



**Use of site as Waste
Transfer Station
(Retrospective
application)**

Units 1 and 4 to 6
Highfield Industrial
Estate Lasham

[Supporting Statement](#)

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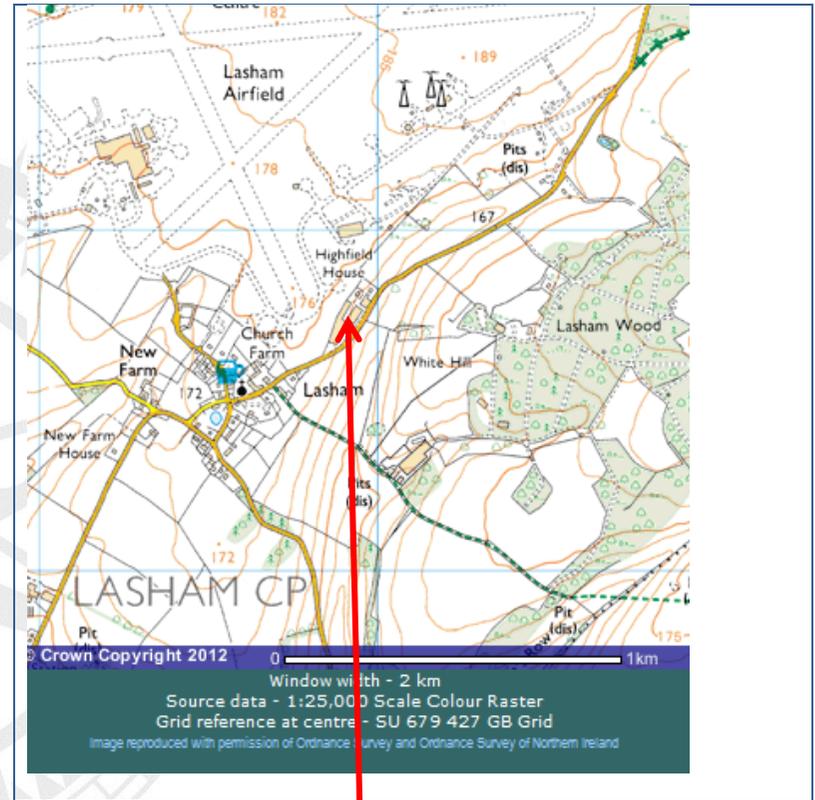
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1.0 INTRODUCTION

- 1.1 Waste Care has requested that Southern Planning Practice submit a planning application for the uses of units 1, 4, 5 and 6 at Highfield Industrial Estate as a waste transfer station.
- 1.2 This statement has been prepared in support of the application.
- 1.3 The site is shown on the location map opposite



