

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

Applicant: Hampshire County Council

Construction of two new salt storage barns with associated supporting facilities, small office unit, drainage, lighting, landscaping and vehicle parking at Broadmarsh Salt Barn, Harts Farm Way, Havant, Hants PO9 1HR (Application No. APP/11/01469)

(Received: 23 September 2011)

General

Planning permission is sought for the construction of two new salt storage barns with associated supporting facilities, small office unit, drainage, lighting, landscaping and vehicle parking at Broadmarsh Salt Barn, Harts Farm Way, Havant.

The proposed site is located off Harts Farm Way, on the site of the existing Havant Household Waste Recycling Centre (HWRC). Harts Farm Way connects to the near tear drop junction off the A27, Havant Bypass which connects Havant to Chichester. The site lies adjacent to the eastern boundary of the Broadmarsh Business and Innovation Centre (Outline Planning permission 97/57217/002 And reserved 98/57217/003). Planning permission (Application No. APP/11/01470) has been granted for the provision of a new Havant HWRC on the former incinerator land to the north of this site.

Approximately 0.3km south of the site lies the Langstone Harbour Site of Special Scientific Interest (SSSI), the Chichester and Langstone Harbour Special Protection Area (SPA), Solent Maritime Special Area of Conservation (SAC) and Chichester and Langstone Harbour RAMSAR Site. On land opposite the site is a temporary utilities storage depot (Application No. APP/10/00515), and a sub-station. Approximately 1.4km from the site lies the Chichester Harbour Area of Outstanding Natural Beauty.

The proposed facility will incorporate two salt storage barns of 4000 tonnes capacity each, a small office facility for up to 6No. staff and necessary material storage bays to facilitate minor routine highways repairs and emergency responses. One storage barn will be designated for operational use by the 3No. spreaders that currently cover the Havant Hayling Island areas. The other will be purely a strategic facility in case of extended extreme winter weather conditions to improve the stock resilience for the County. The proposed barns will be set back and accessed directly from Harts Farm Way. To the south of the barns will be a macadam parking and vehicle turning area. The parking will provide demarcated spaces for up to 10No. cars and 3No. grit spreading vehicles. The proposed depot will operate continuously during severe weather events. It is anticipated that during winter months less than 50 lorry movements per day are to be expected. Improvements to the access are proposed and measure 7.3m in width and will include visibility splays of 2.4m x 90m in both directions.

The two barns will have curved roof construction and will be clad externally. The proposed materials and finishes for the wall and roof cladding are to be Rigisystems Profile 38/152/914 in colour Hamlet (RAL 9002), the roof drainage system (including fascia and guttering) are to be painted 'Solent Blue' (BS 18 E 53). The proposed location and number of lighting columns is unknown at present however

it is stated that they will be 8m in height. It is the normal policy that lighting will remain on during the hours of darkness only when work is being undertaken, otherwise the lights will be activated by PIR sensors. The site is to benefit from landscaping, the existing planting along the southern boundary of the site, adjacent to Harts Farm Way is to be retained with additional *Quercus robur* (Oak Trees) being planted. 3m high palisade fencing is to be maintained and powder coated black except on the eastern and southern boundary where a 3m high close boarded treated timber fence will be erected. It is proposed that there will be climbers planted along the eastern boundary and then in-front of this further planting will take place (as detailed on plan 17/509026/4000-02 Rev01). At the site entrance 3m high palisade powder coated black gates will be erected.

If the planning application is approved construction work is planned to commence in March 2012. The proposed HWRC to the north of the Salt Barn site will be constructed whilst the existing site continues to serve members of the public. Once the new HWRC and access road are constructed the site furniture for the HWRC will be installed. The existing HWRC will then be closed on the same day as the new site opens enabling demolition of the closed HWRC to take place and the new salt barn compound will be completed. Construction work is expected to be completed in November 2012.

Development Plan

The appropriate development plan document for consideration is the Havant Borough Core Strategy (March 2011) and the Havant Borough-Wide Local Plan (Sept 2005).

The relevant policies from the Havant Borough Core Strategy are CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough), CS12 (Chichester Harbour Area of Outstanding Natural Beauty (AONB)), CS14 (Efficient Use of Resources), CS16 (High Quality Design), CS20 (Transport and Access Strategy), DM6 (Coordination of Development), DM8 (Conservation, Protection and Enhancement of Existing Natural Features), and DM10 (Pollution).

The relevant policy from the Havant Borough-Wide Local Plan is EMP1.1 (Former Incinerator site and Havant Borough Council Depot, Harts Farm Way, Havant (6.8ha)).

