

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

Applicant: Hampshire County Council

Provision of a new Havant Household Waste Recycling Centre (HWRC) on the former Havant incinerator land, Harts Farm Way, Havant and an access road to the land to the Northwest of the former incinerator land at Havant Household Waste Recycling Centre, Harts Farm Way, Havant Hampshire PO9 1HS (Application No. APP/11/01470)

(Received: 23 September 2011)

General

Planning permission is sought for the construction of a new Household Waste Recycling Facility (HWRC) on the former Havant incinerator land, Harts Farm Way, Havant.

The proposed development site is situated in the Borough of Havant. Harts Farm Way leads to the tear drop junction off the A27, Havant Bypass which connects Havant to Chichester. It is proposed that a road will be constructed off Harts Farm Way, the site access will then come off this road. The site itself will sit to the north of the proposed Salt Barn Storage site, this application (APP/11/01469) is currently being considered. Land to the west of the proposed site has been identified as an area for high-tech employment use in a saved policy (EMP1.7) within the Havant Borough-Wide Local Plan (2005).

Approximately 0.4km 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.

This application seeks to replace the existing Havant HWRC which is currently located to the south of the proposed site. The new site will benefit from being a split-level facility which will result in there being no need to close the site when bin servicing is being carried out. It is proposed that 7 double bin bays will be provided with 14 waste containers with an additional 2 large storage areas at either end of the bin bays. The site has been designed to provide for a 34 car stacking lane within the site with room for an additional 11 vehicles on the accesses road slip way. Vehicles will exit the site from the north western corner. 19 visitor car parking spaces will be provided including 2 disabled spaces. The new road to be constructed off Harts Farm Way will be constructed as an industrial estate road with a minimum width of 7.3m, a slip road to the HWRC will be provided off this road. It is proposed that staff parking will be located to the north of the HWRC, on the opposite side of the industrial road, this will be gravelled. Service vehicles will utilise an entrance on the northern boundary of the site to separate public and service vehicles. The proposed layout is detailed on plan 17-509026-GA/01 RevB.

The site will benefit from landscaping, the site will be screened from Harts Farm Way by the proposed development of the Salt Barns. There will be the creation of a wetland area to the north east of the

site, it is stated that this will provide storage for a 1 in 100 year run-off, the wetland will be landscaped. On the boundary of the site there will be areas given over to wildflower mix planting with trees and shrubs. The perimeter fencing will consist of a 2.4m high steel palisade fencing which is to be powder coated black. Lockable gates and an Automatic Number Plate Recognition camera will be in use. A CCTV camera on a 5m high mounting pole will be situated near the office and welfare unit.

The proposed opening hours are to be Summer (1 April to 30 September) 0800-1900, Winter (1 October to 29 February) 0800-1600, Spring (1 March to 31 March) 0800-1700 and closed 25th and 26th December and 1st January.

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 Hampshire Minerals and Waste Core Strategy (2007), Havant Borough Core Strategy (March 2011) and the Havant Borough-Wide Local Plan (Sept 2005).

The relevant policies from the Hampshire Minerals and Waste Core Strategy are DC2 (Sites with International and National Designations), DC3 (Impact on Landscape and Townscape), DC6 (Highways), DC8 (Pollution, health, quality of life and amenity), DC10 (Water Resources), DC13 (Waste Management and Recycling (including Aggregate Recycling Facilities))

The relevant policies from the Havant Borough Core Strategy are CS16 (High Quality Design), DM6 (Coordination of Development).

The relevant policies from the Havant Borough-Wide Local Plan is EMP1.1 (Former Incinerator site and Havant Borough Council Depot, Harts Farm Way, Havant (6.8ha)) and EMP1.7 (Land to west of former incinerator, Harts Farm Way, Havant (0.84ha)).

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	Raise no objection to the proposed development subject to the inclusion of a condition requesting that a surface water drainage scheme is submitted for approval.
Highway Authority	Have no objection to the proposed development subject to conditions being attached to any planning consent that is granted. The conditions relate to the provision of visibility splays and the submission of a Construction Traffic Management Plan.
Natural England	Are of the opinion that the proposed development is not likely to be an impact to the features of interest. Natural England are of the opinion that the proposals improvement of design would allow for better traffic management and thus a reduction in air pollution, a better customer experience which is hoped will result in higher recycling rates, and the use of a sustainable urban drainage system to ensure that any run-off from the site is prevented from causing pollution impacts to any of the features of interest of the designated sites.

Commentary

The site has been allocated as employment land and is covered by policy EMP1.1, a requirement of this policy is that the redevelopment of this site is dependent upon the relocation of the existing HWRC. This planning permission seeks to relocate the existing HWRC to the north of the site in the location proposed on the plan titled Location Map 1, thereby satisfying the policy. Land adjacent to the west of the site is allocated for high tech employment under EMP1.7. Policy DM6 seeks to ensure that proposals do not undermine the future development potential of adjacent sites. The proposal for the HWRC includes the provision of an access road from Harts Farm Way leading to the adjacent site (EMP1.7), this therefore facilitates the future development of the currently land-locked site. In addition to this the proposed site is in accordance with policy DC13 as the site is on employment land and it uses previously developed land.

The proposed development sits within the Havant and Emsworth Coastal Plain Landscape Character Area and is of 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 17/509026/4000-01 Rev01/e provides full details of the proposed landscaping including plant species and boundary fencing and plan 17-509026-GA/04 RevA illustrates the operational layout of the proposed HWRC. The design of the site is an improvement on the existing site to the south. Through the split-level design the bins will not be of a height to create a visual impact. The site will benefit from the proposed landscaping as screening of the site to the north and west will occur through the planting of a mixture of native shrubs. To the south, east and further to the north of the site of there will be a wildflower mix with additional new tree planting. To the east of the new road a wetland area will be created, this is to be lined with reeds and marginal planting and will contribute to enhancing the biodiversity in the area. Overall the landscaping and design of the site will not compromise the character of the area, it will respect the local context and will not undermine the future development on adjacent sites. The proposal accords with policies DC2, DC3, CS16 and DM6.

