

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	6 December 2017
Title:	A). Extension to site to provide car park (Retrospective) at Bryan Hirst Recycling Ltd, Bullington Cross, Sutton Scotney SO21 3FN (No. 17/02238/CMAN) B). Variation of condition 3 (hours of operation) of planning permission 11/01427/CMAN at Bryan Hirst Recycling Ltd, Bullington Cross, Sutton Scotney SO21 3FN (No. 17/02190/CMAN) C). Variation of condition 3 (hours of operation) of planning permission 09/02530/CMAN at Bryan Hirst Recycling Ltd, Bullington Cross, Sutton Scotney SO21 3FN (No. 17/02192/CMAN) (Site Ref: TV246)
Report From:	Head of Strategic Planning

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1. Executive Summary

- 1.1 The three planning applications are for an extension to the site area to provide an additional area of car park (Retrospective), and the variation of condition 3 (hours of operation) of planning permissions 11/01427/CMAN and 09/02530/CMAN at Bryan Hirst Recycling Ltd, Bullington Cross, Sutton Scotney.
- 1.2 These applications are being considered by the Regulatory Committee as there is a high level of local interest and it involves extended opening hours including Saturday afternoons, Sundays and Public Holidays.
- 1.3 Key material planning issues raised are; effective extension of operational area, removal of trees, highways impacts and amenity issues associated with increased opening hours.
- 1.4 The proposed development is not an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2011](#).
- 1.5 It is considered that the proposal would be in accordance with the relevant policies of the adopted [Hampshire Minerals & Waste Plan \(2013\) \(HMWP\)](#).

It is considered that the proposal would not materially harm the character of the area either visually or in terms of nature conservation (Policies 3 and 5), or lead to pollution or adversely affect the amenity of local residents through noise and disturbance (Policy 10) and would be acceptable in terms of highway safety and convenience (Policy 12).

- 1.6 It is recommended that planning permissions be granted subject to the conditions listed in integral Appendix B.

2. The Site

- 2.1 The existing Bryan Hurst Ltd Metal Recycling Facility occupies 0.9 hectares (ha) and is an existing development approximately 2.2 kilometres (km) north of Sutton Scotney and 2.5 kilometres (km) north east of Barton Stacey. The site lies wholly within the A303/A34 interchange junction. The site is bordered to the south (the A303) and northeast (the link road) by existing tree screens and to the west (the A34) by a 5 metre high fence.
- 2.2 The nearest houses are about 400 metres from the site to the south (Orchard Cottage and Bullington House), 2,500 metres to the north (Firgo Cottages), 1,500 metres to the east (Upper Norton Farm) and 460 metres to the west (Tidbury Farm and Cottages). The River Dever, which is within the River Test Site of Special Scientific Interest (SSSI), is about 670 metres to the south of the site, although the former cress beds which flow into the River Dever are closer, being just over 500 metres away.
- 2.3 The site is accessed via the existing access onto the A303/A34 interchange. There is one access point onto the site.
- 2.4 The existing site is a metal recycling yard with a store building/office, tipping area and storage areas. The store building, constructed close to the site entrance, is a sheet steel clad industrial building measuring 32.4 metres by 15 metres by 7.5 metres high and includes office/amenity facilities. There are also two weighbridges set back from the site entrance and a portacabin weighbridge office.
- 2.5 The hours of operation are 0700 to 1800 Monday to Friday and 0800 to 1300 on Saturday, and there is no working on Sundays or Bank holidays.
- 2.6 Parking was originally sited in an area adjacent to the western side of the building. This was amended by subsequent permission so that car parking was moved alongside the southern boundary.
- 2.7 Car parking (the subject of the retrospective application A) is now sited on the parcel of land in the corner between the site access and the southern boundary, adjacent to the A303.