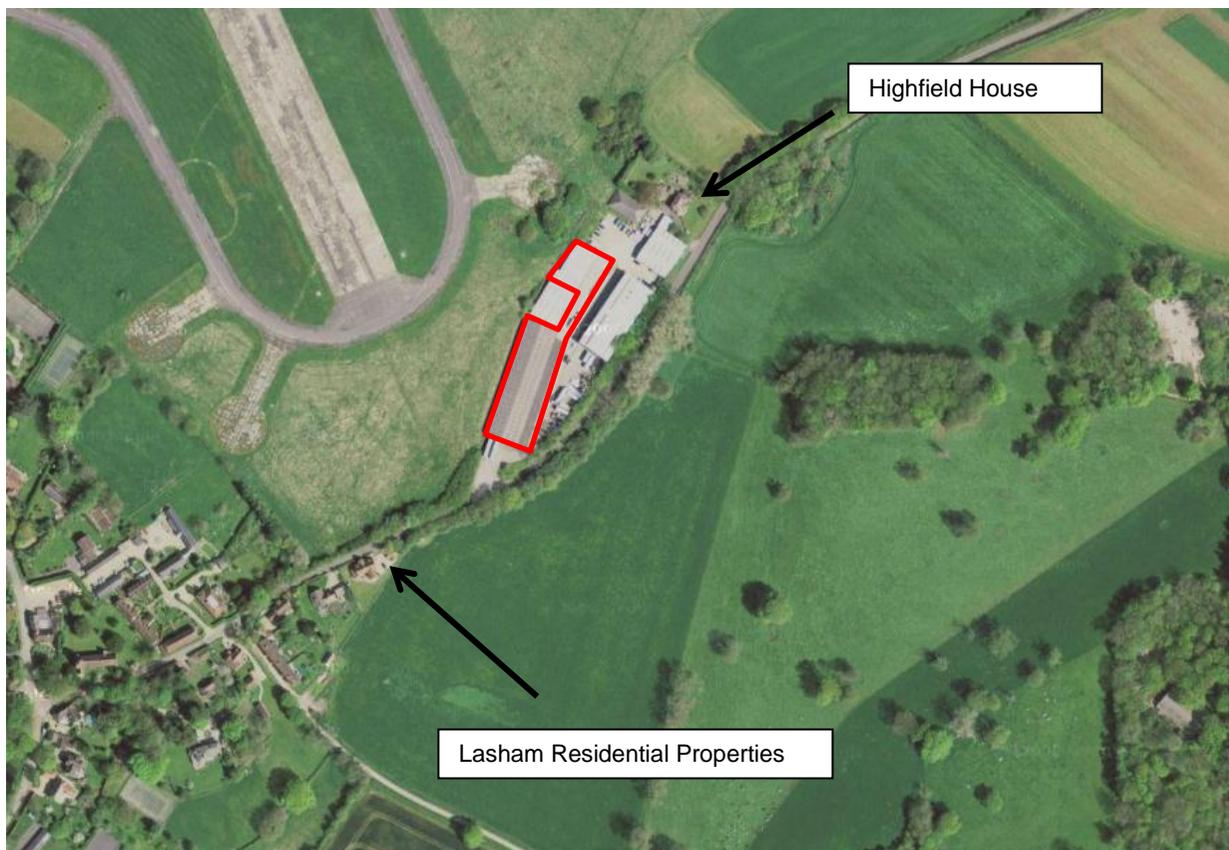
Site

2.0 SITE

2.1 The application site is approximately 0.4 hectares and is located on Highfield Industrial Estate, Lasham to the east of Lasham Airfield. Access to the site is directly onto the northern access road into the village of Lasham, this road leads to The Avenue (Avenue Road). The Avenue provides access to the A339 and the B3349

2.3 There are nine other units on the site and there are a range of business (Use Class Order B1/B2/B8) uses. There is also another waste transfer station. HCC have recently granted permission for a waste transfer station at units 2 and 3 (ref 54247 July 2012). This is an almost identical use to the one now proposed albeit on a slightly smaller scale.

There are residential properties to the north of the industrial estate (Highfield House) and to the south within Lasham village, these are indicated on the aerial photograph.



3.0 SITE HISTORY

3.1 The units subject of this planning application were granted planning permission in 1985 (20158/06) for unrestricted warehousing (B8 use), prior to this the units were used for agricultural storage. The units on the wider estate are of B8, B2 and B1 use.

3.2 Waste Care stated operating from units 1, 4, 5 and 6 as a waste transfer station in August 2005. They also utilises the offices situated at the northern part of the site for administration purposes (unit 7)

3.3 Waste Care specialise in hazardous waste and “difficult” non-hazardous waste. This includes chemicals, batteries, fluorescent tubes, vegetable oils, printing, photographic, dry cleaning, electrical, catering, packaging, hazardous and toxic waste.

3.4 In August 2011 an adjacent unit, Unit 1, was destroyed by a fire. The Hampshire Fire Service report concluded that the origin of the fire was a 200 litre drum used to transport/store batteries and that the most likely cause of the fire was a short circuit resulting in ignition of the batteries.

3.5 Following the fire Hampshire County Council (HCC) planning department advised that there appeared to be no planning

permissions for the units operated by Waste Care. This arose as Waste Care were under the impression that the existing use for the site covered a waste transfer operation.

3.6 It should be noted that Waste Care already possesses an Environmental Permit.

3.7 HCC have recently granted permission for a waste transfer station at units 2 and 3 (ref 54247 July 2012). This is an almost identical use albeit on a slightly smaller scale than the use now applied for.