Currently Harts Farm Way frequently has vehicles queuing, waiting to enter the existing HWRC site. The design of the proposed HWRC seeks to overcome this issue and has incorporated significant

provision on site for vehicles waiting to unload their waste through on site stacking lanes. This therefore represents a significant improvement over the existing arrangement thereby meeting the requirements of the policy DC6.

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 that⁵ 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 method of drainage will utilise the existing foul sewers connection with surface water being directed to the existing ditch north east of the new road. The area of wetland to be created will provide storage for a 1 in 100 year run-off. The Environment Agency have advised that a condition should be attached if planning permission is granted stating that a surface water drainage scheme should be submitted. This is to ensure that the proposed development will prevent increased flooding, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system thereby satisfying the requirements of policy DC8 and DC10.

It is noted that Havant Borough Council advise that a condition is attached if planning permission is granted stating that the construction must meet the requirements of the BREEAM 'very good' rating. This is not considered reasonable as policy CS14 of the Havant Borough Core Strategy states that this is only applicable for non-residential developments which are over 500sqm – the proposed built development comprises of only an office, welfare station and sales building which are of an area smaller than 500sqm. It is therefore recommended that if planning permission is granted that this condition is not attached on the grounds that it is not relevant to the proposed development and consequently not reasonable.

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 (DC2, DC3, CS16, DM6) or the amenity of local residents (DC8), would not generate significant levels of pollution (DM10, DC10) and would be acceptable in terms of highway safety and convenience (DC6).

Conditions

Commencement

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.

Hours of Opening

3. The site shall not be open to the public, and no vehicles carrying waste or recyclable materials shall enter or leave the site and no plant or machinery shall be operated outside the following hours: between 0800 and 1600 in winter (1 October to 29 February), 0800 and 1700 in Spring (1 March to 31 March) and 0800 to 1900 in Summer (1 April to 30 September). The site shall be closed on 25, 26 December and 1 January.

Reason: In the interest of local amenity.

Highways

4. 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 policy DC6 of the Hampshire Minerals and Waste Core Strategy (2007).

5. The visibility splays of 2.4 metres by 90 metres as shown on drawing 17-509026-GA/01 Rev B 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 Highways Safety, and having due regard to policy DC6 of the Hampshire Minerals and Waste Core Strategy (2007).

Contaminated Land

6. 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).

7. 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).

Surface Water Drainage

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- a) details of how the scheme shall be maintained and managed after completion
- b) measures to prevent the escape of pollution from the site and include shut off valves of the installation of a suitable oil separator.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage

system. The activities taking place on the site are high risk and there is the potential for pollution to enter the surface water drains.

Landscaping

9. The approved landscaping scheme (plan 17/509026/4000-01 Rev01/e) 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 DC2 and DC3 of the Hampshire Minerals and Waste Core Strategy (2007), and CS16 of the Havant Borough Core Strategy and EMP1.1 of the Havant Borough-Wide Local Plan (Sept 2005).

10. 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.

Miscellaneous

11. The recycling hereby permitted shall be restricted to the sorting of waste brought to the site by members of the public.

Reason: In the interests of local amenity.

Case Officer
Kristina King

Date.....7/12/2011.....

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

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Richard Read

Date...7/12/2011.....

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

Hampshire Minerals and Waste Core Strategy (Adopted 2007)

Policy DC2 – Sites with International and National Designations

Minerals and waste development, which is likely to prejudice the purpose of the following designated sites and their settings, will not be permitted unless the reasons for development outweigh the likely adverse impact, taking into account the requirements of relevant legislation and guidance.

Internationally Designated Sites:

European Sites (Special Protection Area, proposed Special Protection Areas, Special Areas of Conservation, proposed Special Areas of Conservation) and Ramsar sites (Wetlands of International Importance);

Nationally Designated Sites

The New Forest National Park, the proposed South Downs National Park and Areas of Outstanding Natural Beauty; National Nature Reserves, Sites of Special Scientific Interest; Scheduled Ancient Monuments; Listed Buildings, and sites on the National Register of Parks and Gardens of Special Historic Interest; Registered Battlefields.

In all cases, applications will be subject to the most rigorous examination.

Policy 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.

Policy 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 en 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 there could be carried out satisfactorily without causing unacceptable environmental impact.

Policy 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.

Policy DC10 – Water Resources

Non-hazardous landfill developments in areas that overlie major aquifers, and Groundwater Source Protection Zones I, II & III, and mineral extraction or inert landfill in areas that overlie major aquifers and Groundwater Source Protection Zone I will not be permitted.

All mineral and waste developments will only be permitted if they are unlikely to have an unacceptable impact on coastal, surface or ground waters and due regard is given to water conservation and efficiency.

Policy 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 within a planned area of large-scale development, or
- d. Is on employment land, preferably co-located with complementary activities, and
- e. Has good access to, the minerals and waste lorry route as shown on the Key Diagram, and where possible, the site enables the use of water-borne and rail freight, and
- f. In the case of recovery and treatment sites, incoming waste shall be subject to 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
- g. In the case of sites providing public access, the site shall be accessible for use by disabled people.

Havant Borough Council Core Strategy (March 2011)

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.

DM6 – Coordination of Development

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

Havant Borough-Wide Local Plan (Sept 2005)

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

EMP1.7 – Land to west of former incinerator, Harts Farm Way, Havant (0.84ha)