3. Planning History

3.1 The planning history of the site is as follows:

Application No	Proposal	Date Issued
09/02530/CMAN	Change of use from public house to recycling yard and construction of a store building/office, tipping area, storage areas and formation of car parks	24/03/10
11/01427/CMAN	Extension to existing scrap metal recycling yard	09/09/11
NMA/2012/0258	Non Material Amendment - to allow the handling of waste electrical and electronic equipment (WEEE)	07/09/12
17/02238/CMAN	Extension to site to provide car park (Retrospective)	To be determined
17/02190/CMAN	Variation of condition 3 (hours of operation) of planning permission 11/01427/CMAN	To be determined
17/02192/CMAN	Variation of condition 3 (hours of operation) of planning permission 09/02530/CMAN	To be determined

3.2 The site is identified in the adopted Hampshire Minerals and Waste Plan (2013) as a safeguarded site for metal recycling.

4. The Proposal

4.1 The proposal is for an extension to the site area to provide an additional area car park (Application A) and a variation to the existing working hours to allow increased hours for HGV access to service the County's network of Household Waste Recycling Centres (HWRCs) (Applications B and C).

4.2 The main focus of the proposal is the extension of the site outside of the original application site boundary, the consequent increase to the operational area, the removal of part of the mature tree screen, highway impacts and the amenity impact of the increased opening hours.

4.3 The proposed extension to the site, as shown on Drawing No. BHL/BUL/LAY/01, enlarges the site by approximately 500 sq. metres (0.05 Ha) and provides for 21 car parking spaces. The original permission provided for 8 car parking spaces.

4.4 The proposal for a variation to the existing operating hours is to allow HGVs to deliver containers from the network of HWRCs as necessary, which may include Saturday afternoons, Sundays and Public holidays. It also includes an amendment to start times for HGVs leaving the site to service the

HWRCS, from 0700 hours to 0600 hours. These changes are only for HGV movements to and from the HWRCs and do not involve any change to the hours of any other operations on the site.

- 4.5 The proposed development has been assessed under [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#); 11(e); Storage of scrap iron, including scrap cars and does not require an Environmental Impact Assessment as the site is not in a defined 'sensitive area' and the development is not likely to have significant environmental effects.

5. Development Plan and Guidance

- 5.1 The following plans and associated policies are considered to be relevant to the proposal:

[National Planning Policy Framework \(2012\) \(NPPF\)](#)

- 5.2 The following paragraphs are relevant to this proposal:
- Paragraph 11: Determination in accordance with the development plan;
 - Paragraph 14: Presumption in favour of sustainable development;
 - Paragraph 17: Set of core land-use planning principles which should underpin decision-taking;
 - Paragraph 19: Support of sustainable economic growth;
 - Paragraph 28: Support economic growth in rural areas;
 - Paragraph 30: Support reductions in greenhouse gas emissions and reduce congestion;
 - Paragraph 34: Sustainable transport;
 - Paragraph 118: Conserving and enhancing the natural environment.

[National Planning Policy for Waste \(2014\) \(NPPW\)](#)

- 5.3 The following paragraphs are relevant to the proposal:
- Paragraph 1: Delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits by driving waste management up the waste hierarchy; and
 - Paragraph 7: Determining planning applications.

[National Waste Planning Practice Guidance \(NWPPG\)](#) (last updated 15/04/2015)

- 5.4 The following paragraphs are relevant to the proposal:
- Paragraph 007 (Self sufficient and proximity principle);
 - Paragraph 0047 (Expansion/Extension of existing facilities); and
 - Paragraph 0050: (Planning and regulation).