Former unit 1

4.0 PROPOSAL

- 4.1 Approximately 4500 and 5500 tonnes of waste per annum are imported and manually sorted by way of packing, decanting or pumping waste into bulk containers, this would depend on volume and material type subsequently the waste would be exported from the site to a larger waste transfer facility or to a recycling or disposal facility.
- 4.2 The waste would be sorted and then stored within the units after sorting. The Building Layout Plan details the different storage areas within the three buildings. Any liquid waste would be stored in bunded areas. The bunded areas would use 110% capacity double size bund trays made specifically for the purpose of containment of liquid waste. Each double tray measures 2,560 millimetre length, 1,350 millimetre width and 510 millimetre height. Each bund tray has a safety sump capacity of 1,140 litres and a uniform distribution load (UDL) of 2,500 kilos.
- 4.3 The different waste streams to be handled by this site are batteries, WEEE & EEE, Oil & cooking Fat, cardboard, Polystyrene. The battery types would be limited to disposable alkaline, automotive lead acid, standby power supplies, power tools and portable equipment. Lithium button cells would not be handled on site. Aerosols would not be emptied on site, it is proposed that they will be sorted and repackaged into larger containers for onward recycling.
- 4.4 In terms of the polystyrene and cardboard this is bulked up on and stored on the standing trailers (former unit 1) then moved directly off site by waste care transport to reprocessing sites when there are sufficient quantities.
- 4.5 The proposed operating hours are 0700 to 1900 hours Monday to Friday with 0800 to 1300 hours on Saturday).
- 4.6 It is proposed to use the hardstanding opposite the entrance of Units 4, 5 and 6 for the parking of vehicles.
- 4.7 All drivers are directed out of the site in a northerly direction towards Avenue Road and then along Avenue Road to the A339 or the B3349. It should be noted that the use has been operating for approximately 7 years and therefore drivers are aware of the requirement not to drive through the village of Lasham.
- 4.8 Following the fire and the demolition of unit 1 the area has been used for the parking of standing trailers. These are used for the loading and unloading of waste. Also outbound fridge trailers (taking fridges off site to reprocessors) are loaded on a daily basis. Normally these are removed on a daily basis though occasionally the trailers are stored overnight. .

4.9 Waste care is working with Landlord the previous owners of Loddon to clean up any debris from unit 1

4.10 Batteries are stored principally in unit 4 together a small portion of unit 5. Unit 6 is used to sort the batteries prior to storage. This has been the situation since 2005.

4.11 After every shift there is a scan with a thermal imaging camera to assess the status of the batteries

4.12 There is no intention for the present to rebuild unit 1.

4.13 The business employs 20 staff of which there are 6 office workers.

Highways

4.14 Waste Care operates 8 vehicles. These are: -

- 2 x 3.5 tonne vans
- 2 x 7.5 tonne lorries
- 1x 12 tonne lorry
- 1 x 18 tonne lorry
- 2 x artic vehicles

4.15 In terms of movements there is currently have 12 vehicle trips per day all vehicles operate on a round robin collection system and will leave AM and return PM

Vehicles	Daily Vehicle Movements
2 x 3.5 tonne vans	2 trips each
2 x 7.5 tonne lorries	2 trips each
1x 12 tonne lorry	1 trip
1 x 18 tonne lorry	1 trip
2 x artic vehicles	1 trip each

4.16 Therefore approximately 48 vehicle movements a week based on a six day week

4.17 On the Lamp Recycling application the applicant stated that he would: -

Liaise with the Post Office to determine the units postcode. He will try to establish a new postcode for the site and also ask Satellite Navigation companies if they can make the entry route via The Avenue.

4.18 Waste Care will work with Lamp Recycling to ensure that the work started is implemented.



Units 4, 5 and 6



Former unit 1

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.

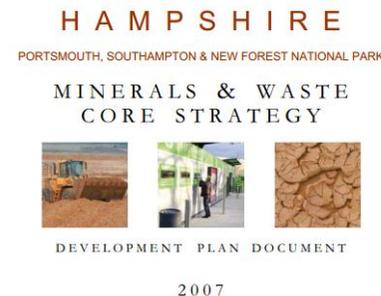
DC13 – Waste Management and Recycling (including Aggregate Recycling Facilities)

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.



6.0 RATIONALE FOR THE DEVELOPMENT

Principle

6.1 The industrial estate has permission industrial uses (B1/B2/B8). The use operated by Waste Care is in principle a process which could be described as a B2 use.

6.2 The planning portal states that: -

Many waste management activities fall within the general industrial class in the Use Classes Order and can be considered to be a B1, B2 or B8 use. This is particularly the case given the increased move towards enclosing waste management activities in purpose-designed buildings.

Applicants should not automatically assume that an application for waste development will be sui generis and should consider whether the processes their facility will use could be considered to be a B1, B2 or B8 industrial process.

6.3 HCC considers this particular use to be sui generis. It is not the intention however of this application to argue the point however it does explain why Waste Care have been able to operate from the premises for at least 7 years without the use being questioned by HCC.