Consultations

Councillor Bolton	Has been consulted, no comments received.
Havant Borough Council	Have no objection to the proposed development subject to compliance with conditions. In summary these conditions relate to: the development beginning within three years of the date of the permission, a the submission of a Construction Traffic Management Plan, contaminated land, restriction on the hours of demolition, excavation and construction works, the submission of a Post Construction Assessment for BREEAM, the submission of a precautionary working methodology, provision and retention of appropriate visibility splays, the completion of landscaping works and development completed in accordance with the submitted plans.
Environmental Health	Have no objection to the proposed development, however it is requested that conditions are attached requesting that further land contamination investigations are undertaken.
Environment Agency	Have no objection to the proposal.
Highway Authority	Have no objection to the proposed development subject to conditions being attached to any planning consent that is granted. The conditions

Natural England

relate to the provision of visibility splays and the submission of a Construction Traffic Management Plan.

Are of the opinion that the proposed development is not likely to be an impact to the features of interest. It is considered that there not to be an impact to Chichester Harbour Area of outstanding Natural Beauty.

Commentary

The site has been allocated as employment land and is covered by saved policy EMP1.1, a requirement of this policy is that the redevelopment of this site is dependent upon the relocation of the existing HWRC. Planning permission has been granted by the Waste Planning Authority for the provision of a new HWRC on land to the north of this site thereby satisfying the policy. The proposal includes significant additional planting, which is addressed below, and therefore is in accordance with policy EMP1.1.

The proposed development sits within the Havant and Emsworth Coastal Plain Landscape Character Area and is of a relatively close proximity to the Chichester Harbour Area of Outstanding Natural Beauty (AONB) therefore there is a need to ensure that the proposed development will not compromise the key character of the area and the special qualities of the AONB. Plan 17/509026/4000-02 Rev01 provides full details of the proposed landscaping including plant species and boundary fencing and plan 17-005992-GA/01 RevB illustrates the proposed layout of the site. The layout plan shows the proposed barns to be well set back on the site, therefore they will not be dominant or imposing structures on Harts Farm Way. The proposed design of the barns is to be in keeping with the buildings recently constructed on the adjacent western site, in addition to this the colour closely matches the adjacent buildings. It is therefore considered that the proposed buildings respect the local context and will not undermine the future development on adjacent sites. The landscape plan identifies that the existing planting along the southern boundary of the site, bordering Harts Farm Way, is to be retained. This existing planting will benefit from additional *Quercus robur* (Oak Trees) being planted to the rear thereby providing greater screening of the site in the future. There are currently views into the HWRC site from the east. To mitigate this, planting is proposed along the eastern boundary; this will take the form of climbers and mixed native shrubs. The climbers will be attached to a close-boarded timber fence which will fully screen the site. Overall it is considered that the design of the proposal is of a high quality which will be well screened by existing and proposed soft and hard landscaping, consequently it will enhance the character of the area and improve the public realm. The proposal accords with policies CS11, CS12, CS16, DM6 and DM8.

At present, queues frequently form along Harts Farm Way due to the high numbers of people visiting the HWRC. The development of the storage barns in the place of the HWRC will lead to a reduction in the number of vehicles entering and leaving the site. This development will remove the likelihood for congestion and consequently improve traffic conditions along Harts Farm Way therefore meeting the requirements of policy CS20. In addition to this, due to the nature of the proposal, it is considered appropriate for the site to be in this location as it is close the strategic road network which will enable the areas of Havant/Hayling Island to be serviced during the winter months.

Whilst a land contamination survey was carried out prior to the planning application being submitted, there are concerns that there is no confirmation of concentrations of dioxins or furans present within soils at the site, and consequently no qualitative risk assessment has been carried out. Advice has been provided given that in the absence of any speciated hydrocarbon sampling, groundwater monitoring, or groundwater level analysis, it is difficult to assess the potential risk to surface waters. It is therefore

necessary that further risk assessments are required to address these concerns, conditions are recommended if planning permission is to be granted.

The proposed means of drainage of the site is by the foul sewer, therefore any saline arising from the storage and/or loading of vehicles will be contained within defined areas. Surface water from the general depot area is to be drained through a system of trapped surface water gullies and catchpit manholes. It will then be discharged via the same outfalls as that arising from the existing HWRC. It is not likely that the site will detrimentally affect the water environment. There is the requirement for external lighting on the site, whilst full details have not been provided the principal of external lighting is considered acceptable on the basis that the lighting will remain on only during the hours of darkness when the site is being worked. Therefore to ensure the Local Planning Authority are satisfied with the final lighting to be erected on site it is recommended that a planning condition is attached requesting full details. The proposal is considered to accord with policy DM10.