[Hampshire Minerals & Waste Plan \(2013\) \(HMWP\)](#)

- 5.5 The following policies are relevant to the proposal:
- Policy 1 (Sustainable minerals and waste development);
 - Policy 3 (Protection of habitats and species);
 - Policy 4 (Protection of the designated landscape);
 - Policy 5 (Protection of the countryside);
 - Policy 10 (Protecting public health, safety and amenity);
 - Policy 11 (Flood risk and prevention);
 - Policy 12 (Managing traffic);
 - Policy 13 (High-quality design of minerals and waste development);
 - Policy 25 (Sustainable waste management);
 - Policy 26 (Safeguarding - waste infrastructure);
 - Policy 27 (Capacity for waste management development);
 - Policy 29 (Locations and sites for waste management);

[Test Valley Borough Revised Local Plan \(2011 - 2029\) \(2016\) \(TVBLP \(2016\)\)](#)

- 5.6 The following policies are relevant to the proposal:
- LHW4 – Amenity;
 - E8 – Pollution; and
 - T1 Managing movement

6. Consultations

- 6.1 **County Councillor Gibson:** was notified.
- 6.2 **County Councillor Porter:** was notified.
- 6.3 **Test Valley Borough Council:** Has no objection.
- 6.4 **Test Valley Borough Council Environmental Health Officer (EHO):** Has no objection.
- 6.5 **Bullington Parish Council:** Has objection due to the land not being in the operator's ownership, the felling of the trees, the effective expansion of the site and the amenity impact of the increased opening hours.
- 6.6 **Local Highway Authority:** Has no objection.
- 6.7 **Landscape Planning and Heritage (Landscape) (HCC):** Has no objection but asks for replacement planting if the opportunity exists.
- 6.8 **Landscape Planning and Heritage (Archaeology) (HCC):** Has no objection.

7. Representations

- 7.1 Hampshire County Council's [Statement of Community Involvement \(2014\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.

- 7.2 In complying with the requirements of the SCI, the County Council:
- Published a notice of the application in the [Hampshire Independent](#);
 - Placed notices of the applications at the application site; and
 - Consulted all relevant statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#).
- 7.3 As of November 2017, a total of 9 representations to the proposal have been received, all objecting to the proposal. The main areas of concern raised in the objections relate to the following:
- Extending the site outside of the red- lined boundary of the original application into land outside of the current land ownership;
 - The removal of trees forming part of the original site screening to facilitate the creation of the car park;
 - The effective increase of the operational area by moving the car parking and creating additional space;
 - The highways impacts from the increased hours for HGV movements;
 - The amenity impact of increased opening hours and HGV movements e.g. noise; and
 - The history of non compliance with existing planning conditions.
- 7.4 The above issues will be addressed within the following commentary.

8. Commentary

Development Plan and Principle of the development

- 8.1 Application No. 17/02238/CMAN is for the extension of the site to create car parking for 21 cars. This application is retrospective. The previous permissions allowed for 8 parking spaces. These parking spaces were originally sited in the centre of the site to the west of the store building. This was later amended by NMA/2012/0258 and the parking spaces moved to alongside the southern boundary, between the access and the weighbridge.
- 8.2 There are now 25 staff based at the site, and to manage this increase in numbers and to keep staff cars away from the operational area in the interest of health and safety, the operator created a dedicated parking area in its current position. This involved the removal of a number of mature trees and the placement of a grid of 2m x 2m concrete panels.
- 8.3 It is accepted that the land used for this extension is not in the ownership of the operator, and is, in fact, owned by Highways England as part of the wider holding for the A303/A34 interchange. Land ownership is not a planning consideration when determining applications. The operator is required to serve a Certificate of Ownership – Certificate B on all persons that have an interest in the land. This has been undertaken and Highways England has made no comment on the application. If it was to have issues with the land being occupied unlawfully, then it has other legal remedies to address this matter.

- 8.4 The principle of some extension to the facility is considered to be acceptable under the policies of the [Hampshire Minerals & Waste Plan \(2013\)](#). The site was originally occupied by a public house and the surrounding land is associated with the highway. It is therefore considered that the land for the car park extension is effectively previously developed and is not considered to be 'countryside'. As such the extension of the site complies with Policy 5 (Protection of the countryside) and Policy 29 (Locations and sites for waste management) of the HMWP (2013).