6.4 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 (part b). The proposal is therefore appropriately located on an existing industrial estate and accords with the policy.

6.5 It is considered therefore that the principle of development is acceptable especially with regard to the comments on the planning portal and the fall back position.

Highways

6.6 Policy DC6 relates to highways as part of the recent planning application the highways authority undertook a traffic survey and their comments on that application (as taken from the committee report) are as follows: -

Accident data for the last five years has been reviewed. There have been seven personal injury accidents that have occurred on The Avenue and one on Lasham Road in the last five years.

- *Two of these accidents were serious but neither involved goods vehicles. Of the remaining six accidents, two involved goods vehicles but neither incident was due to inadequate road conditions.*

- *Six accidents have occurred at the Golden Pot junction in the last five years, none of these were serious and only one of the accidents have involved a commercial vehicle.*
- *Four accidents have occurred at the junction of The Avenue/A339, none of which were serious.*
- *Two of the accidents involved a commercial vehicle, one being a shunt and the other being down to driver error.*

The national traffic generation database TRICs was interrogated to assess the level of trips a B2/B8 operation of this size could generate with results showing that it could result in around 100 daily trips, 40 of which would be commercial vehicles of which seven could be HGVs.

Local highway network survey data has been obtained and demonstrated that between 0700–1900 267 commercial vehicles (Larger Goods Vehicles [LGVs] and Heavy Goods Vehicles [HGVs]) and 1,817 cars were counted along The Avenue.

Adding the proposed vehicle movements to the local traffic survey data would result in an 8.2% increase in daily commercial traffic using The Avenue or a 1.6% increase in daily total traffic using the road. However the proposed vehicle movements associated with the proposed use are lower in terms of total traffic, commercial traffic and lorry traffic than that which could be generated by the existing unrestricted B8 permission.

When considering the existing unrestricted B8 use of the site and the proposed number of vehicle movements associated with this proposal it is clear that the proposed development will not result in an increase in traffic. Therefore it is not considered that there are any grounds to sustain a highway reason for refusal based on highways safety.

It is recommended that a condition is attached to ensure the applicant adhered to a lorry routing arrangement as there would be concerns if goods vehicles/commercial vehicles were to travel through the Lasham village.

The proposed vehicle movements travelling north, away from the village of Lasham is not anticipated to have a significant highway impact due to the low numbers and bearing in mind there are no current restrictions on traffic movements to and from the industrial estate. The access to the site is of sufficient width to accommodate the largest proposed vehicles with space within the site to enable manoeuvring thereby enabling vehicles to enter and exit the site in a forward gear.

6.7 In terms of highways the key issue is that Waste Care have already been operating from the site for seven years. Therefore the data collection and information used for the application at units 2 and 3 would include Waste Care movements. They will not therefore be adding to the overall number of traffic movements to and from the site.

6.8 The comment from the highways authority is that the authorised use of this building could generate up to 40 commercial trips a day 7 of which would be HGV's. Waste Care will be operating at a level approximately a quarter of this level which is the similar to the operation run by Lamp recycling and to which the highways authority had no objection. It is considered therefore that the proposal complies with policy DC6

6.9 In the new year the company will be installing a barrier to ensure that vehicles have to turn left out of the site. This is to ensure that no vehicles enter Lasham village

Visual impact

6.10 The majority area which was unit 1 is used principally for the storage of trailers and for loading and unloading as described earlier in this document. Part of the hardstanding is still being repaired following the fire and debris being disposed of in conjunction with the landlord and the former owners of Loddon.

6.11 At present there is no time scale to clear this part of the site however the applicant is willing to work with the County Council and agree a management plan for the use of the area of unit 1.

6.12 Subject to an agreed management plan which would also address storage and visual impact then this would meet the requirements of policy DC3.

Other Material considerations

6.13 All sorting takes place manually and within the building. Consequently the low levels of noise generated will be effectively attenuated by the building. Considering the distance to the nearest residential property it is unlikely that there will be an unacceptable impact on nearby residents.

6.14 It is noted that on the previous application for Lamp concerns were raised about the fire. At present all management systems and working plans are presently being reviewed and update by Waste care. It should be noted that the proposed activities have been appropriately regulated over the last 7 years and will continue to be regulated by the Environment Agency and the Fire and Rescue Service. The proposal will accord with Policy DC8.

7.0 CONCLUSION

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

- it is within existing buildings on an industrial estate (DC13) and
- it would not significantly impact on the health, quality of life or amenity of local 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.

