highway authority, has been assessed by way of data obtained from Hampshire County Council, which has confirmed that there is no unacceptable highway safety risk relating to the geometry of the highway or its use by goods vehicles.

Hence, in consideration of the limited trip generation, the report considers that the proposed development would have not result in a material or discernible worsening of highway safety.

7.8.1 Summary of Mitigation Measures

No new Mitigation measures are considered necessary.

7.9 Historic Conservation

The site itself is considered to be Brownfield and previous use was a scrap yard it is therefore considered very unlikely that there would be any material archaeological impacts arising from the development on the site itself or on the locality. In light of this it is not considered necessary to investigate the archaeological impact of the development further and an archaeological investigation is not considered to be needed as part of the planning application process.

8.0 SUMMARY OF THE BENEFITS OF THE DEVELOPMENT

The introduction of the proposed WTS will make an important contribution to recycling construction and demolition/skip waste within Hampshire.

The WTS will provide an economic benefit for the community potentially securing up to two additional full time jobs during the permanent life of the operation. A number of jobs will be indirectly created providing services to the facility.

The operation of the Site would be able to run more efficiently and house recycling and storage under cover.

Increasing the range of waste streams dealt with at the Site will reduce the need for disposal of construction and demolition/skip waste to landfill.

Provide a secure long-term permanent local site for Winchester, giving the county and the city of Winchester more recycling opportunity.

Introducing the proposed WTS at the Site under consideration has previously been considered acceptable for scrap metal recycling, with excellent access on to the primary route network. As such the existing development is considered to comply with the locational criteria for selecting sites for waste management development at the national, regional and local level.

The continuing use of the recycling facility will enable Hampshire County Council to demonstrate that they are continuing to make appropriate provision for managing waste arising within the area.

The principle for a Waste recycling operation at this site is considered acceptable with regard to all levels of planning policy which have been reviewed within this supporting statement.

It is considered that retaining this will continue to deliver considerable waste disposal benefits for the surrounding area complementing other recycling schemes and minimising the overall movement of HGV traffic on the local highway network.

It will also underpin continued employment at the site.



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