Demonstration of need and capacity for waste management

- 8.5 Applications 17/02190/CMAN and 17/02192/CMAN are for variation of conditions to allow increased hours for HGVs to service the network of Household Waste Recycling Centres (HWRCs).
- 8.6 There are 26 HWRCs in Hampshire. The sites are open 7 days a week, except Christmas Day, Boxing Day and New Years Day. Bryan Hirst Limited (BHL) is contracted to service all 26 sites and remove the metal containers when full. The HWRCs notify BHL when the container needs to be changed. These callouts have occurred on Saturday afternoon and Sunday, and the current operational hours are limiting BHL's ability to provide this service.
- 8.7 The reason for requesting a 6am start for HGVs leaving the site is to allow the vehicles to service the HWRCs before they open at 9am during the working week. Currently, if a HGV leaves Bullington Cross at 7.15am (following the completion of daily vehicle checks). It can take between 1 hour and 1.5 hours to reach the furthest HWRCs and when factoring in the container change over time, this leaves a short window before the HWRC opens. This is a tight timeframe and assumes normal rush hour traffic. Allowing HGVs to leave from 6am, will provide sufficient time to carry out daily checks, travel and change over, before the HWRCs are open to the public.

Visual impact and landscape

- 8.8 Policy 13 (High-quality design of minerals and waste development) of the HMWP (2013) requires that waste development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape and Policy 10 (Protecting public health, safety and amenity) protects residents from significant adverse visual impact.
- 8.9 The Recycling business, located as it is on a major road interchange, is screened from the surrounding roads by its perimeter fencing and by vegetation on its north/east boundary (adjacent to the link road), and the south boundary (adjacent to the A303). Due to the removal of mature trees to allow the creation of the car parking area, the southern boundary is now less dense and glimpsed views are possible from the A303. There are no significant visual impacts on public footways/bridleways. The County's Landscape Architect has commented on the robustness of the screening vegetation on the southern boundary, improvement of which would help to ameliorate views from the A303, and to the overall loss of vegetation cover

within the site. There is no objection from the Landscape team, but they would welcome any opportunity for replacement boundary planting.

- 8.10 With the addition of a suitable planning condition to require replacement boundary planting, the proposal is considered to be in accordance with Policies 13 (High-quality design of minerals and waste development) and 10 (Protecting public health, safety and amenity) of the HMWP (2013).

Ecology

- 8.11 Policy 3 (Protection of habitats and species) sets out a requirement for minerals and waste development to not have a significant adverse effect on, and where possible, should enhance, restore or create designated or important habitats and species. The policy also sets out a requirement for appropriate mitigation and compensation measures where development would cause harm to biodiversity interests.
- 8.12 Whilst the application to extend the site area is retrospective, the removal of trees did not require any form of planning consent and they could have been removed in any event.
- 8.13 Reference has been made to the County Ecologist's comments to Test Valley Borough Council on another of their applications on the possibility of dormice inhabiting the woody/scrub vegetation along the A303 and around the Bullington Cross junction. However, the Ecologist accepted that as the work had already happened there was nothing to gain from requiring any ecological survey work, and should there be any further removal of vegetation then survey work may be required or protected species legislation may come into force. The original Ecological consultation response to the application in 2009 made no reference to dormice, just to bats and house martins possibly occupying the old pub building, and this matter was resolved when the building was demolished.
- 8.14 In this case, there was no legal protection preventing the felling of the trees, and as this has already occurred, and there is no further removal planned, there is no ecological impact and therefore no conflict with Policy 3 (Protection of habitats and species) of the HWMP (2013).