The floorspace to be created by the proposed salt barn buildings exceed 500m² therefore policy CS14 should be considered. The aim of this policy is that proposed developments are sustainably constructed through the efficient use of resources. The policy states that on completion of the development it should be demonstrated that it meets BREEAM standard 'very good'. There is the caveat within this policy stating 'unless proven to be financially or technically viable'. Details have been submitted with the planning application to address this policy. The information demonstrates that due to the nature of the development being for salt storage, it is not technically possible to meet the BREEAM requirements. For example, there is not going to be a heat or water supply to the barns. As a result of this it is not considered to be reasonable to attach a condition requesting that the development meets the BREEAM rating 'very good'. The application does demonstrate that whilst it is not possible to achieve the rating, the proposal aims to achieve a sustainable development. For example there will be a Site Waste Management Plan incorporated into contract documents and the electricity supply to the salt barns will be metered. In addition to this the timber used on site for the boundary fencing will be sourced in accordance with the UK Government's Timber Procurement Policy and boundary planting will enhance the ecological value of the site through introducing additional appropriate plant species along the eastern boundary of the. As a result of this it is considered that the proposal development is to, where technically possible achieve the aims of policy CS14.

In conclusion, it has been demonstrated that the proposed development accords with policy and it is therefore recommended that planning permission should be granted.

Recommendation

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

Reason for Approval

1. It is considered that the proposal would be in accordance with the development plan (summary attached) and would not materially harm the character of the area (CS11, CS12, DM6) or the amenity of local residents (CS16, DM8), it would efficiently use resources (CS14), would not generate significant levels of pollution (DM10) and would be acceptable in terms of highway safety and convenience (CS20).

Conditions

Time Limits

1. The development hereby permitted shall be begun before the expiration of three years from the date on which this planning permission was granted.

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

Hours of Working

2. No demolition, clearance, excavation or work relating to the construction of the development 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 0800 or after 1800 Monday to Saturday inclusive, and not at all on Sunday or recognised public holidays.

Reason: To protect the amenities of occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Core Strategy 2011.

Highways

3. A Construction Traffic Management Plan, including lorry routes, contractors parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction shall be submitted to and approved by the Waste Planning Authority in writing before development commences. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of Highways Safety and amenities of the area, and having due regard to policies CS16 and CS20 of the Havant Borough Core Strategy 2011.

4. The visibility splays of 2.4 metres by 90 metres as shown on drawing 17-005992-GA/01 RevB shall be provided prior to opening of the site and these visibility splays shall be kept free of obstacles for perpetuity.

Reason: In the interests of highway safety

Contaminated Land

5. Prior to the commencement of the development approved by this Planning Permission, a scheme to deal with the risks associated with contamination of the site by dioxins shall be submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority.

a) A desk study identifying

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

b) A site investigation scheme based on (a) to provide information for an assessment of the risks to all receptors that may be affected, including those off site.

c) The results of the site investigation and risk assessment (b) and a method statement based on these results giving full details of the remediation measures required and how they are to be undertaken.

d) A verification report shall be prepared on completion of the works set out in (c) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

Reason: To prevent site occupants being exposed to unacceptable risks from contamination; and to mitigate the effects of contaminants in, on, or under the ground (as the site may be contaminated due to adjacent land uses); and having due regard to policy DM10 of the Havant Borough Core Strategy.

6. If, during development, contamination not previously identified on site is found to be present, no further development shall be undertaken until a report has been submitted to and approved by the Local Planning Authority detailing how that contamination is to be dealt with. All works outlined in the submitted report shall be adhered to.

Reason: To prevent site occupants being exposed to unacceptable risks from contamination; and to mitigate the effects of contaminants in, on, or under the ground (as the site may be contaminated due to adjacent land uses); and having due regard to policy DM10 of the Havant Borough Core Strategy.

Materials

7. The two storage barns hereby permitted shall be constructed in accordance with the details submitted; the wall and roof cladding shall be Rigisystems Profile 38/152/914 in colour Hamlet (RAL 9002) and the roof drainage system (including fascias and guttering) shall be painted Solent Blue (BS 18 E 53).

Reason: To ensure that the development respects the local context to satisfy policy CS16 of the Havant Borough Core Strategy 2011.

Landscaping

8. The approved landscaping scheme (plan 17/509026/4000-02 Rev01) shall be completed in the first planting season from the completion of the last building shell. Any trees or plants which die during the first five years shall be replaced during the next planting season.

