

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

**Applicant: SITA UK LTD**

**Variation of condition 1 of planning permission BDB/69769 to allow for capping and restoration to continue for a further 3 years (as amended by BDB/75023) at Apsley Farm Landfill Site, Hurstbourne Priors, Andover Hampshire SPII 6NA (No. BDB/76436)**

**(Received: 14 May 2012)**

**General**

The proposal is for a variation of condition to extend the time limit for works to be completed for another three years. This application seeks to vary permission BDB/69769, which was for the Importation and placement of capping soils, to finish restoring an old landfill site.

Permission BDB/69769 was to complete and improve the restoration and gas management at Apsley Landfill Site. The southern end of the site (known as Phase 1) had been restored, as has the southern end of Phase 2. The northern half of Phase 2 has only been partially restored. The previous capping system used on these areas was allowing unwanted air ingress and gas migration, increasing the potential for the development of fires. The very north area of the site (also Phase 2) had not been restored under extant permission BDB/58169. The permission granted was to remove any prior restoration and cap with clayey soils and restore with sub soil and top soils for use as agricultural crops.

Following this, a permission for the variation of condition to increase lorry movements was given under BDB/75023, but there were no proposed changes to the restored landform. The earlier permission restricted lorry movements to 60 per day (access and egress), and the proposal was to increase lorry movements to 120 per day (access and egress). The reason for the variation was that due to the adverse economic conditions within the construction sector, the availability of materials had been restricted with only 40,000 cu metres being imported, leaving a requirement for 260,000 cu metres. Increasing the maximum number of lorry movements to 120 per day would enable use of larger earth moving contracts and so secure sufficient suitable material to complete restoration.

As a result, between July 2011 and April 2012, approximately 60,000m<sup>3</sup> of material was imported. Unfortunately, this still leaves a total (as of 1st May 2012) of 200,000m<sup>3</sup> of material left to be imported. A revised Phasing Plan (Drawing Apf-Pln-0512-01) has been produced and is included as part of the new application. This Plan has renamed the old phased areas such that the southern part of the site comprising of the former Phase 1 and 'restored' Phase 2 is now called Phase 1. The former 'partially restored' Phase 2 has been renamed Phase 2B whilst the former 'unrestored' Phase 2 is now known as Phase 2A (part of which has recently been restored).

As shown in Drawing Apf-Pln-0512-01, the northern section of Phase 2A has now been restored. The remaining section of Phase 2A and the whole of Phase 2B requires further clay and top-soils to achieve

the restoration contours, whilst Phases 1 requires only top-soils to achieve the final restoration contours.

The time extension sought will not allow for the importation of additional materials over and above the amount previous considered necessary to achieve the approved restoration contours.

## **Development Plan**

The most relevant policies from the Hampshire Minerals and Waste Core Strategy DPD 2007 are:

DC6 - Highways

DC8 - Pollution, health, quality of life and amenity

DC12 - Restoration and aftercare.

## **Consultations**

**Councillor Thacker** has been consulted but not responded.

**Councillor Gibson** has been consulted but not responded.

**Basingstoke and Deane Borough Council** has been consulted but not responded.

**Environmental Health officer** at **Basingstoke and Deane Borough Council** has been consulted but not responded.

**Test Valley Borough Council** has no comment.

**Environmental Health officer** at **Test Valley Borough Council** has been consulted but not responded.

**Environment Agency** has no objection.

**Highway Authority** has no objection subject to using previous conditions.

**Hurstbourne Priors Parish Council** has no objection “provided that two specific areas of concern are dealt with, either by the imposition of conditions to the continuation of the permission BDB/69769 or through some other means. The first concern relates to the wheel wash on the site that is referred to within paragraph 4.5 of the Planning Support statement where it is suggested that all lorries pass through the wash before leaving the site. Whilst this may be the intention of SITA and those operating the site, the evidence would tend to suggest the contrary. The lorries frequently leave large amounts of mud and other debris on the road upon leaving the site. It is of particular concern that there has been an increase in the amount of debris left by the lorries since the increase in vehicle movements was allowed in November 2011 and we are keen to ensure that this does not remain the position for the next 3 years. We therefore seek some reassurance that the wheel wash is properly and adequately maintained so that it can be used by every lorry before it leaves the site at Apsley, and that this is somehow regularly monitored.

The second area of concern is the state of the road and drain on the B3400 opposite the entrance to the site, presumably caused by the large number of heavy lorries turning over it. The road and drains are in such a state of disrepair that there is frequently a large amount of standing water opposite the entrance to the site, which in our view is a hazard to road users.”

**Longparish Parish Council** has no objection.

## **Commentary**

There have been no complaints received in connection to the development, and so there is no perceived issue with allowing more time to finish the restoration. However, the comments of the Hurstbourne Priors Parish Council have been noted and so more stringent conditions have been applied to address their highway safety concerns. The other comments have been passed to Highways department for their consideration, in particular the drain on the B3400 opposite the entrance.

There are no significant environmental or amenity issues associated with this application, and the site needs to be restored, so planning permission subject to conditions is recommended.

## **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 Hampshire Minerals and Waste Core Strategy DPD 2007 (summary attached), as the site is an unrestored mineral working and it will provide a satisfactory restoration (DC12). The proposal would be acceptable in terms of highway safety and convenience (DC6) would not materially harm the character of the area or the amenity of local residents (DC8).