Impact on amenity and health

- 8.15 Policy 10 (Protecting public health, safety and amenity) of the HMWP requires that any development should not cause adverse public health and safety impacts and unacceptable adverse amenity impacts.
- 8.16 The site already has the benefit of a Permit from the Environment Agency (EA) so issues involving impacts on amenity and health and potential pollution have been addressed by that Authority, and, as required by [National Waste Planning Practice Guidance](#) Paragraph 50, the County Council must assume these issues are adequately controlled. It should also be mentioned that the Plan associated with the Permit includes the car parking area subject of this application, so amenity impacts and pollution control from the effective increase in the operational area has already been taken into account by the EA.

8.17 Concern has been raised about noise impact, as metal recycling can be a noisy activity, however the site is significantly affected by the noise from traffic on the A34 and A303 and the nearest houses are over 400 metres away. The original application for the development of the site as a Metal Recycling Facility was accompanied by a Noise Report which concluded that the noise impact would be acceptable at the nearest houses. The current applications do not include any increase in working hours for treatment or processing of waste material and propose extended hours for the delivery of material to the site only. The potential for additional noise will therefore relate to engine noise from the HGVs and the placement of containers only. No objection has been raised by the Environmental Health Officer at Test Valley Borough Council. Therefore it is not considered there would be an adverse noise impact for local residents and the proposal is considered to comply with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013).

Potential pollution associated with the development

8.18 National Planning Practice Guidance states that Planning Authorities should assume that other regulatory regimes will operate effectively rather than seek to control any processes, health and safety issues or emissions themselves where these are subject to approval under other regimes ([Paragraph 050 Reference ID: 28-050-20141016](#)).

8.19 Planning and permitting decisions are separate but closely linked. Planning permission determines if a development is an acceptable use of the land. Permitting determines if an operation can be managed on an ongoing basis to prevent or minimise pollution.

8.20 As has been stated an Environment Agency Permit has already been granted for the operation at its current levels of activity. This adequately controls any potential pollution associated with the development.

Flooding

8.21 Policy 11 (Flood risk and prevention) relates to minerals and waste development in flood risk areas and sets criteria which developments should be consistent with relating to flood risk offsite, flood protection, flood resilience and resistance measures, design of drainage, net surface water run-off and Sustainable Drainage Systems.

8.22 The site lies within Flood Risk Zone 1, so has the lowest risk of flooding. The EA Permit has requirements for drainage systems and control of surface water run-off which satisfy Policy 11 (Flood risk and prevention) of the HMWP (2013).

Highways impact

8.23 Policy 12 (Managing traffic) requires minerals and waste development to have a safe and suitable access to the highway network and where possible minimise the impact of its generated traffic through the use of alternative methods of transportation. It also requires highway improvements to mitigate any significant adverse effects on highway safety, pedestrian safety, highway capacity and environment and amenity.

- 8.24 The site clearly has very good connection to the main road network as it has direct access onto the A34/A303 slip roads. No objection has been raised by Highways England which is responsible for the junction, the visibility splays at the access meet relevant standards and the turning movements into and out of the site would not cause problems for traffic on the slip roads. This is consistent with comments on previous applications at this site, when it has raised no objection. In terms of the wider road network, the Highway Authority also raises no objection.
- 8.25 Objectors have disagreed with the Planning Statement's assertion that there will be no noise impact associated with HGVs passing residential properties. However, HGVs should not need to directly pass any of the nearest houses to access the main road network or the site, as, from the site, HGVs are able to access the A34 and A303 directly for all directions. As such, any impact from vehicle movements will be a relatively small part of the A34 and A303 traffic as a whole. There is an existing Legal Agreement in place to restrict all HGV movements to the A34, A303 and A30. The provisions of the Legal Agreement need to be repeated for these applications. It is therefore considered that the proposals would be acceptable in terms of highway safety and local amenity.