Reason: To ensure that the landscape scheme is completed in the interests of the appearance of the development and having due regard to policies CS11, CS12, CS16 and DM8 of the Havant Borough Core Strategy and EMP1.1 of the Havant Borough-Wide Local Plan (Sept 2005).

9. The trees and shrubs to be retained shall be protected during building operations by the erection of protective fencing in strict compliance with the requirements of the Local Planning Authority relating to their protection. The existing trees shall not be lopped, topped, felled or destroyed without the prior approval in writing of the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of natural features.

Lighting

10. Full details of the proposed external lighting shall be submitted to the Local Planning Authority for written approval. The details approved should then be fully implemented. The details should include:
- a) the location of the lighting columns
 - b) the height of the lighting columns
 - c) the specification of the lighting

Reason: To ensure the proposed lighting will not generate light pollution in accordance with DM10 of the Havant Borough Core Strategy 2011.

Case Officer
Kristina King

Date...08/12/2011.....

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

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Richard Read

Date...08/12/2011.....

Annexe to Reasons for Conditions
(as required by Article 22 of the Town and Country Planning
(General Procedure) Order 1995 – as amended)

Havant Borough Council Core Strategy (March 2011)

Policy CS11 – Protecting and Enhancing the Special Environment and Heritage of Havant Borough

Planning permission will be granted for development that:

1. Ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced by partnership working with developers, groups and the wider community.
2. Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest. Protection and enhancement will be achieved by appropriate adaptation and mitigation measures including wardening, education and information and the creation of new habitats, water bodies/courses planting of new trees and woodland.
3. Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map):
 - (i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar [International].
 - (ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves [National].
 - (iii) Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above [Local].
4. Protects and where appropriate enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.
5. Supports an ongoing programme of survey of habitats and species and designation of Sites of Importance for Nature Conservation.
6. Incorporates partnership working with conservation organisations to improve public understanding of biodiversity and to manage public access to designated sites, particularly on the coast, to reduce harm to nature conservation interests.
7. Incorporates partnership working with landowners and developers to ensure land management practices restore, enhance and where appropriate create new valued landscapes, habitats and their soil structure, particularly the ancient woodland remnants of the Forest of Bere and coastal salt marsh.
8. Protects wildlife habitats and wildlife corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.

9. Maintains undeveloped gaps between the settlements of Emsworth/Havant; Havant/Waterlooville; Havant/Portsmouth; Emsworth/Westbourne and Leigh Park/Rowlands Castle as shown on the Proposals Map.
10. Protects the best and most versatile agricultural land that has the greatest potential for local food security.
11. Responds to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research.

Policy CS12 - Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Development will be permitted where it:

1. Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting.
2. Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.
3. Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan).
4. Meets the policy aims of the Chichester Harbour AONB Management Plan and
5. Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal.

CS14 – Efficient Use of Resources

Planning permission will be granted for development that:

1. Provides adequate land or funding for waste management infrastructure.
2. Locally contributes to the delivery of the PUSH target of 100MW of renewable energy by 2020 for the whole of the PUSH area. Major areas of development must ensure that their on-site renewable energy production is maximised and resource efficiency is maximised.
3. On completion, unless proven to be financially or technically unviable, meets the following standards: Residential development – Level 3 of the Code for Sustainable Homes; Multi occupation homes and non-residential development over 500sqm - BREEAM standard 'very good'.
Improvements to these standards throughout the plan period will be encouraged.
Particular attention should be paid to water efficiency measures.
4. Allowable Solutions' may be used to achieve higher levels of carbon reduction where on-site proposals are not feasible or viable.

CS16 – High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;

- b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
 - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
 3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
 4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.
 5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
 6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
 7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

Policy CS20 – Transport and Access Strategy

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

DM6 – Coordination of Development

Proposals will only be permitted where they do not undermine the future development potential of adjacent sites.

DM8 – Conservation, Protection and Enhancement of Existing Natural Features

Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:

1. Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.
2. Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.
3. Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.
4. Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough

DM10 – Pollution

Development that may cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants will only be permitted where all of the following relevant criteria can be met:

1. The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.
2. National air quality standards or objectives would not be breached.
3. The water environment would not be detrimentally affected.
4. It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources.
5. External lighting is of the minimum level of illumination and duration required for security and operational purposes.
6. External lighting would not interfere with safe navigation in either Chichester or Langstone Harbours and other coastal locations.

Havant Borough-Wide Local Plan (Sept 2005)

EMP1.1 – Former Incinerator Site and Havant Borough Council Depot, Harts Farm Way, Havant
(6.8ha)