## **Conditions**

### Timescale

1. The capping and restoration operations shall be completed by 31 August 2015. The site shall be reinstated to agriculture within a further period of six months, or such longer period as the Waste Planning Authority may agree in writing.

Reason: To minimise the duration of disturbance from the operations.

### Hours of Working

2. Unless otherwise agreed in writing by the Waste Planning Authority no heavy goods vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0730-1800 Monday to Friday and 0730-1300 Saturday. There shall be no working on Sundays or recognised public holidays.

Reason: In the interests of local amenity.

### Landscape

3. Within six months of the date of this consent a detailed scheme of landscaping for the site, in particular the south west boundary, shall be submitted to the Waste Planning Authority for approval in writing. The scheme shall specify the types, size and species of all trees and shrubs to be planted; details of all trees to be retained; and details of fencing/enclosure of the site, phasing and timescales for carrying out the works, and provision for future maintenance. Any trees or shrubs which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The scheme shall be implemented as approved.

Reason: In the interests of visual amenity.

#### Protection of Water Environment

4. The drainage and disposal of surface water scheme dated 26/06/12, as approved under permission BDB/69769 by the Waste Planning Authority, shall be implemented as approved.

Reason: To ensure adequate drainage of the site.

5. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The bund capacity shall give 110% of the total volume for single and hydraulically linked tanks. If there is multiple tankage, the bund capacity shall be 110% of the largest tank or 25% of the total capacity of all tanks, whichever is the greatest. All filling points, vents, gauges and sight glasses and overflow pipes shall be located within the bund. There shall be no outlet connecting the bund to any drain, sewer or watercourse or discharging onto the ground. Associated pipework shall be located above ground where possible and protected from accidental damage.

Reason: To prevent pollution of the water environment.

#### Highways

6. Measures shall be taken to prevent mud and spoil from vehicles leaving the site during the demolition works being deposited on the public highway. These measures shall be maintained for the duration of the development. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud being carried on to the public highway.

Reason: In the interests of highway safety.

7. In the event that mud and spoil from vehicles leaving the site are deposited on the public highway, measures shall be taken to clean the highway. In any event, at the end of each working day the highway shall be cleaned to the satisfaction of the Waste Planning Authority.

Reason: In the interests of highway safety.

8. Lorry movements to and from the site shall be restricted to 60 per day (access and egress). A daily record of lorries entering and leaving the site shall be kept at the site and made available to the Waste Planning Authority on request.

Reason: To limit the volumes of traffic in the interests of the amenity of residents on and near the approaches to the site.

9. Noise levels shall not exceed 45 dB LAeq (1 hour) or an LA max of 55 dBA when measured at Apsley Cottages or Keepers Cottage. Noise levels shall not exceed 50 dB LAeq (1hour) or an LA max of 65 dBA when measured at Bourne Wood. During bund construction noise levels shall not exceed 60 dB LAeq (1hour) or an LA max of 70dB.

Reason In the interest of local amenity.

Restoration

- 10. All topsoil and subsoil stripped prior to capping and restoration shall be stored separately and retained on site for use in site restoration.

Reason: To ensure soils are available for restoration.

- 11. The site shall be restored in accordance with the revised phasing plan (drawing No.Adf-Pin-0512-01) and the restoration contours (drawing No.4, of planning permission BDB/69769).

Reason: To ensure that the land is satisfactorily restored.

- 12. The landfill site shall be capped and restored with a minimum of 0.5 metres of clayey soils, 0.25 metres of subsoil and 0.25 metres of topsoil in the correct sequence.

Reason: To ensure the restored land is correctly husbanded.

After-Care

- 13. An aftercare scheme requiring that such steps as may be necessary to bring each phase of the land restored to the required standard for use for agriculture shall be submitted for the approval of the Waste Planning Authority not later than six months from the date of this permission.

Reason: To ensure that the land is satisfactorily restored.

- 14. After-care of the site shall take place for a period of five years in accordance with a detailed scheme to be agreed in writing by the Waste Planning Authority, beginning when restoration is completed in accordance with condition 13 above.

Reason: To ensure the satisfactory restoration of the site.

**Case Officer** .....

**Katherine Snell**

**Date**...05/07/2012.....

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

.....Adrian Flavell.....

**Date**...05/07/2012.....

**Annexe to Reason 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 DPD 2007**

**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.

**DC12 - Restoration and Aftercare**

Mineral extraction, landfill and other appropriate developments will not be permitted unless there is satisfactory provision for the restoration of the site, within a reasonable timescale, for an after use consistent with the general planning objectives of the area.

The restoration and after care of sites should seek to meet two or more of the following planning objectives:

- a. Improving public access to the countryside, including public access for disabled people and recreation;
- b. Use for management of water resources and/or flooding management;
- c. The improvement of biodiversity;
- d. Use as back-up grazing;
- e. Return to agriculture, forestry or other ‘open’ use recreational facilities.

*Proposals for mineral extraction and landfill must include provision for at least five years of aftercare following restoration of the site. Restoration proposals for mineral workings in Aerodrome Safeguarding Zones should take account of the need for progressive working and restoration, to prevent open water bodies becoming bird roosts.*