Other Considerations

- 8.26 A number of representations make reference to breaches of the conditions of the original permissions as grounds for refusing the current applications. Complaints have been received on 8 occasions since commencing operations in 2010, although 5 of those have been within the last 2 years.
- 8.27 Two of the complaints concerned HGVs not using the approved routes, however, this matter was addressed and the County Council has not been made aware of any repeats since 2012.
- 8.28 The subsequent complaints concerned the heights of stockpiles and working outside of approved hours. The operator has been challenged on these issues on each occasion, and has taken steps to address the matters raised or suggested operational reasons for the non-compliance. It is the operator's responsibility to operate within the conditions of its permission and if there are breaches of this permission it is for the County Council to consider how best to address these and whether it is expedient to take formal action.
- 8.29 The most recent complaints led to the submission of the applications currently under consideration.
- 8.30 It has also been suggested that the original landscaping scheme has never been completed, but this involved the creation of a bund and erection of the fencing along the A34 with planting on the bund. This work was completed in accordance with the approved scheme.
- 8.31 Mention is also made of end of life (ELV) vehicles being brought onto the site in contravention of the original permission, and the existence of cars, vans, buses and a helicopter being evidence of this. However, the operator states that all vehicles are de-polluted at another of their sites before the shells are brought to the Bullington Cross site for recycling. Either way there is no

restriction preventing ELV being brought to the site, and any related pollution concerns would be covered by the Permit issued by the Environment Agency.

Conclusions

8.32 It is considered that the proposal would not materially harm the character of the area either visually or in terms of nature conservation (Policies 3 and 5), or lead to pollution or adversely affect the amenity of local residents through noise and disturbance (Policy 10) and would be acceptable in terms of highway safety and convenience (Policy 12).

9. Recommendation

9.1 Subject to the Head of Law and Governance being authorised to draw up a Section 106 Agreement to transfer the obligations relating to lorry routing in the existing Section 106 Agreement for planning permission 09/02530/CMAN and all parties entering into the Section 106 Agreement with the County Council, then authority be delegated to the Director of Economy, Transport and Environment to grant:

- 1) Planning permission for extension to site to provide car park (Retrospective) (No. 17/02238/CMAN), subject to the conditions in Integral Appendix B1.
- 2) Planning permission for variation of condition 3 (hours of operation) of planning permission 11/01427/CMAN (No. 17/02190/CMAN), subject to conditions in Integral Appendix B.
- 3) Planning permission for variation of condition 3 (hours of operation) of planning permission 09/02530/CMAN (No. 17/02192/CMAN), subject to conditions in Integral Appendix B.

Appendices:

Integral Appendix A – Corporate or Legal Information

Integral Appendix B – Conditions

Appendix C - Location Plan

Appendix D – Car Park Extension Site Plan

Appendix E – Car Park Layout Plan

Appendix F- Working Activities Plan

Other documents relating to this application

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=18536>

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=18503>

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=18502>

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	No
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	
The proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste planning authority.	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any CORPORATE OR LEGAL INFORMATION: documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

A). Extension to site to provide car park (Retrospective) at Bryan Hirst Recycling Ltd, Bullington Cross, Sutton Scotney SO21 3FN (No. 17/02238/CMAN)

Hampshire County Council

B). Variation of condition 3 (hours of operation) of planning permission 11/01427/CMAN at Bryan Hirst Recycling Ltd, Bullington Cross, Sutton Scotney SO21 3FN (No. 17/02190/CMAN)

C). Variation of condition 3 (hours of operation) of planning permission 09/02530/CMAN at Bryan Hirst Recycling Ltd, Bullington Cross, Sutton Scotney SO21 3FN (No. 17/02192/CMAN)
(Site Ref: TV246)

CONDITIONS

Conditions for application A - Extension to site to provide car park (Retrospective) (No. 17/02238/CMAN)

1. The site extension hereby permitted shall be used only for the parking of vehicles associated with activities on the adjacent land permitted under planning permissions 09/02530/CMAN and 11/01427/CMAN or any subsequent variation to these permissions.

Reason: To enable the Waste Planning Authority to adequately control the development and to minimise its impact on the amenities of the local area.

2. Within 3 months of the date of this consent a detailed scheme of landscaping for the southern boundary of the car parking area shall be submitted to and approved by the Waste/Mineral Planning Authority 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 in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

Plans

3. The development hereby permitted shall be carried out in accordance with the following approved plans: **BHL/BUL/APP/01, BHL/BUL/Lay/01**

Reason: For the avoidance of doubt and in the interests of proper planning.

Note to Applicants

1. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts

Conditions for application B - Variation of condition 3 (hours of operation) of planning permission 11/01427/CMAN (No. 17/02190/CMAN) and application C - Variation of condition 3 (hours of operation) of planning permission 09/02530/CMAN (No. 17/02192/CMAN)

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.

2. The layout and working at the site shall be as shown on Drawing No HIR/E3750/120B. Tyre storage shall only be as shown on Drawing No HIR/E3750/120B and there shall be no more than 1000 unprocessed tyres stored at the site.

Reason: To enable the Waste Planning Authority to adequately control the development and to minimise its impact on the amenities of the local area.

3. No heavy goods vehicles (HGVs are vehicles over 3.5 tonnes gross weight) except those servicing the Household Waste Recycling Centres shall enter or leave the site except between the following hours: 07.00-18.00 Monday to Friday and 0800-1300 Saturday.

Reason: In the interests of local amenity in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

4. HGVs servicing the Household Waste Recycling Centres shall only enter or leave the site between the following hours: 06.00 - 18.00 Monday to Friday and 07.00 - 16.00 Saturday, Sundays and public holidays.

Reason: In the interests of local amenity in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

5. No processing of waste shall take place and no processing plant or machinery shall be operated except between the following hours: 07.00-18.00 Monday to Friday and 0800-1300 Saturday. There shall be no processing of waste and no processing plant or machinery operated on Sunday or recognised public holidays.

Reason: In the interests of local amenity in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

6. No outside stockpiles of waste and recyclable material, or skips and containers shall exceed a height of four metres.

Reason: To protect the amenities of the area in accordance with Policy 13 (High-quality design of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

7. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus ten percent. If there are multiple tankages, the compound shall be at least equivalent to the capacity of the largest tank, or the combined capacity of inter-connected tanks plus ten percent. All filling points, vents, gauges and site glasses must be located within the bund. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund.

Reason: To prevent pollution of the water environment and in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Mineral and Waste Plan (2013).

8. All areas where waste is stored, handled or transferred shall be underlain by impervious hard-standing with dedicated drainage to foul sewer or sealed tank.

Reason: To prevent pollution of the water environment and in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Mineral and Waste Plan (2013).

9. The Environmental Management Scheme approved for the main recycling yard shall apply to the extension areas for the duration of their operation.

Reason: To prevent noise, dust and odour disturbance to the residents of the nearest houses in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

10. There shall be no burning or composting of waste at the site.

Reason: To prevent noise, dust and odour disturbance to the residents of the nearest houses in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

11. Visibility splays of 2.4 metres by 90 metres at the junction of the access road with the public highway shall be maintained and shall be kept free of obstacles.

Reason: In the interests of highway safety in accordance with Policy 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

12. No vehicle shall leave the site unless it has been cleaned sufficiently to prevent mud and spoil being carried on to the public highway. 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 in accordance with Policy 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

13. Any changes to the existing lighting on site shall be agreed in writing with the Waste Planning Authority and shall be implemented as approved.

Reason: In the interests of the protection of fauna, landscape character and visual and local amenity in accordance with Policies 3 (Protection of habitats and species), 10 (Protecting public health, safety and amenity), 12 (Managing traffic) and 13 (High-quality design of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

Plans

14. The development hereby permitted shall be carried out in accordance with the following approved plans: **BHL/BUL/VAR/01, HIR/E3750/120B.**

Reason: For the avoidance of doubt and in the interests of proper planning.

Note to Applicants

1. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts.