

Public Document Pack



Hampshire
County Council

NOTICE OF MEETING

Meeting	Regulatory Committee
Date and Time	Wednesday 29th July, 2020 at 10.00 am
Place	Virtual Teams Meeting - Microsoft Teams
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence received.

2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Non-Pecuniary interest in a matter being considered at the meeting should consider whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 10)

To confirm the minutes of the previous meeting

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. WATERBROOK ESTATE, ALTON (Pages 11 - 54)

To consider a report from the Head of Strategic Planning regarding the variation of conditions 5, 11 & 18 of planning permission 51471/003 to allow for restricted night-time activities including importation of road planings at Unit 5-6 Waterbrook Estate, (formerly referred to as Unit 7), Waterbrook Road, Alton GU34 2UD (Application No. 51471/007 Site Ref: EH156)

7. EVERSLEY QUARRY, EVERSLEY (Pages 55 - 98)

To consider a report from the Head of Strategic Planning regarding the variation of conditions 1 & 2 of planning permission 14/00640/CMA to extend the duration for the completion of mineral extraction, infilling and restoration at Eversley Quarry, Land at Chandlers Farm, Off Fox Lane, Reading Road, Eversley RG27 0NQ (No. 19/02866/HCC) (Site Ref: HR038)

8. FOREST LODGE HOME FARM, HYTHE (Pages 99 - 128)

To consider a report from the Head of Strategic Planning regarding the variation of conditions 16 of planning permission 18/11586 to allow additional mobile screening kit on site to improve operation efficiency at Forest Lodge Home Farm, Fawley Road, Hythe SO45 3NJ (No. 20/10282) (Site Ref: NF271)

9. CAMROSE LINK, BASINGSTOKE (Pages 129 - 162)

To consider a report from the Head of Strategic Planning regarding the proposed construction of a two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road at Camrose Stadium site, Western Way, Basingstoke RG22 6HB (No. 19/03116/CMA) (Site Ref: BAH006)

10. MANOR FARM, MONK SHERBORNE (Pages 163 - 192)

To consider a report from the Head of Strategic Planning regarding the development of a chalk quarry with reinstatement to agriculture using imported inert materials, together with ancillary development include site office, wheel wash, weighbridge, new access and drying shed at Land adjacent A339, Basingstoke Road, Manor Farm, Monk Sherborne RG26 (EIA) (No. 18/01064/CMA) (Site Ref: BA176)

11. BLUE HAZE, SOMERLEY (Pages 193 - 198)

To consider a report from the Head of Strategic Planning regarding the variation to various conditions at Blue Haze Landfill Site, Verwood Road, Somerley, BH24 3QE (Site Ref: NF105)

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

This page is intentionally left blank

Agenda Item 3

AT A MEETING of the Regulatory Committee of HAMPSHIRE COUNTY
COUNCIL held virtually on Microsoft Teams on Wednesday 17th June, 2020

Chairman:

* Councillor Peter Latham

- | | |
|---------------------------------|-------------------------------|
| * Councillor Lance Quantrill | * Councillor Wayne Irish |
| * Councillor Christopher Carter | * Councillor Alexis McEvoy |
| * Councillor Mark Cooper | * Councillor Neville Penman |
| * Councillor Rod Cooper | * Councillor Stephen Philpott |
| Councillor Roland Dibbs | * Councillor Roger Price |
| * Councillor Jane Frankum | * Councillor Jan Warwick |
| * Councillor Andrew Gibson | |
| * Councillor Keith House | * Councillor Pal Hayre |
| * Councillor Gary Hughes | |

*Present

190. **APOLOGIES FOR ABSENCE**

Councillor Pal Hayre attended as a deputy for Councillor Dibbs.

191. **DECLARATIONS OF INTEREST**

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

192. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

193. **DEPUTATIONS**

It was confirmed that there were three deputations for the meeting and the process was explained by the Chairman.

194. **CHAIRMAN'S ANNOUNCEMENTS**

There were no formal Chairman's announcements.

195. **FRYERN JUNIOR SCHOOL, CHANDLERS FORD**

Phased demolition of the existing two storey 2FE Junior School and construction of a new single storey 2FE Junior School and associated external works at Fryern Junior School, Oakmount Road, Chandlers Ford SO53 2LN (No. CS/20/87438) (Site Ref: EAE044)

The Committee considered a report from the Head of Strategic Planning (item 6 in the minute book) on an application for the construction of a new single storey Junior School in Chandlers Ford.

The officer introduced the application showing location plans of the school, as well as site plans and proposed elevations of the new building, which was in a residential area and shared with the Infant School. Members were shown the proposed vehicular access to the school, along with additional pedestrian accesses. The existing school building was predominantly two-storey whereas the new building would be single-storey.

The timber frame of the current building was not well insulated and therefore it was more economical to replace it than refurbish. Plans of the building and proposed layout were shown.

No consultees were against the application providing the conditions were met. It was confirmed that there had been a minor revision to the drainage condition in the update paper circulated to Members and published on the website.

The Committee received two deputations on this item. Michael Bates in HCC Property Services spoke on behalf of the applicant in support of the application. It was emphasised that it was more efficient to demolish and rebuild the school and there had been ongoing consultation with Children's Services throughout the design process. The layout of the car park would be improved for better car and pedestrian segregation and biodiversity would also be encouraged with a wild flower area. There would be good connections to external spaces with a one-storey building with lots of natural light and ventilation. High levels of ventilation would mean a reduction in heat loss and solar panels on the roof would reduce operational costs. Electric vehicle charging points would also be installed in the car park.

The Committee also received a deputation from the local Member; County Councillor Judith Grajewski. Councillor Grajewski was pleased to support the application and felt it was a good opportunity to build a modern school that was energy efficient and had environment sensitivity. The dedication of the officers working in such close collaboration with the school was commended.

During questions of the deputations, the following points were clarified:

- A designated parking area would be allocated for construction vehicles.

RESOLVED:

Planning permission was GRANTED subject to the conditions listed in appendix A.

Voting:

Favour: 16 (unanimous)

196. **GRANGE COUNTY JUNIOR SCHOOL, GOSPORT**

The construction of a replacement single story Junior School followed by the demolition of the existing school, including landscaping, hard play area, improved pedestrian and vehicular access and additional parking at Grange County Junior School, Franklin Road, Gosport PO13 9TS (No. 20/00122/HCC3) (Site Ref: GPE007)

The Committee considered a report from the Head of Strategic Planning (item 7 in the minute book) regarding the construction of a replacement Junior School in Gosport.

The officer introduced the application showing location plans of the school, as well as site plans and proposed elevations of the new building. The proposed new access was highlighted along with the site contractor access and compound. The applicant had confirmed that the compound would be restored after use. The car parking at the school would increase from 34 to 60 spaces.

There were no objections to the application subject to the conditions being met and no public representations had been received. It was confirmed that an update report circulated and published did confirm some minor amendments, including confirmation of a proposed extension to the existing Traffic Regulation Order (TRO) (no parking area) in Grange Lane which would ensure that vehicles did not obstruct the new crossing location or compromise use of the new vehicular access.

The Committee received one deputation on behalf of the applicant from Martin Hallum in HCC Property Services. The application was a sister project to Fryern School with the same shared design. The main entrance was directly off of the street, with an additional pedestrian entry also provided. A service and maintenance layby would be provided, along with cycling and scooter storage. Larger vehicles and delivery vehicles would access the school via Franklin Road and the car park was not intended for parents or visitors and would be controlled by a gate. The construction would include high quality cladding to ensure longevity and there would be good connections to external spaces with lots of natural light and ventilation. High levels of ventilation would mean a reduction in heat loss and solar panels on the roof would reduce operational costs. Electric vehicle charging points would also be installed in the car park.

During questions of the deputation, the following points were clarified:

- Disabled parking was available for parents to use, which would be arranged with the school directly.
- There was enough parking on site for sub-contractors
- Solar panels would provide 8-10% of the overall school energy costs
- There would be pedestrian access from Grange Lane but not vehicular access.

Cllr Carter welcomed the application as a Gosport Member and was delighted to support the application.

RESOLVED

Planning permission was GRANTED subject to the conditions listed in Appendix A

Voting:

Favour: 16 (unanimous)

197. **LAND AT ROESHOT, CHRISTCHURCH**

Extraction and processing of minerals, importation and treatment of inert materials, the erection of a concrete batching plant, workshop, offices, weighbridge and internal access to the A35 with progressive restoration using residual inert materials to agriculture, woodland and grassland at Land at Roeshot, Christchurch, Hampshire (No. 16/10618) (Site Ref: NF269)

The Committee considered a report from the Head of Strategic Planning (item 8 in the minute book) regarding an extension to an application at Roeshot.

The officer confirmed that discussions had not progressed at the rate anticipated, with concluding negotiations taking longer than normal circumstances due to Covid-19. There were still a few issues for completion and some may need a short report back to Committee later in the year. An update report confirmed a change to the recommendation and that the extension go up until the end of December 2020 instead of October, to allow extra time.

Members were happy with the proposals and there were no questions.

RESOLVED

That an extension of time until 31 December 2020 is agreed for the satisfactory completion of the Section 106 Agreement to secure Ecological Protection and Restoration of the site, a revised Repair and Maintenance Scheme for Watery Lane (Byway Open to All Traffic (BOAT number 737) and a permissive path and that authority is delegated to the Director of Economy, Transport and Environment to grant permission in all other respects in accordance with the

resolution made at the meeting held on 19 June 2019.

Voting

Favour: 16 (unanimous)

Chairman,

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	29 July 2020
Title:	Variation of conditions 5, 11 & 18 of planning permission 51471/003 to allow for restricted night-time activities including importation of road planings at Unit 5-6 Waterbrook Estate, (formerly referred to as Unit 7), Waterbrook Road, Alton GU34 2UD (Application No. 51471/007 Site Ref: EH156)
Report From:	Head of Strategic Planning

Contact name: Philip Millard

Tel: 01962 846496

Email: philip.millard@hants.gov.uk

Recommendation

1. That, subject to all parties entering into a Section 106 Agreement with the County Council to secure the routing of out of hours Heavy Good Vehicle movements to and from the site, the Director of Economy, Transport and Environment be authorised to GRANT permission subject to the conditions listed in integral appendix A.

Executive Summary

2. The proposal is for variations to Conditions 5 (Operating times), 11 (Dust and noise management) and 18 (Materials permitted) of Planning Permission [51471/003](#) to allow for the importation of road planings, and the night-time importation and exportation of waste at the existing Waste Recycling Centre at Unit 7 Waterbrook Estate, Waterbrook Road, Alton GU34 2UD. It comprises the following:
 - variation of Condition 5 (Operating times) (changed to 6) to allow for 12 HGV movements to and from the site, of the existing 612 limit stated by Condition 20 (HGV movements) (changed to 22), to occur outside the existing operating hours of the site, and therefore, allow for limited night time operations to occur at the site;
 - variation of Condition 11 (Dust and noise management plan) (changed to 12) to allow for the approval of a revised Dust and Noise Management Plan for the site; and
 - variation of Condition 18 (Materials permitted) (changed to 19) to allow for the addition of road planings to the list of waste types accepted at the site.
3. The proposed development includes:
 - 10 HGV movements to and from the site outside of the approved operating hours to enable the importation and tipping of road planings;

- 2 HGV movements to and from the site outside of the approved operating hours to enable the drop off and collection of a preloaded trailer; and
 - Limited on-site operations associated with the above HGV movements to include no additional lighting and limited to that defined in the application.
4. A variation to the above three conditions was previously sought (application 51471/006) and refused on 31 July 2018. This was subsequently the subject of an appeal by the applicant which was dismissed on 29 August 2019 (APP/Q1770/W/18/3217698). The Inspector's reason for dismissal was that without an HGV routing agreement in place the proposal would be harmful to the living conditions of neighbouring residents as a result of vehicle noise during the night time working. This decision and the Inspector's conclusions are important and significant material considerations in the determination of the application.
 5. The applicant has submitted with this planning application a draft copy of the Section 106 paperwork relating to a routing agreement.
 6. A committee site visit took place on 16 July 2018 for application 51471/006. No committee site visit took place for this application, 51471/007.
 7. The application is being considered by the Regulatory Committee, as the Minerals and Waste Planning Authority considers the case to have sufficient public interest to merit determination at Regulatory Committee. The case was intended to be presented at the 18 March 2020 Regulatory Committee meeting. It was withdrawn from the agenda at the applicant's request due to the Covid-19 crisis. The case is now being brought to the 29 July 2020 Regulatory Committee meeting.
 8. Key issues raised are:
 - the impact of the proposal on the living conditions of neighbouring residents, in terms of noise and disturbance;
 - the impact of light pollution and visual impact on amenity and landscape from night-time operations;
 - dust and noise management at the site;
 - the importation and storage of road planings at the site; and
 - provision of waste transfer and storage for highways works, located on the Strategic Road Network.
 9. The proposed development is not an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#) and an environmental statement has not been submitted.
 10. It is considered that the proposal would be in accordance with the relevant policies of the adopted [Hampshire Minerals and Waste Plan](#) (2013) [HMWP], in that it provides a suitable location to support highways works in

Hampshire through the transfer of road planings to an existing Waste transfer facility located on the Strategic Road Network in a central Hampshire location. It is considered that the proposal's benefits in providing this facility for road planings outweighs the impacts to neighbourhood amenity and the environment within the site's context on an existing industrial estate adjacent to a residential area of Alton along the Strategic Road Network.

11. It is considered that the proposed development for 12 HGV movements per night, when considered with the proposed mitigation, subject to conditions and legal agreement, has been demonstrated to not cause a significant adverse impact on public amenity, noise or light pollution, or to highway safety or amenity.

The Site

12. The application relates to a 2.2-hectare site within the Waterbrook Industrial Estate, within the settlement boundary on the eastern edge of Alton. The site was previously part of the adjacent Alton Sewage Treatment Works and is currently used as a Waste Transfer Station [WTS]. The site is a safeguarded aggregates recycling site in the [Hampshire Minerals and Waste Plan \[HMWP\] 2013](#). The area is allocated as existing employment land (CP4 - Existing employment land) in the [East Hampshire Local Plan Part 1 \(Joint Core Strategy\) \(2014\)](#).
13. The site is surrounded by industrial and commercial land uses with the remaining operational waste water treatment works to the north-east of the site. Mill Lane Industrial Estate is 100 metres [m] to the north-west, Alton Household Waste Recycling Centre [HWRC] is 40m to the west, and Alton Business Centre and Omni Business Centre are 150m and 90m respectively to the south-west of the site. Kendall Bros, Waterbrook concrete batching site is located on the northern boundary of the site. The site is secured by way of metal palisade fencing along the boundary and gates. Both the Alton HWRC and the Kendall Bros Waterbrook concrete batching site are both safeguarded in the HMWP (2013).
14. The site is located within the Townscape Character area of Alton in the [Hampshire Integrated Character Assessment](#). It sits in the area of ALT03 Industrial Estate and Business Park. This is a large, fragmented industrial area and retail park to the south-eastern edge of the town, following the line of the valley and the railway. There are small-, medium- and large-footprint buildings set on a series of small skewed grids. Buildings are functional, generally offering large blank facades to roads. There is a mix of low-key manufacturing and storage facilities with some retail and a food store.
15. The nearest residential properties to the application site boundary are elevated, over-looking properties 230m west of the site, on Wilsom Road. Lynch Hill Cottage is 260m to the north on Waterbrook Road. This property is set back from the Waterbrook Industrial Estate and is closest to the

immediate access route for HGVs travelling to and from the site. There is also a large cluster of housing 500m to the south-west located south of Ashdell Road and west of Wilsom Road.

16. The site lies approximately 1.8 kilometres (km) to the north and west of the South Downs National Park.
17. Caker Stream borders the site from the north-west to the south and is separated from the site by a vegetated bank (in the form of a steep sloped bund of around 4m in height), metal palisade fencing and trees. Caker Stream is a chalk stream and is identified as a Biodiversity Action Plan Priority Habitat. Along the southern boundary of the site is a designated woodland improvement area and beyond this is a priority Habitat of Flood Plain Grazing Marsh. The western edge of the site falls within Flood Zone 2.
18. The site is bordered to the south-east by the A31, categorised in the HMWP (2013) as part of the [Strategic Road Network](#). This road has mature trees along each side. Access to the site is gained from Waterbrook Road, which in turn joins the B3004, Mill Lane. The B3004 runs north-east to join the A31 approximately 800m to the north-east of the site. The B3004 also runs south-west into the residential area around Mill Lane, Ashdell Road and Wilsom Road.
19. The western stretch of the Public Right of Way (PROW) footpath known as Alton, Route Number 40, is 140m to the south of the site. The eastern element which crosses the Caker stream is known as Worldham, Route number 26.
20. The approved working hours for the site are set out in Condition 5 of Planning Permission [51471/003](#). These are Monday to Saturday between 0700 and 1800 with no working on Sundays or recognised Public Holidays. The site currently operates with Condition 20 (Vehicle movements) of Planning Permission 51471/003 limiting HGV movements to and from the site to 612 per week.

Planning History

21. The planning history of the site is as follows:

Application no.	Location	Proposal	Decision Date
APP/Q1770/W/3217698	Unit 7 Waterbrook Estate, Waterbrook Road, ALTON	Appeal of decision 51471/006 for Variation of conditions 5, 11 and 18 of planning permission 51471/003 to allow for importation of road planings and the night-time importation and	Dismissed 29.08.19

	GU34 2UD	exportation of waste	
51471/006	Unit 7 Waterbrook Estate, Waterbrook Road, ALTON GU34 2UD	Variation of conditions 5, 11 and 18 of planning permission 51471/003 to allow for importation of road planings and the night-time importation and exportation of waste	Refused 31.07.18
51471/005	Unit 7 Waterbrook Estate, Waterbrook Road, Alton GU34 2UD	Variation of condition 5 of planning permission 51471/003 (to extend the operational hours to 24 hours, 7 days per week for HGV movements and associated loading shovel for the importation of road planings)	Withdrawn 19.01.2018
51471/003	Hutchings & Carter Yard, Waterbrook Road, Alton GU34 2UF	Variation of conditions 3 (Site Layout) and 18 (to allow storage of wood) of planning permission 51471/002	Granted 29.09.16
33089/032	Hutchings & Carter Yard, Former Sewage Works, Waterbrook Road, Alton Hampshire GU34 2UD	Change of use (with associated building modifications) from existing builders storage depot to a waste recycling facility to accept and process commercial and industrial waste (including the use of a waste picking station and trommel) on industrial land at the former sewage works off Waterbrook Road, Alton	Granted 23/01/2013
SCR/2011/0 226	Alton Recycling Centre, Waterbrook Road, Alton	Waterbrook Road, Alton Screening Opinion: Proposed change of use (with associated building modifications) to skip waste recycling facility to accept and process commercial and industrial skip waste	EIA not required 15/11/2011
51471/002	Former Sewage Works, Waterbrook Road, Alton, Hampshire	Retention of Waste Recycling Centre for construction & demolition waste to include a lightweight structure, landscaped bund, parking and associated plant and machinery	Granted 11/04/2011

22. The site currently has planning permission for the following waste uses:

- [33089/032](#) - Commercial and industrial waste (non-hazardous waste arising from the activities of wholesalers, catering establishments, shops and offices such as metals, plastic, wood, paper, card, black bag waste) processing and transfer, granted by Hampshire County Council as Minerals and Waste Planning Authority [MWPA]; and
- [51471/003](#) - Construction and demolition waste (non-inert rubble, concrete, soils and stone, and wood waste) processing, crushing, screening and transfer, granted by Hampshire County Council as MWPA.

23. In addition to the above, the application site has a number of existing planning permissions for business uses (B1, B2 and B8) granted by East Hampshire District Council. These are:

- [33089/28](#) – Office facilities used by the WTS; and
- [33089/24](#) – retained permission for the site security fencing.

24. In accordance with Policy 26 (Safeguarding – waste infrastructure) of the HMWP (2013), the site is safeguarded as a Waste Transfer Station.

The Proposal

25. The proposal is for variations to conditions 5 (Operating times), 11 (Dust and noise management) and 18 (Materials permitted) of Planning Permission [51471/003](#) to allow for the importation of road planings, and the night-time importation and exportation of waste at the site:

- variation of Condition 5 (Operating times) to allow for 12 HGV movements to and from the site, of the existing 612 limit stated by Condition 20 (Vehicle movements), to occur outside the existing operating hours of the site, and therefore, allow for limited night time operations to occur at the site;
- variation of Condition 11 (Dust and noise management plan) to allow for the approval of a revised Dust and Noise Management Plan for the site reflecting the proposed night-time activities; and
- variation of Condition 18 (Materials permitted) to allow for the addition of road planings to the list of waste types accepted at the site.

26. These variations are to enable restricted night-time activities at the site comprising two activities:

- Activity 1 - Importation of Road Planings; and
- Activity 2 - Exportation of construction and demolition waste and importation of hard-core/crushed concrete.

27. These activities are described in detail further below:

Activity 1 - Importation of Road Planings:

- the delivery of a maximum of five loads of road planings per night, equal to 10 HGV movements;

- each truck would deliver and unload the planings in the bays shown on the Proposed Site Layout drawing, reference 002 rev 3;
- the imported material would then be processed the following day during the permitted site operating hours; and
- no plant other than the HGVs would be used on site outside of the current permitted operating hours (0700-1800, Monday to Saturday).

Activity 2 - Exportation of construction and demolition waste and importation of hard-core/crushed concrete:

- one pre-loaded (during the permitted operating hours) outbound trailer of construction and demolition waste will be parked as shown on the Proposed Site Layout drawing, reference 002 rev 3 (Trailer location 2) ready to be collected;
- one HGV with a trailer loaded with hard-core/crushed concrete to access the site outside of the permitted operating hours. It would then drop off its trailer in the vacant Trailer location 1 space (on Proposed Site Layout drawing, reference 002 rev 3 see dwg 002 Rev3) and would then disconnect from this trailer and connect with the pre-loaded outbound trailer and depart the site outside of the permitted operating hours; and
- the imported trailer would then be emptied the following day during the permitted site operating hours (0700-1800, Monday to Saturday).

28. The proposed activities result in a total of 12 HGV movements per night outside of the permitted site operating hours of 0700-1800, Monday to Saturday. These movements are stated as being included in the site's current limit of 612 movements in any one week as conditioned by Condition 20 (Vehicle movements). The following mitigation measures and operational restrictions are proposed to address residential amenity:

- no fixed plant will be operating during the evening. There will be no loading shovel operations between 1800 and 0700;
- all vehicles entering and egressing the site will be in "night mode", as described in the revised Dust and Noise Management Plan submitted as part of this application;
- the amount of vehicle trips to and from the site will continue to be in accordance with Condition 20 (Vehicle movements) of planning permission 51471-002; and
- agreement to enter into a legal agreement (S106) with the MWPA to define the routing of the out of hours HGV movements to and from the site associated with the development hereby considered. This is to oblige the HGVs to travel from the site north up Waterbrook Road, north up the B3004 Mill Lane, and then to turn right directly onto the A31 during the out of hours period. This is to ensure no out of hours HGV movements through the residential area to the south of the Waterbrook Road/Mill Lane junction.

29. This application includes the following supporting documents:

- Planning Supporting Statement (Appendix 1 of the application);

- Proposed Site Layout drawing, reference 002 rev 3 see dwg 002 Rev3 (Appendix 2 of the application);
 - Noise Assessment, dated January 2018, (Appendix 3 of the application). This assesses the proposed night-time site activities;
 - an Additional noise assessment was submitted by the applicant on 27 January 2020, assessing the potential impact of the HGV movements travelling to and from the site as part of the proposed night-time activities;
 - a copy of the Noise Assessment Scope sent by the agent to East Hampshire District Council in 2017 (Appendix 4 of the application);
 - a revised Noise and Dust Management Plan dated 12 February 2020 was submitted by the applicant on 13 February 2020. This updates the Updated Noise and Dust Management Plan dated January 2018 (Appendix 6 of the application), submitted as part of the original application, by adding noise management details for the proposed night time operations; and
 - Heads of Terms and Guidance for a Section 106 agreement for HGV routing including HM Land Registry Deed for the site (Appendix 8 of the application).
30. The proposed development has been assessed under [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#). The development is classified as a Schedule 2 development as it falls within Category 13 (Changes and extensions), section (b) as it is a change to a installation falling within Category 11(b) (ii) and (iii) (Installations for the disposal of waste (unless included in Schedule 1)). However, whilst being identified under the Regulations, it is not deemed an EIA development requiring an Environmental Statement.

Development Plan and Guidance

31. The following plans and associated policies are considered to be relevant to the proposal:

National Planning Policy Framework (2019) (NPPF)

- Paragraph 11: Presumption in favour of sustainable development;
- Paragraph 47: Determination in accordance with the development plan unless material considerations indicate otherwise;
- Paragraph 54: making unacceptable development acceptable through conditions or planning obligations;
- Paragraph 80: Support of sustainable economic growth;
- Paragraph 82: Recognise the specific locational requirements of different sectors;
- Section 8: Promoting healthy and safe communities;
- Paragraph 107: recognise the **importance** of providing adequate overnight lorry parking facilities;

- Paragraph 108: promoting sustainable transport, safe access and mitigating impacts;
- Paragraphs 109 and 110: Only refuse development or significant highway impacts;
- Paragraph 111: provision of a travel plan and transport statement;
- Paragraph 117: promoting effective land use whilst safeguarding and improving the environment and ensuring safe and healthy living conditions;
- Paragraph 127: Good design;
- Paragraph 130: refuse poor quality design;
- Paragraph 150: Planning for climate change;
- Paragraph 175: Conserving and enhancing the natural environment; and
- Paragraph 180: Appropriate development taking into account pollution on health, living conditions and the natural environment.

National Planning Policy for Waste (2014) (NPPW)

The following paragraphs are relevant to the proposal:

- Paragraph 1: Delivery of sustainable development and resource efficiency;
- Paragraph 5: Suitability criteria for new or enhanced waste management facilities; and
- Paragraph 7: Determining planning applications.

National Waste Planning Practice Guidance (NWPPG) (last updated 15/04/2015)

The following paragraphs are relevant to the proposal:

- Paragraph 007 (Self-sufficient and proximity principle);
- Paragraph 0046 (Need);
- Paragraph 047 (Expanding existing waste facilities); and
- Paragraph 0050: (Planning and regulation).

Hampshire Minerals & Waste Plan (2013) (HMWP)

The following policies are relevant to the proposal:

- Policy 1 (Sustainable minerals and waste development);
- Policy 2 (Climate change – mitigation and adaption);
- Policy 3 (Protection of habitats and species);
- Policy 8 (Protection of soils);
- Policy 10 (Protecting public health, safety and amenity);
- Policy 12 (Managing traffic);
- Policy 13 (High-quality design of minerals and waste development);
- Policy 17 (Aggregate supply – capacity and source);
- Policy 18 (Recycled and secondary aggregates development);
- Policy 25 (Sustainable waste management); and
- Policy 27 (Capacity for waste management development).

[East Hampshire and South Downs Joint Core Strategy \(2014\) \(EHCS \(2014\)\)](#)

The following policies are relevant to the proposal:

- Policy CP20 – Landscape.

Consultations

32. **County Councillor Joy:** Was notified.
33. **County Councillor Kemp-Gee:** Was notified.
34. **East Hampshire District Council:** Raises no objection to the proposed variation of conditions, subject to the Local Planning Authority (Hampshire County Council) considering the development acceptable in all other regards.
35. **East Hampshire District Council Environmental Health Officer (EHO):** Has no objection subject to the proposed varied conditions.
36. **Alton Town Council:** Has an objection due to inaccuracies in the Noise assessment, the unacceptable adverse noise impacts of night-time operations on local residents and the precedent of permitting 24 hour, 7 day a week operations in the area. The council also highlights concerns that the operator fails to comply with existing site planning conditions with regards to stockpile heights, light pollution and air quality.
37. **Worldham Parish Council:** Was notified.
38. **Binsted Parish Council:** Was notified.
39. **Kingsley Parish Council:** Has no objection subject to a condition that bans access via the B3004 (Sleaford traffic lights to Alton) for HGVs between 1800-0700 daily.
40. **Environment Agency:** Was notified.
41. **Local Highway Authority:** Has no objection subject to a legal agreement being in place to control the access route for HGVs and conditions to limit the number of HGV movements and ensure vehicles are cleaned to prevent mud and spoil from being deposited on the public highway.
42. **County Ecologist (HCC):** Was notified.
43. **Planning Policy (HCC):** Provided information on the planning context for the proposed development.
44. **Public Health (HCC):** Was notified.

Representations

45. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
46. In complying with the requirements of the SCI, Hampshire County Council:
 - published a notice of the application in the [Hampshire Independent](#);
 - placed a total of 5 notices of the application at the application site and at key locations in the local area, and extended the period of neighbour consultation;
 - consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
 - notified by letter all properties within 100 metres of the boundary of the site, as well as key residential properties in a wider area.
47. As of 14 February 2020, a total of 23 representations to the proposal have been received, including from the local district ward councillor, the Alton Ashdell Ward Residents Association and The Alton Society. There were 22 objections and one representation raising concerns. The main areas of concern raised in the objections are listed below. This list also includes concerns raised about the existing operations at the site:
 - concern over the address of the site being correct in the application. (This was checked with the agent and a copy of the Land Registry document for the site was submitted with the application – the application was re-advertised to clarify the change of address);
 - impact of noise and light pollution from night time operations on local residents;
 - inappropriate development in a mixed use area with residential and commercial/industrial uses;
 - a view that the original permission for the waste site at this location was a mistake - a view that current operation causes unacceptable noise, dust, lighting and vibration, and that the proposal would add further impacts;
 - concern over the method of the night time operations, including significant noises from banging tail plates, mechanical wheel cleaners, the noise of materials sliding down the back of HGVs;
 - concern of disturbed sleep at night from the proposed development resulting from being woken up by loud, sudden noises a number of times every night leading to sleep deprivation - citing the control of pollution act 1974 legal obligation on a local authority to protect persons in the locality from the effects of noise, and the World Health Organisation's right to a good night's sleep;
 - detrimental impact on the health of children;
 - the concern of the operation of mobile plant during the evening, in reference to the application 'No fixed plant will be operated during the evening';

- concern that this would set a precedent for 24 hour working at the Waterbrook Industrial Estate;
- the proposed location for the unloading of the road planings is at the closest point to residents on Wilsom Road, with no screening, sound or visual (single line of trees with no leaves October-May);
- suggesting conditions to have no tipping between 1800-0700, only the deposition of loaded trailers, and out of hours operations conditioned to individual campaigns with notification to local residents and EHO with noise monitoring taking place in each case;
- no benefit for the town of Alton;
- the view that this application is no different to that refused with respect to noise;
- suggestion of a trial period – temporary permission to test the proposal;
- request for a condition that the weighbridge is not used at night;
- concerns of HGV routing;
- detrimental impact to climate change;
- adverse impact of mud and spoil on the public highways from the site and this increasing with HGV traffic;
- concern that the site is a public health problem due to dust, noise and vehicle pollution, as well as amenity and mental health impacts;
- stockpile heights;
- daytime noise of concrete crushing;
- daytime noise of the weighbridge;
- that the noise assessment is misleading, as it does not consider the proposed night time operations, but only the existing operations, that it does not take into account a number of local factors, such as elevated sensitive receptors on Wilsom Road, with inappropriately located sound monitoring devices, the amphitheatre of the location, the form of the potential noises, such as banging tailgate, speed bumps, weigh bridges, wheel cleaners, etc;
- impact of pollution from increased HGV movements;
- concerns with respect to the ongoing operation of the site and that the approved noise and dust management plans are not followed. That the current site is not acceptable and so further development is also. No improvement from historic complaints about the operation of the site which continues to fail to comply with existing site planning conditions with regards to stockpile heights, light pollution and air quality;
- concern of the impact of noise and air pollution in Kingsley from night time HGV movements; and
- HGVs not being sheeted when transporting waste to and from the site.

The above issues will be addressed within the following commentary.

Habitats Regulation Assessment [HRA]

48. The [Conservation of Species and Habitats Regulations 2017](#) (otherwise known as the 'Habitats Regulations') transpose European Directives into UK law.

49. In accordance with the Habitats Regulations, Hampshire County Council (as a 'competent authority') must undertake a formal assessment of the implications of any new projects we may be granting planning permission for e.g. proposals that may be capable of affecting the qualifying interest features of the following European designated sites:
- Special Protection Areas [SPAs];
 - Special Areas of Conservation [SACs]; and
 - RAMSARs.
50. Collectively this assessment is described as 'Habitats Regulations Assessment' [HRA]. The HRA will need to be carried out unless the project is wholly connected with or necessary to the conservation management of such sites' qualifying features.
51. It is acknowledged that the proposed development includes environmental mitigation essential for the delivery of the proposed development regardless of any effect they may have on impacts on European designated sites.
52. The HRA screening hereby carried out by the MWPA considers the proposed development to have **no likely significant effect** on the identified European designated sites due to it is not located at a distance to be considered to have proximity to directly impact on the European designated sites; the site is not considered to have any functional impact pathways connecting the proposed works with any European designated sites; and the proposal does not have any significant increase on any adverse impacts the wider site may have.

Climate Change

53. Hampshire County Council declared a climate change emergency on 17 June 2019. This proposal has been considered against Policy 2 (Climate change – mitigation and adaption) of the HMWP (2013) and Paragraph 148 (supporting the transition to a low carbon future) of the NPPF (2019).
54. The application does not contain a climate change assessment and makes no specific proposals to demonstrate how its impact on the causes of climate change are minimised or how it supports the transition to a low carbon future or considers minimising energy consumption. However, considering the existing lawful activity and the minimal nature of the proposed changes the proposed scheme is considered to not have a significant contributing impact on climate change and is considered to have acceptable resilience to climate change.

Commentary

Current Site Operations

55. Public representations and Alton Town Council cite past complaints about the adverse impacts of the site's existing operations. In particular, adverse health and amenity impacts from noise and dust. Particular mention is made to the contributions by excessive stockpile heights, concrete crushing, the weigh bridge, mud and spoil on the road, sheeting on HGVs, as well as light pollution when operating during hours of darkness during the approved operating times. The current planning permission for the site, 51471/003, includes limits to stockpile heights, Conditions 4 (Site levels), 16 (Stockpile heights), 17 (Measuring poles); prevention of mud and spoil on the public highway, Condition 21 (Mud and spoil); a requirement to sheet HGVs carrying material to or from the site, Condition 13 (Sheeting of HGVs); and Condition 11 (Noise and dust management plan) states the activities shall follow the approved Noise and Dust Management Plan, dated 20 October 2016.
56. Two further recent complaints have been received; on 5 May 2020, regarding noise and out of hours working, and 12 June 2020 regarding unsheeted HGVs on Waterbrook Road. These were investigated by the Monitoring and Enforcement Team. Officers are aware that similar complaints were received by the Environment Agency and the Environmental Health Officer. Further information was requested from the applicant/operator which was received on 14 May 2020. Following this a Planning Contravention Notice (PCN) was issued by the County Council. The applicant replied to the PCN on the 30 June 2020. Following receipt of this latest information it was decided to take no further action at this time. It transpires that the unsheeted HGVs were from the neighbouring concrete batching plant and not this site. With regards to the use of noisy machine outside of conditioned working hours, the Monitoring and Enforcement Team are still investigating, but take the view that there is no pattern of out of hours working at the site and therefore this is not material to the determination of this case.
57. Typically, the current operation of a site is not material to the consideration of a planning applications and in this case site monitoring and enforcement action has been taken where necessary. However, in considering waste developments, Paragraph 6.161 of the HMWP (2013) is relevant which states that *'Proposals to extend existing waste sites will only be supported where there is a good past performance of the existing operations'*.

Planning appeal decision for previous application 51471/006

58. In 2018, planning application 51471/006 for similar development was refused by Hampshire County Council Regulatory Committee for the reason that the Minerals and Waste Planning Authority considered that, on the basis of the information submitted, the proposed night time operations will result in

unacceptable noise impacts to occupiers of residential property in the surrounding area, contrary to Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals and Waste Plan 2013 and paragraph 180 of the National Planning Policy Framework 2018.

59. The applicant appealed this decision and the appeal was dismissed by the Planning Inspectorate on 31 August 2019 in appeal decision [APP/Q1770/W/18/3217698](#). The Inspector's decision can be found at Appendix D.
60. The Inspector found the main issue to be the impact of the proposal on the living conditions of neighbouring residents, in terms of noise and disturbance. The Inspector dismissed the appeal on the grounds that that they considered *'that there would be an adverse effect from night-time HGV movements without a routing agreement in place'* and that this would be harmful to the living conditions of neighbouring occupiers, contrary to Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013).
61. The Inspector considered that *'the noise assessments are conservative in their assessment of the impacts of the proposal.'* and *'On the basis of the modelling and noise assessment carried out, which I consider to be satisfactory,...there would not be an adverse effect in terms of noise from the proposed night time use of the site.'* The inspector took the view that the proposal would comply with Paragraph 180 (appropriate development taking into account pollution on health, living conditions and the natural environment) of the NPPF (2019).
62. Therefore, the Inspector found the principle of the development acceptable, subject to conditions and the establishment of a legal agreement to restrict the routing of Heavy Goods Vehicles travelling to and from the site, in order to avoid the most noise sensitive locations.

Principle of the development

63. NPPW paragraph 7 states that WPAs should ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.
64. Paragraph 47 of the [National Waste Planning Practice Guidance](#) [NWPPG] states that a WPA should not assume that because a waste disposal facility is present in a particular area, that is appropriate to add to these facilities. It is important to consider the cumulative effect of waste facilities on a community's wellbeing.
65. The Waste Recycling operations on this site have planning permissions that condition limitations to their operating times. Consultation with East Hampshire District Council confirms that the other commercial, industrial and retail activities (except for a limited number of 'live-work' units) on the

Waterbrook estate do not have limitations placed on operating times by the planning system. It is established that there are no sites in the industrial estate with specific permission to carry out night time operations, however, there are no restrictions to other land uses on the industrial estate to prevent night time operations either. There are other industrial and commercial operations within the estate that carry out activities during the night-time.

66. The concept of precedent (i.e. how the grant of any individual planning permission will impact upon the grant or refusal of any future planning permissions) is not a material consideration in the determination of a planning application. Rather, each application for a proposed development should be considered on its own merits and not in view of previous permissions, nor its anticipated impact or otherwise on any future application. In this case, the applicant is required to provide sufficient information to demonstrate that their proposal for night time operations would not have unacceptable adverse impacts in accordance with the HMWP (2013). Any future planning applications on this site or in the area for night time operations would need to be determined on their own merits in accordance with the policy and material considerations relevant to those applications, for which cumulative impact and existing night time operations could be relevant.
67. It is considered that the applicant has provided sufficient information to demonstrate that the proposal is sustainable in accordance with Policy 1 (Sustainable minerals and waste development) of the HMWP (2013).

Demonstration of need and capacity for waste management

68. Policies 17 (Aggregate supply – capacity and source) and 18 (Recycled and secondary aggregates development) of the HMWP (2013) support development of infrastructure to provide supply of recycled and secondary aggregates.
69. Policy 25 (Sustainable waste management) of the HMWP (2013) supports the co-location of activities with existing operations where considered appropriate and commensurate with the operational life of the site. It states provision will be made for the management of non-hazardous waste arising that achieve at least 60% recycling and 95% diversion from landfill by 2020.
70. Policy 27 (Capacity for waste management development) of the HMWP (2013) states the need for additional waste infrastructure capacity was for non-hazardous recycling and recovery capacity in Hampshire. The policy supports proposals where they provide additional capacity for non-hazardous recycling and recovery through the use of existing waste management sites.
71. The [National Planning Policy for Waste \(2014\)](#) (NPPW) sets out the Government's ambition to work towards a more sustainable and efficient

approach to resource use and management. Policy 7 of the NPPW states that when determining waste planning applications, Waste Planning Authorities should only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan. In this case, the proposed development is considered consistent with the HMWP (2013) and so the applicant is not required to demonstrate market need. The site is located close to a junction of the A31, part of the Strategic Road Network as identified in the HMWP and is therefore considered to be in proximity to the waste sources and markets of Hampshire.

72. The applicant has provided information upon the benefit of the storage and transfer of road planings at the site and proposed timings of such. The applicant states that highway work typically occurs at night and on a campaign basis (a campaign refers to intense, but usually short lived, projects). A proportion of the road planings generated need to be deposited at a suitably licensed waste facility. Allowing for the night time storage of road planings at the Waterbrook Road site would enable safe, secure and licenced storage providing operational flexibility to benefit highways projects in Hampshire.
73. It is therefore considered that the proposed development is in accordance with Policies 17, 18, 25 and 27 of the HMWP (2013).

Potential pollution associated with the development

74. 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](#)).
75. The Environment Agency has confirmed that the site's environmental permit includes bituminous mixtures such as road planings as acceptable waste, with the exception of certain road planings, such as those containing coal tar, as these are hazardous waste. Therefore, the operator holds a permit for the importation and processing of non-hazardous road planings. The area set out for the storage of road planings, as shown on the Proposed Site Layout plan, drawing 002 rev 3, includes concrete hardstanding, physical wall containment and drainage as per the requirements for the entire site in accordance with Conditions 7 (Solids to watercourses) and 8 (Hardstanding) of the existing site planning permission [51471/003](#).
76. The site's environmental permit will control the suitability of the waste material imported to the site. Therefore, the proposal is considered in accordance with Policies 8 (Protection of soils) and 10 (Protecting public health, safety and amenity) of the HMWP (2013) with respect to ground and water pollution.

Highways impacts

77. Policy 12 (Managing traffic) of the HMWP (2013) 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.
78. The proposal is for 12 HGV daily movements to and from the site outside of the operating hours of the site as set in Condition 5 (Operating times) of Planning Permission 51471/003 (0700-1800 Monday to Saturday). These would travel to the A31 via Waterbrook Road and the B3004, Mill Lane. It is proposed that these HGV movements would be included in the existing HGV movement limit, 612 weekly, therefore it is proposed to retain Condition 20 (Vehicle movements) of planning permission 51471/003 with no change.
79. The Highway Authority raise no objection subject to retaining Conditions 20 (total HGV movements) and 21 (Road cleaning) of PP 51471/003 and the proposed legal agreement for routing to ensure all night-time HGV movements to and from the site travel directly to the A31 via Waterbrook Road and the B3004, Mill Lane. The applicant has submitted Heads of Terms with the application for this Section 106 legal agreement and confirms their willingness to enter into the agreement prior to the issuing of any decision. The completion of the agreement would address the Inspector's reason for dismissing the appeal against the refusal of application 51471/006.
80. Therefore, subject to the legal agreement, it is considered that the proposal is in accordance with Policy 12 (Managing traffic) of the HMWP (2013).

Ecology

81. Policy 3 (Protection of habitats and species) of the HMWP (2013) 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 sets out a list of sites, habitats and species which will be protected in accordance with the level of their relative importance. The policy states that development which is likely to have a significant adverse impact upon the identified sites, habitats and species will only be permitted where it is judged that the merits of the development outweigh any likely environmental damage. The policy also sets out a requirement for appropriate mitigation and compensation measures where development would cause harm to biodiversity interests.
82. The County Ecologist raises no objection to this application on the basis that the development does not include any lighting. The applicant confirms the

proposal includes no lighting on site, other than that on the vehicles. Condition 21 (Lighting) has been added to the proposed conditions in Appendix A of this report to secure this.

83. Therefore, it is considered that the proposed development is in accordance with Policy 3 (Protection of habitats and species) of the HMWP (2013).

Visual impact, light pollution and landscape

84. 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) of the HMWP (2013) protects residents from significant adverse visual impact.
85. Paragraph 7 of the NPPW states that Waste Planning Authority should ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.
86. The consultation response from the Environmental Health Officer [EHO] at East Hampshire Borough Council is for no objection and does not raise concern about light pollution and amenity impacts from lighting. County Ecology have no objection based on the site not being lit at night.
87. A significant number of public representations object on the grounds of the impact from lighting and visual amenity and landscape impact.
88. The site is in an elevated position that overlooks an area to the south east of Alton. It has been established in existing planning permissions that the existing waste use is acceptable in planning terms and has sufficient mitigation to its visual impact. Condition 6 (Landscape) of the existing planning permission 51471/003 requires perimeter planting in accordance with the approved Planting Plan (drawing 286-02 Rev E).
89. It is noted that the site, particularly the area proposed for the storage of road plantings to the rear of the site, is clearly visible from the elevated dwellings on Wilsom Road, implying that the existing trees and vegetation on this boundary do not supply sufficient screening to mitigate visual impact and any amenity impact from lighting during night-time activities, particularly when the trees have no leaves.
90. The night-time activities proposed does not include fixed lighting. Only vehicle lighting is to be used for the operations proposed. It is considered that improvements to the existing screening, such as improvements to the planting shown on the Planting Plan (drawing 286-02 Rev E) or fencing, on the boundary of the site facing Wilsom Road would mitigate any night-time impact of lighting on amenity and provide some general improvement to site screening.

91. Therefore, an additional condition (Condition 2 - Additional screening) is recommended to require the submission of a screening scheme to the southern end of the western boundary. Therefore, the proposal is in accordance with Policies 10 (Protecting public health, safety and amenity) of the HMWP (2013) with respect to light impact and 13 (High-quality design of minerals and waste development).

Impact on public amenity and health – noise

92. Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) requires that any development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. Also, any proposal should not cause an unacceptable cumulative impact arising from the interactions between waste developments and other forms of development.
93. The [National Planning Policy for Waste \(2014\)](#) (NPPW) sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. Policy 5 sets out criteria by which Waste Planning Authorities should assess the suitability of sites for new or enhanced waste management facilities. This includes the criteria that the cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential.
94. The application includes two Noise Assessments; one for the proposed night time activities on the site, and one for the sound generated by night-time HGV movements to and from the site. Both noise assessments are based upon British Standard BS4142:2014, which is recognised by the MWPA and the EHO as an acceptable standard to consider the impacts of noise for minerals or waste developments.
95. The consultation response of the East Hampshire District Council Environmental Health Officer (EHO) raises no objection. The EHO is satisfied that the noise assessments demonstrate that the proposed development will not have a significant detrimental impact on night-time health and amenity of local residents.
96. Alton Town Council and a number of public representations also raise concern about the robustness of the noise information provided in the application in their objections. The majority of public representations object on the grounds of unacceptable adverse impacts to health and amenity due to noise as a result of the proposed night-time activities.
97. The same noise assessments have been submitted for this application as for the previous application 51471/0006. The Planning Inspector's comments about the noise issue in the appeal decision [APP/Q1770/W/3217698](#) (Appendix D) are:

- that both noise assessments, for HGV movements to and from the site and the onsite activities are conservative;
- that the locations of the sensitive receptor locations for the on-site assessment were approved by the Local District Council EHO;
- the model used is a recognised industry standard one for uses such as that proposed;
- the assessments take account of the local topography and weather conditions, including wind direction;
- as required by BS4142:2014, penalties (weightings) were included in the assessments to take into account the specific character of some of the noises which would be expected as part of the proposal and (the Inspector) considers these allowances to be appropriate;
- the results of the noise survey show that for evening activities the rating level at the receptors is predicted to be below the measured daytime background sound levels;
- when examined under British Standard BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings, the daytime assessment shows that the predicted noise level would be less than 10dB and would not contribute to the overall daytime noise environment at the nearest sensitive receptors;
- the results of the survey for the night-time activities is -1 dB (A). BS4142:2014 says that this equates to having a low impact, where there would be no observed effect on health or quality of life as a result of the proposal.;
- the night time assessment for BS8233:2014 uses the World Health Organisation limit for sleeping in a bedroom, of 30dB, with the window open, using the standard 15dB attenuation. The noise levels recorded were all below 30dB. The Noise Policy Statement for England as referenced in the footnote to paragraph 180 of the NPPF (2019), states that noise is a subjective matter and sets out a framework for assessment based on the perception of noise. Based on the changes shown on BS4142:2014 this would result in there being No Observed Effect Level (NOEL) at the nearest sensitive receptors. Therefore, the proposal would comply with paragraph 180 of the NPPF; and
- on the basis of the modelling and noise assessment carried out, which (the Inspector) considers to be satisfactory, as does the Environmental Health Department of the local District Council, there would not be an adverse effect in terms of noise from the proposed night-time use of the site.

98. The Inspector's conclusions on the merits of the proposal are an important material consideration that should be given significant weight in the determination of this application.

99. The application makes reference to all vehicles operating as part of the proposed night-time activities will be in 'night mode'. A revised Dust and Noise Management Plan, dated 12 February 2020, was submitted by the applicant on the 13 February 2020. This revision from the original submitted

as part of this application was to provide the definition of 'night mode' in section 2.1. Night Mode is:

- all HGV drivers will be briefed on night-time working activities which will ensure the following:
 - operators will not slam doors;
 - no trailers are to be 'banged out' to clear remaining material;
 - all tailgates shall be fitted as to not 'bang' upon closing;
 - engines will not be left idling; and
 - drivers will be courteous and diligent in their activities;
- weighbridge and wheel cleaning equipment will not be used at night (any unexpected mud or debris on the highway will be cleared immediately the following working day); and
- vehicles are to be switched to night mode – i.e. no audible reversing alarms will be used.

100. Many of the public representations refer to behaviours that are addressed by this definition of night mode. Conditions 12 (Dust and Noise Management Plan) and 13 (Vehicle reversing alarms) proposed in Appendix A of this report condition the proposed development to be carried out in accordance to the Dust and Noise Management Plan and therefore 'night mode'.

101. It is the view of the East Hampshire District Council EHO and the Planning Inspector that the noise information provided to support the application is suitably robust and sufficient to demonstrate the potential impacts of the proposed development. It is therefore considered that the application sufficiently demonstrates that no significant adverse noise impact will occur. It is therefore considered that the proposed development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013).

Dust and Noise Management

102. The application seeks variation of Condition 11 (Dust and noise management plan) of Planning Permission [51471/003](#) in order to have the submitted Revised Dust and Noise Management Plan, dated 25 January 2018, replace the original Dust and Noise Management Plan by Hutchings and Carter Ltd., dated 20 October 2016. The original Plan was approved by the WPA on 29 September 2016 following submission by the operator for discharge of Condition 11. Through the determination process, it was identified that a definition for 'night mode' was required to be included in the Dust and Noise Management Plan. Therefore, a revised Dust and Noise Management Plan, dated 12 February 2020, was submitted by the applicant on the 13 February 2020 to include this.

103. The proposed revisions to the Dust and Noise Management Plan are therefore solely to include in the Plan the proposed night time activities hereby considered. The proposed operation to pour, store and load road planings is not considered to cause any significant dust issue and would be satisfactorily covered by the proposed Dust and Noise Management Plan.

The document clearly highlights the revisions proposed and these raise no issues for the EHO.

104. With respect to odour, the proposed addition of road planings to the waste types imported to the site does not have any odour impacts associated with it.
105. Therefore, it is considered that the Revised Dust and Noise Management Plan is in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) and is recommended for approval.

Conclusions

106. It is considered that the proposal would be in accordance with the relevant policies of the adopted Hampshire Minerals and Waste Plan (2013), in that it provides a suitable location to support highways works in Hampshire through the transfer of road planings to an existing Waste Transfer Facility located on the Strategic Road Network in a central Hampshire location. It is considered that the benefits of providing this facility for road planings outweighs any limited impacts to neighbourhood amenity.
107. It is considered that the proposed development for 12 HGV movements per night, when considered with the proposed mitigation, subject to conditions and the completion of the Section 106 agreement, would not cause an unacceptable adverse impact on public amenity, noise or light pollution, or to highway safety or amenity:
 - the applicant has provided sufficient demonstration to be considered in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) with respect to noise, lighting, dust and odour;
 - the proposal is considered in accordance with Policy 12 (Managing traffic), subject to the completion of the Section 106 agreement to control the route of HGV to and from the site out of the conditioned working hours to prevent night time HGV movements through residential areas;
 - the application is considered in accordance with Policies 3 (Protection of habitats and species) and 10 (Protecting public health, safety and amenity) of the HMWP (2013) with no inclusion of any site lighting as part of the proposed development; and
 - the site is on the Strategic Road network, and so in principle, is considered suitable for additional development, such as this, in order to sustainably support Hampshire's provision of waste facilities in accordance with Policies 17 (Aggregate supply – capacity and source), 18 (Recycled and secondary aggregates development), 25 (Sustainable waste management) and 27 (Capacity for waste management development) of the HMWP (2013).

Recommendation

108. That, subject to all parties entering into a Section 106 Agreement with the County Council to secure the routing of out of hours Heavy Good Vehicle

movements to and from the site, the Director of Economy, Transport and Environment be authorised to GRANT permission subject to the conditions listed in integral appendix A.

Appendices:

- Integral Appendix A – Conditions
- Appendix B – Committee Plan
- Appendix C – Site Location Plan, drawing 001
- Appendix D – Proposed Site Layout Plan, drawing 002 rev 3
- Appendix E – Appeal decision report APP/Q1770/W/3217698.

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=20852>

REQUIRED CORPORATE AND LEGAL INFORMATION:

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 is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste or local 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 documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

51471/007

Hampshire County Council

EH156

Unit 5-6 Waterbrook Estate, Waterbrook Road,
Alton GU34 2UD

(Variation of conditions 5, 11 & 18 of
planning permission 51471/003

EQUALITIES IMPACT ASSESSMENTS:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Officers considered the information provided by the applicant, together with the response from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

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.

Additional Screening

2. Prior to the commencement of the restricted night-time activities hereby granted, a scheme to improve the screening to the southern end of the western boundary of the site adjacent to the road planing storage area shall be submitted to and approved in writing by the Planning Authority. The scheme shall be designed to provide improved screening from the night-time activities on the site to dwellings on Wilsom Road. This scheme shall be implemented prior to commencement of night time activities and maintained thereafter as approved in co-ordination with Condition 6 (Landscape).

Reason: In the interests of local amenity and prevention of light pollution in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013). The condition is a pre-commencement condition as the provision of screening prior to night time activities commencing is considered to be essential.

Perimeter Bunds

3. The perimeter bunds' construction, grading, and top soil shall be maintained in accordance with the approved plan and cross section details as detailed on Drawings 4998 SK/04 Rev G and 286-02 Rev E (and 286-01 Rev C approved under permission 51471/003) for the duration of the development.

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

Layout

4. The site shall be set out in accordance with the Layout Plan 4998 SK/04 Rev G and the Proposed Site Layout Plan 002 rev 3. The 1 metre buffer, as shown on drawing 4998 SK/04 Rev G, shall be maintained for the duration of the development.

Reason: To ensure the site is set out in the manner applied for in order to minimise any adverse impacts on local amenities in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design

of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Site Levels

5. The site ground levels shall not exceed those shown on plan HCC EH156-Ground Levels survey 2016, with the exception of the approved stockpile areas.

Reason: To ensure that appropriate site levels are maintained in the interests of local amenities in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Hours of Working

6. No heavy goods vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0700-1800 Monday to Saturday. There shall be no working on Sundays or recognised Public Holidays. This is with the exception of the following hereby permitted:
 - No more than 10 HGV movements per day shall enter or leave the site between 1800 and 0700 Monday to Saturday for the delivery of road planings only, as shown on the Proposed Site Layout drawing, 002 rev 3; and
 - No more than 2 HGV movements per day shall enter or leave the site between 1800 and 0700 Monday to Saturday for the delivery and collection of a CDE waste trailer prepared within the site operating hours defined above as shown on the Proposed Site Layout drawing, 002 rev 3.

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

Landscape

7. The landscaping for the perimeter of the site (including construction of the perimeter bunds) shall be maintained as detailed on the approved Planting Plan (drawing 286-02 Rev E). 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.

Reason: In the interests of visual amenity in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Protection of Water Environment

8. No solid matter shall be deposited so that it passes or is likely to pass into any watercourse.

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

9. 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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

10. 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 in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Noise, Dust and Odour

11. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specification at all times and shall be fitted with and use effective silencers.

Reason: To minimise noise disturbance from operations at the site in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

12. The site shall be run in accordance with the submitted and approved Dust and Noise Management Plan, dated February 2020, reference 416.073398.00001. The management plan shall be implemented as approved for the duration of the site's operation.

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

13. All vehicles operated within the site shall be fitted with white noise type low tonal reversing alarms. Those vehicles operating outside of the operating hours, as set out in Condition 5 (working hours) shall operate in 'night mode' as set out in the Dust and Noise Management Plan, dated February 2020, reference 416.073398.00001. This shall be implemented as approved for the duration of the site's operation.

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

14. All lorries entering and leaving the site carrying waste or recycled material shall be fully sheeted.

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

Buildings and Plant

15. The covered waste structure shall be maintained in accordance with Plan. No. 4998 SK/05 Rev C (as approved under permission 51471/003).

Reason: In the interests of local amenity in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Restriction of Permitted Development Rights

16. Notwithstanding the provisions of Parts 4, 7 and 16 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order):
 - (i) fixed plant or machinery, buildings, structures and erections or private ways shall not be erected, extended, installed or replaced at the site without the prior agreement of the Waste Planning Authority in writing;
 - (ii) no telecommunications antenna shall be installed or erected without the prior agreement of the Waste Planning Authority in writing.

Reason: To protect the amenities of the area in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Storage

17. Stockpiles of waste and recycled material shall not exceed a maximum level of 5 metres in height above the level of the ground on which the stockpile is located for soil/hardcore processing and screened material and 4 metres in height above the level of the ground on which the stockpile is located for product storage and material storage including wood (as indicated on Drawing No 4998 SK/04 and Drawing no 002 rev 3). Stockpile heights shall be measured from the existing ground levels adjacent to the stockpiles as shown on plan HCC EH156- Ground Levels survey 2016.

Reason: To control any adverse visual impact and to control windborne dust in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

18. Measuring poles marked at 4 metre and 5 metre heights shall be retained as a reference near the stockpiles at the locations previously approved under permission 51471/003. The poles shall be maintained for the duration of the development.

Reason: To monitor stockpile heights in the interests of controlling any adverse visual impact and windborne dust in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Types of Materials

19. Material imported to the site shall comprise of inert construction and demolition waste (CDE waste). This shall comprise only of clean, uncontaminated soils, rubble, concrete, wood and road planings.

Reason: In the interests of pollution control and the amenities of the area in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

20. There shall be no burning or processing of wood on site.

Reason: In the interests of pollution control and the amenities of the area in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Lighting

21. No additional lighting is to be installed as part of the development hereby permitted, including no lighting for the road planings bay. No lighting is to be used for out of operating hours activities on the site, as set in Condition 5

(Working hours), other than those attached to HGVs and considered necessary for the safe unloading, trailer drop off and pick up and driving of those HGVs.

Reason: In the interests of biodiversity and local amenities in accordance with Policies 3 (Protection of habitats and species) and 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

Highways

22. No more than 612 HGV movements shall take place in any one week (Monday- Sunday). A record of all Heavy Goods Vehicles entering and exiting the site shall be kept on site and shall be made available for inspection by the Minerals and Waste Planning Authority upon request.

Reason: To ensure that the level of HGV traffic generated by the site does not have a detrimental impact on the local highway network in accordance with Policy 12 (Managing Traffic) of the Hampshire Minerals & Waste Plan (2013).

23. For the duration of the development measures shall be taken to clean vehicles leaving the site to prevent mud and spoil from being deposited on the public highway. 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 Minerals and Waste Planning Authority.

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

24. The HGV movements hereby permitted outside of the operating hours of 0700-1800, set out by Condition 5 (Working hours), shall enter and leave the site using the agreed routing plan in the Section 106 agreement.

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

Plans

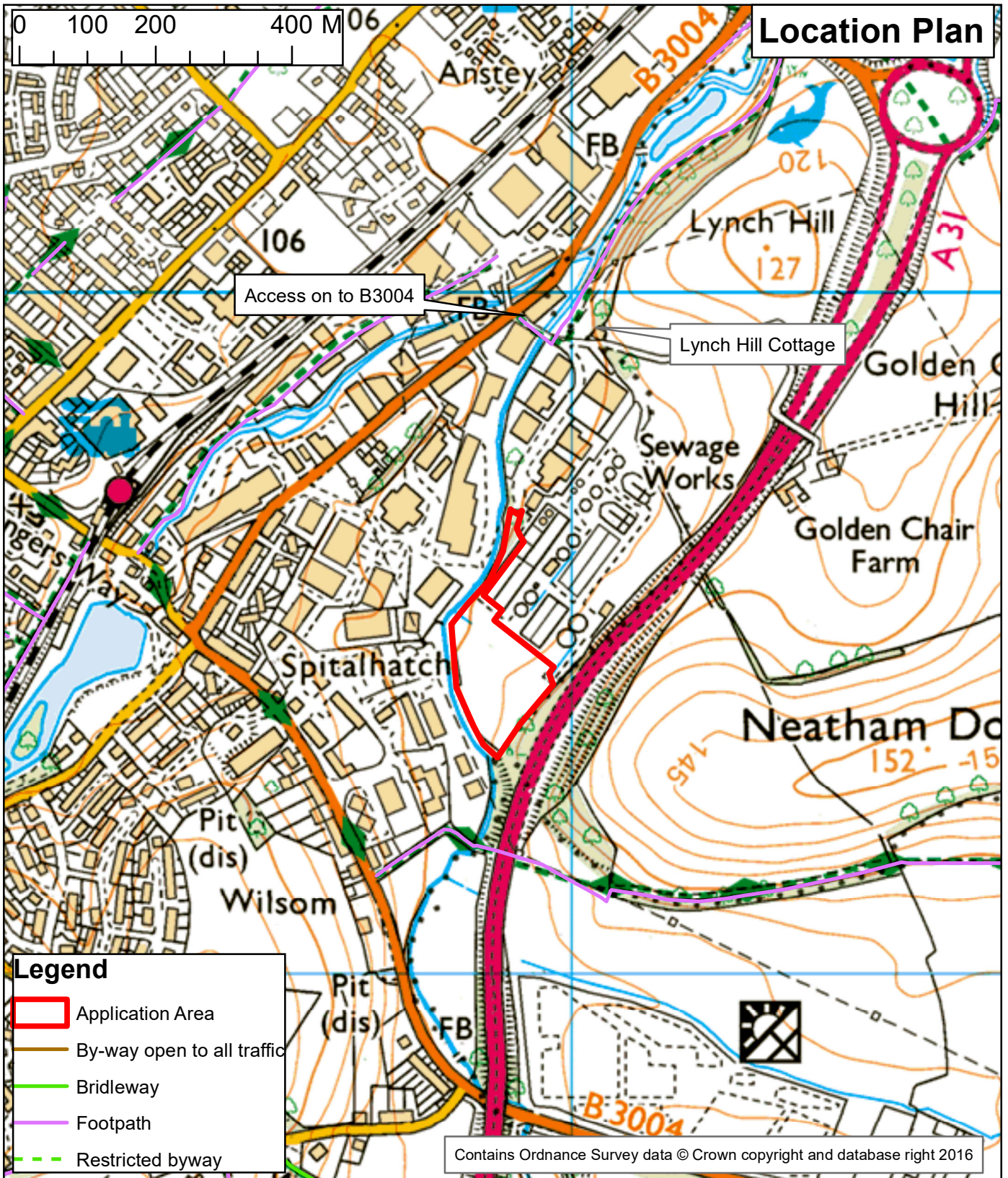
25. The development hereby permitted shall be carried out in accordance with the following approved plans: **01 (dated December 2017), 002 rev 3, 4998 SK/04 Rev G, 286-02 Rev E, EH156 Ground Levels Survey 2016, WBE/01, 286-01 Rev C, 4998 SK/05 Rev C.**

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

Notes to Applicant

1. In determining this planning application, the Waste Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. For the purposes of matters relating to this decision Heavy Goods Vehicles (HGVs) are defined as vehicles over 3.5 tonne un-laden.
3. The Minerals and Waste Planning Authority, in line with the Hampshire Minerals and Waste Plan (2013), recommends that the site operator should set up and run a regular liaison panel to aid in addressing public complaints about the existing activities on the site, to assist resolution of any possible future issues, and support community relationships.
4. 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.

This page is intentionally left blank



Variation of conditions 5, 11 & 18 of planning permission 51471/003 to allow for restricted night-time activities including importation of road planings at Unit 5-6 Waterbrook Estate, (formerly referred to as Unit 7), Waterbrook Road, Alton GU34 2UD

Application Number: 51471/007

Site Ref: EH156

Regulatory Committee

Date 29 July 2020

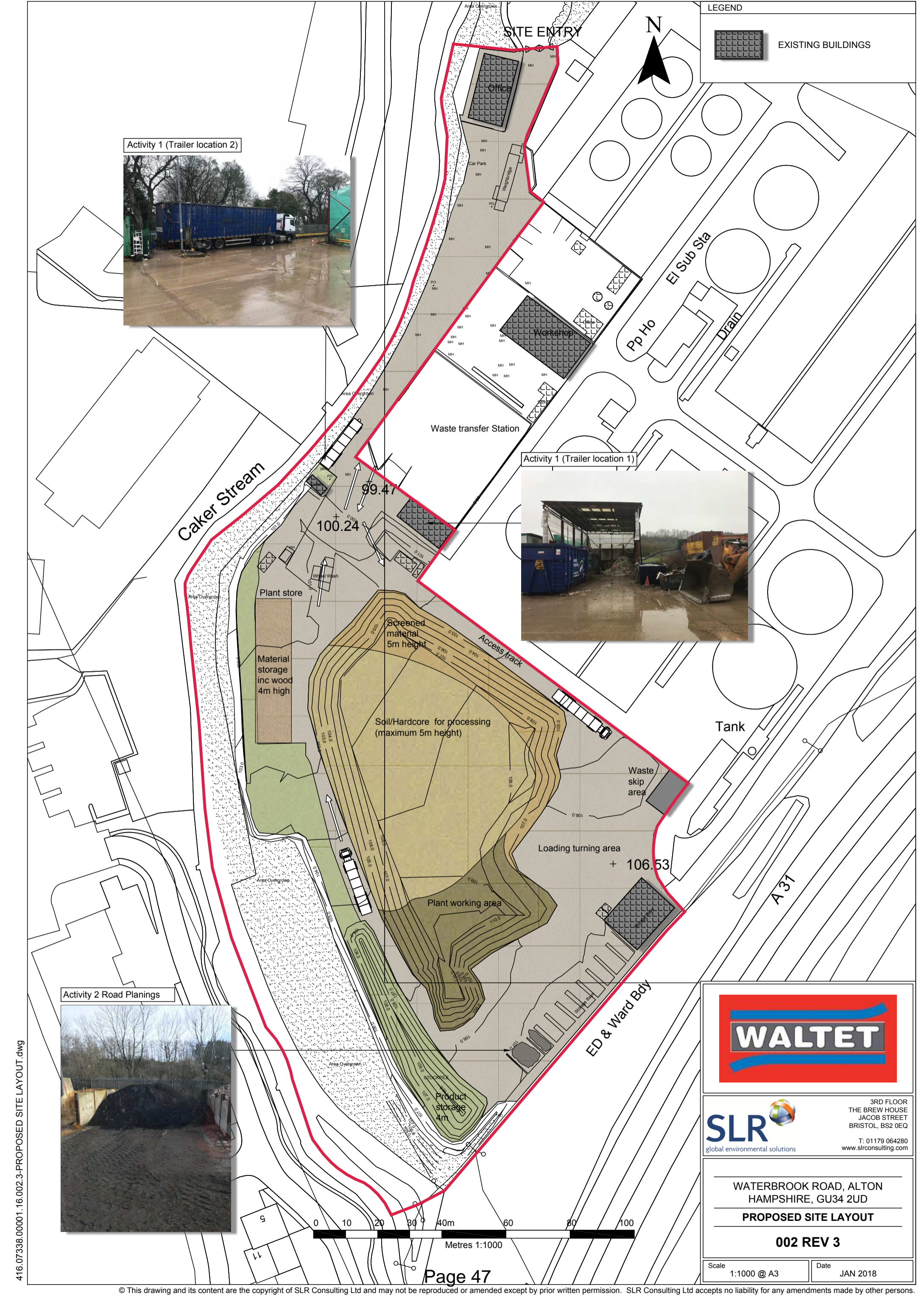


1:8,000



Hampshire County Council

This page is intentionally left blank



Activity 1 (Trailer location 2)



Activity 1 (Trailer location 1)



Activity 2 Road Planings



LEGEND

EXISTING BUILDINGS



SLR
global environmental solutions

3RD FLOOR
THE BREW HOUSE
JACOB STREET
BRISTOL, BS2 0EQ
T: 01179 064280
www.slrconsulting.com

WATERBROOK ROAD, ALTON
HAMPSHIRE, GU34 2UD
PROPOSED SITE LAYOUT

002 REV 3

Scale: 1:1000 @ A3
Date: JAN 2018

416.07338.00001.16.002.3-PROPOSED SITE LAYOUT.dwg

This page is intentionally left blank



LEGEND

 SITE LOCATION



SLR 
 global environmental solutions

TREENWOOD HOUSE
 ROWDEN LANE
 BRADFORD-ON-AVON
 WILTS. BA15 2AU
 T: 01225 309400
 F: 01225 309401
 www.slrconsulting.com

**WATERBROOK ROAD, ALTON
 HAMPSHIRE, GU34 2UD**

**S73 PLANNING
 APPLICATION**

SITE LOCATION PLAN

01

Scale 1:25,000 @ A3 Date DEC 2017

This page is intentionally left blank



Appeal Decision

Site visit made on 6 August 2019

by **Elizabeth Hill BSc(Hons) BPhil MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 29th August 2019

Appeal Ref: APP/Q1770/W/18/3217698

Unit 7 Waterbrook Estate, Waterbrook Road, Alton, Hampshire, GU34 2UD

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
 - The appeal is made by Waltet Ltd against the decision of Hampshire County Council.
 - The application Ref 51471/006, dated 29 January 2018, was refused by notice dated 31 July 2018.
 - The application sought planning permission for variation of conditions 3 (Site Layout) and 18 (to allow storage of wood) of planning permission 51471/002, without complying with conditions attached to planning permission Ref 51471/003, dated 29 September 2016.
 - The conditions in dispute are No 5, which states that: No heavy goods vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0700-1800 Monday to Saturday. There shall be no working on Sundays or recognised Public Holidays. No 11, which states that: Within three months of the date of this permission, an updated Dust and Noise Management Plan shall be submitted to the Waste Planning Authority for written approval. The scheme shall be implemented as approved for the duration of the site's operation. And no. 18 which states that: Material imported to the site shall comprise of inert construction and demolition waste (i.e. clean, uncontaminated soils, rubble, concrete and wood) only.
 - The reasons given for the conditions are: Nos 5 and 11 - In the interests of local amenity in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013). No 18 - In the interests of pollution control and the amenities of the area in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).
-

Decision

1. The appeal is dismissed.

Main Issue

2. The main issue in this case is: the impact of the proposal on the living conditions of neighbouring residents, in terms of noise and disturbance.

Reasons

3. The proposal would allow for 12 of the existing 612 HGV movements, as set in Condition 20 of approval 51471/003, to and from the site to occur outside the existing operating hours of the site and allow limited night time operations at the site. It would also include the need for a revised Dust and Noise Management Plan to be approved and for the addition of road planings to the list of waste types accepted at the site. Of the 12 HGV movements, 10 of

- these would be for the importation and tipping of road planings and 2 for the movements for the drop off and collection of a preloaded trailer.
4. The site is the end of the Waterbrook Industrial Estate, adjacent to the sewage treatment works and bordering the A31. The nearest house is Lynch Hill Cottage, about 262m from the borders of the site, and there is also residential development off Wilsom Road and at Spitalhatch. The current working hours on the site are 0700 to 1800 on Mondays to Saturdays with no working on Sundays and Public Holidays.
 5. The National Planning Policy for Waste (NPPW) states that when determining waste applications decision-makers should only expect the applicants to demonstrate quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan (LP). In this case the LP is the Hampshire Minerals and Waste Plan (2013), which supports development of infrastructure to provide supplies of recycled and secondary aggregates (Policies 17 and 18); supports co-location of waste activities to promote recycling and diversion from landfill (Policy 25); and, supports development which helps to meet the need for capacity for non-hazardous recycling and recovery capacity in Hampshire. Since the proposal would help meet these policies, no need assessment is required.

On-site noise

6. The activities on site would include the importation of 5 loads of planings per night on a campaign basis and they would be tipped from an HGV but not consolidated until the next day. No plant, including the loading shovel would need to be used and neither would the weighbridge, which is also a noise source. The other activity would be the export of construction and demolition waste in a trailer, which would be preloaded during the day, following the bringing in of a trailer with hard core and crushed concrete, which would be parked and unloaded the next day. No loading or unloading would take place during the night as the trailers would be parked on the site. This would equate to 12 vehicle movements per day and be part of the total vehicle movements in condition 20 of approval 51471/003.
7. The proposed development has been the subject of a noise survey and modelling for the proposed night-time activities on the site. The proposal was assessed against British Standard BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound, using 4 representative properties: Lynch Hill Cottage, Spitalhatch off Mill Lane, Wilsom Road and Golden Chair Cottage. These locations were approved by the local District Council as being appropriate for the measurements to be taken and no alternative sites have been suggested by others. The model used is a recognised industry standard one for uses such as that proposed. It takes account of the local topography and weather conditions, including wind direction. As required by BS4142:2014 penalties were included to take into account the specific character of some of the noises which would be expected as part of the proposal and I consider these allowances to be appropriate.
8. The additional information provided on the sound power level for HGV movements (98.0dB(A)) were well in excess of the actuals measured which gave a sound power level of 88.8dB(A). Similarly, the levels for tipping (104dB(A)) as against actuals of 96.0dB(A) shows that the assessments are conservative in their assessment of the impacts of the proposal. The results of

the survey show that for evening activities the rating level at the receptors is predicted to be below the measured daytime background sound levels, with a minimum margin of -19dB(A). The figure for the night-time activities is -1dB(A). BS4142:2014 says that this equates to having a low impact, where there would be no observed effect on health or quality of life as a result of the proposal.

9. When examined under British Standard BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings, the daytime assessment shows that the predicted noise level would be less than 10dB and would not contribute to the overall daytime noise environment at the nearest sensitive receptors. The night time assessment for BS8233:2014 uses the World Health Organisation limit for sleeping in bedroom, of 30dB, with the window open, using the standard 15dB attenuation. The noise levels recorded were all below 30dB. The Noise Policy Statement for England as referenced in the footnote to paragraph 180 of the National Planning Policy Framework (NPPF), states that noise is a subjective matter and sets out a framework for assessment based on the perception of noise. Based on the changes shown on BS4142:2014 this would result in there being No Observed Effect Level (NOEL) at the nearest sensitive receptors. Therefore, the proposal would comply with paragraph 180 of the NPPF.
10. On the basis of the modelling and noise assessment carried out, which I consider to be satisfactory, as does the Environmental Health Department of the local District Council, there would not be an adverse effect in terms of noise from the proposed night time use of the site. The existing and proposed new conditions and the Noise Management Plan also assist with the mitigation of noise. The use of the site at night would not create a precedent for other development, since each case would be looked at on its merits and any cumulative impact taken into account. Whilst the Council say that this use is not compatible with other uses on the site, waste operations are usually compatible with other employment uses and located on employment land. The Council say that there have been seven complaints over the past 5 years but these have been mainly to do with stockpile height and dust, rather than noise, although night time working would be a new activity on the site.

Off-site noise and HGV movements

11. The number of vehicle movements at night would be low and limited to 12 during night time hours by condition. Nevertheless, there is considerable public concern about night time lorry movements and the Council has agreed a route that HGVs should take when leaving the site. This would ensure that they turned north west onto Mill Lane (B3004) from Waterbrook Road and then turned east onto the A31. This would ensure that the vehicles, which have trackers, did not travel through more residential areas of the town and would protect their occupiers. It would also help to prevent travel along the B3004 through villages like Kingsley.
12. This would need to be secured through a S106 agreement, which would be necessary to prevent noise and disturbance to surrounding occupiers from HGV movements. This routing agreement also has the support of the highway authority. It also needed to be provided with the appeal, so that it could be taken into account. Without the agreement in place, there is no guarantee that

surrounding occupiers would be adequately protected from noise and disturbance by HGVs.

13. Therefore, although on-site noise could be adequately controlled, I consider that there would be an adverse effect from night-time HGV movements without a routing agreement in place. As such, I conclude that the proposal would be harmful to the living conditions of neighbouring occupiers, contrary to Policy 10 of the LP which seeks to protect public health, safety and amenity.

Other matters

14. The site has a permit which the Environment Agency have confirmed would cover the proposed new activities on site. The permit also covers matters like pollution control and the need for an adequate fire plan, which is a concern for some residents. Local residents have also raised the issue of emissions from vehicle movements contributing to poor air quality. However, the vehicle movements which are the subject of this appeal would be part of the overall number of movements allowed by the original consent and would not be additional. Dust would be controlled by condition, the revised Dust Management Plan and the permit. The proposal would have little visual impact, since the bay within which the planings would be tipped is already in place. The appellant has said that there would be no lighting used at night on the site except from the vehicles and this would not give rise to any adverse visual or landscape impact or have an adverse impact on ecology. It has been suggested that each planings campaign should be licenced by the Council but this is not a matter for the town and country planning regime, which can only control issues by condition or planning obligation. There have been complaints about the level of consultation on the application but the Council has shown that it has consulted at the required times on the basis of the Council's Statement of Community Involvement.

Conclusion

15. Therefore, for the reasons given above and having regard to all other matters raised, I conclude that the appeals should be dismissed.

E A Hill

INSPECTOR

HAMPSHIRE COUNTY COUNCIL Decision Report

Decision Maker:	Regulatory Committee
Date:	29 July 2020
Title:	Variation of conditions 1 & 2 of planning permission 14/00640/CMA to extend the duration for the completion of mineral extraction, infilling and restoration at Eversley Quarry, Land at Chandlers Farm, Off Fox Lane, Reading Road, Eversley RG27 0NQ (No. 19/02866/HCC) (Site Ref: HR038)
Report From:	Head of Strategic Planning

Contact name: Sam Dumbrell

Tel: 01962 847981

Email: sam.dumbrell@hants.gov.uk

Recommendation

1. That planning permission be GRANTED subject to the conditions listed in Appendix A and the deed of variation to the existing Section 106 legal agreement controlling HGV numbers and the amount of mineral exported annually from the site.

Executive Summary

2. The planning application is for a variation of conditions 1 & 2 of planning permission 14/00640/CMA to extend the duration for the completion of mineral extraction, infilling and restoration at Eversley Quarry, Land at Chandlers Farm, Off Fox Lane, Reading Road, Eversley RG27 0NQ. This will allow for:
 - the final mineral extraction operations to be completed within both Manor Farm and Chandlers Farm (by the end of 2020);
 - the final importation of fill material to Manor Farm (by the end of 2021); and the
 - completion of infilling and restoration at Chandlers Farm (by the end of 2023).
3. The site is identified in Policy 20 (Local land-won aggregate) part 1 (ii) in the adopted Hampshire Minerals and Waste Plan (2013) as a site is an existing mineral extraction site. It is also safeguarded under Policies 15 (Safeguarding – minerals resources), 16 (Safeguarding – minerals infrastructure) and 26 (Safeguarding – waste infrastructure).
4. The variation is requested as current planning permissions for mineral development and restoration of will expire at the end of 2020. For Chandlers Farm, this is at the end of 2020. The site forms part of the wider

Eversley Quarry which includes two sites located outside of Hampshire in the Wokingham Borough Council administrative area (Fleethill Farm and Manor Farm). Separate applications have been submitted to Wokingham Borough Council for these areas. The determination of these applications does not impact on the Hampshire County Council's ability to determine this application.

5. This application is being considered by the Regulatory Committee as a major minerals development as well as an Environmental Impact Assessment development. The proposed development is an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#) as it is a development type listed within Schedule 1.
6. Key issues raised are:
 - The impacts of the extension of time and cumulative impacts; and
 - Restoration of the site.
7. It is considered that the proposal would be in accordance with the relevant policies of the adopted Hampshire Minerals and Waste Plan (2013), Hart Local Plan: Strategy and Sites 2032 (2020) as well as the relevant paragraphs of the National Planning Policy Framework (2019) and associated guidance. This is subject to the existing legal agreement being carried forward as part of this permission, and subject to the conditions outlined. It is considered that the proposal would facilitate the extraction of remaining mineral resources at the site, as well as the sites restoration and is not likely to have a significant adverse impact on amenity of the local residents and the environment by way of the extended time period or during restoration.
8. It is recommended that planning permission be GRANTED subject to the conditions listed in Appendix A and the deed of variation to the existing Section 106 legal agreement controlling HGV numbers and the amount of mineral exported annually from the site.

The Site

9. The Chandlers Farm site extends across approximately 53 hectares (ha) to the immediate south of the River Blackwater, approximately 225 metres (m) north of the town of Yateley and 200m east of the village of Eversley Cross in Hampshire (within the Blackwater Valley). The Blackwater River forms the boundaries of Berkshire, Surrey and Hampshire (see **Appendix B – Committee Plan**).
10. Eversley Quarry was developed in its present location in 1984 and its operations have extended both north and south of the River Blackwater/Long River.

11. Chandlers Farm forms one part of the Eversley Quarry which comprises in total three distinct but interrelated areas. The other two parts of Eversley Quarry aside from Chandlers Farm are located beyond the River in the County of Berkshire, notably:
 - Fleethill Farm Quarry, Land west of Longwater Road, Finchampstead – Berkshire; and
 - Manor Farm Quarry, Longwater Road, Finchampstead, Berkshire.
12. The broad relationship between the 3 sites is shown in the plan's appended to this report (see **Appendix C – Site Plan showing Chandlers Farm, Manor Farm and Fleethill Farm**).
13. Extraction of sand and gravel from Chandlers Farm has largely finished, apart from 50,000 tonnes which will be extracted at the end of the life of the quarry. This remaining area is located to the south-east of the site beneath the site processing area and haul road leading to Manor Farm. It is proposed that this mineral reserve will be extracted and transported to Bramshill Quarry for processing and this should be completed by 2020. The majority of the site has been raised to, or close to, the approved restoration levels using imported inert materials.
14. Over the years, extracted sand and gravel from within the three sites has been fed by conveyor into a processing plant at Chandlers Farm for crushing, grading, and washing producing the aggregates required for the on-site Ready-Mix concrete plant and for local construction projects. The conveyor was positioned on a deposit of mineral which contains approximately 85,000m³ (120,000 tonnes) of aggregate. The processing plant has recently been dismantled and removed from site and the concrete hardstanding has also been removed. This has enabled access to the remaining mineral which underlies the former processing plant. The field conveyor structure which connected the extraction operations at Fleethill Farm with the processing operations at Chandlers Farm has now been dismantled and removed from site.
15. All three sites which make up the wider Eversley quarry are accessed via Chandlers Farm from a designated access track called Hall's Way, off Fox Lane which exits onto the A372. This access serves the on-going filling and restoration of the Manor Farm and Chandlers Farm Quarry sites.
16. The phased restoration of Chandlers Farm is ongoing. Land in the east of the site has been allowed to naturally regenerate to a network of wet woodland, ponds, reed beds and flood meadow grassland which are to be protected and retained. Land in the west of the site has been restored to playing fields for use in formal recreation. The remaining areas are being tipped to final levels to facilitate restoration in accordance with the approved restoration plans.
17. Fleethill Farm is situated on the northern bank of the River Blackwater, approximately 200m from the south west edge of the village of

Finchampstead and 400m north of the villages of Eversley Cross and Eversley Centre. The site falls within the administrative area of Wokingham Borough. Due to the recent economic climate, the working of Fleethill Farm has not been as rapid as anticipated and so mineral is still being extracted from the site.

18. Manor Farm is also in the Borough of Wokingham. Extraction has now finished from within the site which is being progressively restored using inert materials imported to the site via the Chandlers Farm access from Hall's Way off Fox Lane, and a bridge and haul road into the site over the River Blackwater.
19. The applicant has applied to Wokingham Borough Council for planning permission for sand and gravel extraction on land west of Longwater Road, Finchampstead. The proposal is to transport the mineral to the existing plant site at Chandlers Farm for processing. The current planning permission for the processing plant includes a condition restricting importation of mineral to specific sites. Consequently, permission is sought for variation of condition to enable mineral won from land west of Longwater road as well as Fleethill to be processed at Chandlers Farm.
20. Phased restoration of Chandlers Farm has been progressing well, although has fallen slightly behind schedule (see **Appendix D – Approved Restoration Plan**). The majority of the Chandlers site (with the exception of the plant site) is close to restoration levels. Restoration of the western side of the site is now complete and restoration of the vast majority of the remainder of the site is scheduled to be completed in 2020 (see **Appendix E – Anticipated Restoration Timescales Plan**). Extraction of sand and gravel from the Eversley Quarry has been undertaken in the context of achieving a restoration concept for the final landform of the sites, and their after-use for agriculture, nature conservation and recreational uses, both informal and formal. The approved restoration schemes for the constituent sites which make up Eversley Quarry have been developed over the years in discussion with the respective authorities and organisations with a keen interest in the after-use of the sites. The approved restoration schemes will enable the Eversley Quarry to be restored to a high environmental standard for sustainable, long-term after use in accordance with the concept to provide for formal and informal recreation, nature conservation enhancement and landscape improvements across the area.
21. There is a strategy for the Blackwater Valley produced by the Blackwater Countryside Partnership and Eversley Quarry and therefore Chandlers Farm, falls within the Blackwater Valley Strategy's geographical areas covering 'Mill Lane to Longwater Road' (Area 10) and 'Longwater Road to Eversley' (Area 11).
22. The Chandlers Farm site is subject to a Section 106 (S106) legal agreement associated with planning permission 14/00640/CMA. The principle requirements of the S106, in relation to Chandlers Farm are:

- a lorry route to and from the site: and
- a limit to the annual quantity of material taken from the site.

Planning History

23. The Eversley area has a complex planning history associated with the extraction of sand and gravel with restoration to agriculture, nature conservation and recreational uses. Early operations were focused on land located further to the east with the processing plant situated off Chandlers Lane, Yateley which now serves as an access to the Blackwater Valley Golf Centre and the Devereux Park Playing Fields. Sand and gravel extraction has been ongoing at Eversley Quarry since the 1950's. Eversley Quarry was developed in its present location in 1984 and its operations have extended both north and south of the River Blackwater/ Long River. The planning history of the site is as follows:

Application No	Location	Proposal	Decision	Date Issued
14/00642/CMA	Chandlers Farm, Off Fox Lane, Reading Road, Eversley	Variation of condition 1 of planning permission 07/02786/CMA to extend the time limit to retain haul road, bridge and conveyor from Manor Farm into Chandlers Farm	Granted	2016
14/00640/CMA	Chandlers Farm, Off Fox Lane, Reading Road, Eversley	Variation of conditions 1, 4, 21, 23 of planning permission 99/00359/CMA to extend life of the site and revised restoration	Granted	2016
14/00644/CMA	Chandlers Farm, Off Fox Lane, Reading Road, Eversley	Variation of conditions 1, 4 and 22 of Planning permission 07/02785/CMA to allow for an extension to the time limit for importation of material from Fleethill Farm into Chandlers farm and a revised restoration scheme	Granted	2016
13/01295/CMA	Eversley Quarry, Fox Lane, Eversley, Hampshire GU46 7RU	Variation of condition 2 of planning permission 09/01592/CMA (to permit the importation of sand for use in the manufacture of BS3882 topsoils during a temporary halt in mineral extraction)	Granted	2013
09/01592/CMA	Eversley Quarry,	Proposed blending of organic products and	Granted	2008

	Fox Lane, Eversley Hampshire	minerals to create high quality topsoils		
07/02786/CMA	Eversley Quarry, Hall's Way, Off Fox Lane, Yateley	Proposed variation of condition 6 of Planning Permission 96/01064/CMA to allow for the retention of the bridge, conveyor, haul road and any associated structures for a further temporary period	Granted	2008
07/02785/CMA	Eversley Quarry, Hall's Way, Off Fox Lane, Yateley	Proposed variation of condition 6 of Planning Permission 99/00359/CMA to allow for the importation of material from land west of Longwater Road	Granted	2008
05/02212/CMA	Watmore Farm, Eversley Cross	Variation to restoration plan to provide for recreational fishery	Granted	2006
01/00016/CMA	Watmore Farm, Eversley	Variation of condition 2 of Inspectors Decision APP/Q1770/A/97/284097 to extend the time	Granted	2001
99/00359/CMA	Chandlers Farm, Eversley/ Yateley	The Environment Act 1995: review of mineral planning permissions - application for determination of conditions	Granted	2001
98/01305/CMA	Eversley Quarry, Eversley	Variation of Condition No. 4 and 36 of Planning Permission HDC4331 to enable the erection of additional plant to allow the importation of materials other than that won under specified consents	Refused	1999
96/01064/CMA	Chandlers Farm, Eversley	Proposed temporary crossing of the river blackwater	Granted	1997
96/01017/CMA	Chandlers Farm, Eversley	Modification of conditions to extend the period for the processing plant	Granted	1997
95/00140/CMA	Watmore Farm, Eversley (Chandlers Farm)	Extraction of sand and gravel with restoration to agriculture and wet land as an extension to existing quarry	Appeal For Non-Determination	1997
HDC4331	Chandlers	Extraction of 1.66 million	Granted	1983

	Farm, Eversley	tonnes of sand and gravel, the erection of a concrete batching and aggregates processing plant, the relocation of a bailey bridge and restoration to a lake		
HDC6456	Chandler's Farm, Yateley / Watmore Farm	Waste disposal	Granted	1981
HDC7562	Chandler's Farm, Yateley / Watmore Farm	Continued use of existing aggregate processing plant	Granted	1982
HDC8612	Chandler's Farm, Yateley / Watmore Farm	Retention of security caravan	Granted	1981
HWR2480/2	Chandler's Farm, Yateley / Watmore Farm	Sand and gravel extraction	Granted	1973
HWR6795	Chandler's Farm, Yateley / Watmore Farm	Construction of access road to plant site	Granted	1972
HWR2480/1	Chandler's Farm, Yateley / Watmore Farm	Septic tank plant switchhouse, managers house, weighbridge, messroom	Granted	1970
HWR3031/4	Chandler's Farm, Yateley / Watmore Farm	Sand and gravel extraction	Refused	1969

HWR5924	Chandler's Farm, Yateley / Watmore Farm	Sand and gravel extraction	Granted	1966
HWR2480	Chandler's Farm, Yateley / Watmore Farm	Sand and gravel extraction	Granted	1958

24. The current ROMP permission for mineral development at the Chandlers Farm site is 99/00359/CMA. Related permissions include 07/02786/CMA for the bridge, conveyor and haul road over the River Blackwater to allow for the transportation of material into the processing plant from Fleethill Farm and Manor Farm. Importation of sand and gravel from Fleethill Farm is allowed under the current permission 07/02785/CMA.
25. The site is identified in the adopted Hampshire Minerals and Waste Plan (2013) as a site required to deliver Policy 20 (Local land-won aggregates). The site is also safeguarded through Policy 16 (Safeguarding – minerals infrastructure) and Policy 26 (Safeguarding – waste infrastructure) as a site for the extraction of sand and gravel and inert landfill.

The Proposal

26. The extraction of remaining mineral reserves and the completion of the infilling final restoration of Eversley Quarry has fallen behind schedule, primarily due to there being less infill material available to complete restoration than previously envisaged. The proposal is to vary conditions 1 and 2 of planning permission 14/00640/CMA in order to extend the duration of planning permission to allow for the development's completion. It is a Section 73 application. The variation is sought to allow the:
- final mineral extraction operations to be completed within both Manor Farm and Chandlers Farm (by the end of 2020);
 - final importation of fill material to Manor Farm (by the end of 2021); and
 - completion of infilling and restoration at Chandlers Farm (by the end of 2023).
27. Current planning permissions for mineral development and restoration of the sites are soon to expire. For Chandlers Farm, this is at the end of 2020. This application has been submitted to Hampshire County Council (Chandlers Farm) alongside applications to Wokingham Borough Council for Fleethill Farm and Manor Farm. The determination of the applications

made to Wokingham Borough Council does not impact on Hampshire County Council's ability to determine this application.

28. In relation to the Hampshire permissions, Condition 1 of planning permission 14/00640/CMA requires removal of all buildings, plant and machinery by the 31st December 2019 and the site fully restored by the 31st July 2020. Condition 1 is worded as follows:

“All buildings, plant and machinery shall be removed by 31 December 2019 unless otherwise agreed in writing by the Mineral Planning Authority. The site shall be restored in accordance with the requirement of condition (22) by 31 July 2020.

29. It is proposed to vary the terms of Condition 1 in order to extend the permission to extract and infill at Chandlers Farm until 31st July 2023, with a further 6 months to finalise the restoration of the site, including tree planting and seeding. The proposed wording of condition 1 is as follows:

“All buildings, plant and machinery shall be removed by 31 July 2023 unless otherwise agreed in writing by the Mineral Planning Authority. The site shall be restored in accordance with the requirement of condition (22) by 31 December 2023.”

30. In addition, it is proposed to vary the terms of Condition 2 in order to make reference to the revised details contained within this application. Condition 2 of permission 14/00640/CMA currently states that:

“The development hereby permitted shall be carried out in accordance with the following approved plans: FIGURE 1, FIGURE 2, P9/530/12A, P9/530/19, P9/530/20, P9/530/21, P9/530/22, P9/530/23, L/FE/01, L/FE/25”.

31. It is proposed to vary Condition 2 of permission 14/00640/CMA as follows:
“The development hereby permitted shall be carried out in accordance with the follow approved plans:

- *Figure 1 – Location Plan;*
- *Figure 2 – Site Plan;*
- *Figure 3 – Application Site Boundary;*
- *Figure 4 – Eversley Quarry Development Overview;*
- *Figure 5 – Final Restoration (Drawing No. P9/530/20);*
- *Figure 6 – Sports Pitches and Community Proposals (Drawing No. P9/530/19);*
- *Figure 7 – Anticipated Restoration Timescales (Drawing P8/530/38);*
- *L/FE/01 – Timbre Post & Stockproof Wire Fence (Barbed); and*
- *L/FE/25 – Field Gate 3.6m Wide”.*

32. The former plant site and haul road at Chandlers Farm contains an estimated 37,500m³ (circa. 50,000 tonnes). The plant and hardstanding which overlaid the mineral within the plant site have now been removed and it is proposed to extract the remaining mineral in 2020 and 2021 and transport it for processing at Bramshill Quarry. The access road leading to Manor Farm will however require to be retained to maintain access for infilling activities at Manor Farm until the end of 2021. Mineral extraction within Manor Farm would be completed by the end of 2020. Final extraction of mineral from below the access road will be undertaken in 2022.
33. It is predicted that there is sufficient mineral at Eversley Quarry to maintain production at Bramshill Quarry for 18 months (140,000 tonnes following processing, assuming an 18% silt content). It is envisaged that the mineral would be worked on a campaign basis and stocked at Bramshill Quarry. To facilitate this, extraction operations at Bramshill would temporarily cease until the mineral from Eversley Quarry is sold. The importation of mineral from Eversley Quarry would therefore prolong the life of Bramshill Quarry by approximately a further 18 months and would contribute in the region of 140,000 tonnes to the landbank of permitted reserves.
34. The proposal includes the continuation of the importation of inert material through the Chandlers Farm site to access the Manor Farm site. A void space of approximately 133,000m³ would require to be infilled at Manor Farm. The large portion of this void space would be created by the extraction of 85,000m³ of mineral. In addition, an additional 77,000m³ void space would require to be filled within Chandlers Farm. This includes the void created by the mineral extraction (37,500m³) and the remaining void space (39,500m³) in order to achieve the approved restoration levels.
35. The applicant has indicated that they strive to ensure that the restoration of Eversley Quarry is carried out to the highest environmental standards and that it is completed at the earliest opportunity. However, it is acknowledged in the application that the restoration schedule previously put forward in 2013 has not been achieved. This is principally due to a lack of infill material available within the marketplace.
36. The applicant is still proposing the same changes to the restoration of Chandlers Farm, as supported by local sports and community organisations, to produce a landform suitable for formal sports facilities such as football and cricket rather than the match course fishery and amenity lake currently permitted to remain in line with the overall proposals for the area for recreational facilities and habitat and landscape improvement at Chandlers Farm.
37. The applicant has prepared a Restoration Strategy which seeks to reduce the footprint of operations across Quarry significantly in 2020. An updated restoration timetable is provided (see **Appendix E – Anticipated Restoration Timescales Plan**).

38. The applicant states that the aim of the strategy is to minimise the footprint of the final extraction and infilling operations on the site whilst ensuring the site is restored to a high quality in line with the approved restoration scheme. It would ensure that the vast majority of the remaining areas of Chandlers Farm are graded to approved levels and fully restored by the end of 2020. Areas where restoration is scheduled to be completed in 2020 are located in the western extent of Manor Farm and the western side of Chandlers Farm (Drawing P8/530/38). At Chandlers Farm, the strategy would restrict the operational area to the processing area and haul road into Manor Farm, which equates to 4.4ha and less than 10% of the site area. The only remaining area which would be left to restore by the end of 2020 would be the former plant site and access road leading to Manor Farm. Access through Chandlers Farm is needed until works at Manor Farm are completed. These works are likely to be completed in 2021, following which infilling and restoration works would be completed in the former plant site at Chandlers Farm, with reed bed establishment and grass seeding in 2022. It is expected the plant site infilling and restoration would be completed by summer/winter 2023. It is anticipated that this final area of the site would be restored by the summer 2023, once works in the Manor Farm site are completed.
39. The previous planning application (14/00640/CMA) for Chandlers Farm was deemed to be an Environmental Impact Assessment (EIA) development. As a result, an Environmental Statement was submitted in support of the planning application. This application does not propose any other changes to the approved development. This means the proposal:
- maintains the current access arrangements;
 - no changes to lorry routing or numbers;
 - does not change the existing working hours of Monday to Friday: 0700 to 1800, Saturday: 0800 to 1300 and no operations at any time on Sundays, Public Holidays or Bank Holidays.
40. Separate Section 73 planning applications have been submitted to Wokingham Borough Council (WBC) to extend the duration of planning permission VAR/2013/2551 for the restoration of Manor Farm and to make a number of minor variations to the approved restoration plan for of Fleethill Farm.
41. The proposed development has been assessed under [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#). Screening under the EIA Regulations has been carried out on the proposed development as supplied. The development is classified as a Schedule 1 development as it falls within parts 19 (Quarries and open-cast mining and 24 (Any change to or extension of development). An Environmental Statement (ES) was prepared in support of planning applications 14/00640/CMA, 14/00642/CMA and 14/00644/CMA. As this planning application seeks minor amendments to conditions attached to permission 14/00640/CMA, the assessment and conclusions of the 2014 ES remain of

relevance to the determination of this planning application. The 2014 ES is therefore reproduced within the submission.

Development Plan and Guidance

42. The following plans and associated policies are considered to be relevant to the proposal:

National Planning Policy Framework (2019) (NPPF)

43. The following paragraphs are relevant to this proposal:

- Paragraph 11: Presumption in favour of sustainable development;
- Paragraph 80: Support of sustainable economic growth;
- Paragraphs 203-208: Minerals;
- Paragraph 170: Contributions and enhancement of natural and local environment.

National Planning Policy for Waste (2014) (NPPW)

44. The following paragraphs are relevant to the proposal:

- Paragraph 1: Delivery of sustainable development and resource efficiency; and
- Paragraph 7: Determining planning applications.

National Waste Planning Practice Guidance (NWPPG) (last updated 15/04/2015)

45. The following paragraphs are relevant to the proposal:

- Paragraph 007 (Self-sufficient and proximity principle);
- Paragraph 0046 (Need); and
- Paragraph 0050: (Planning and regulation).

South East Plan (SEP)

46. The following saved policy is relevant to the proposal:

- Policy NM7: Thames Heath Special Protection Area (saved policy).

Hampshire Minerals & Waste Plan (2013) (HMWP)

47. The following policies are relevant to the proposal:

- Policy 1 (Sustainable minerals and waste development);

- Policy 2 (Climate change – mitigation and adaptation);
- Policy 3 (Protection of habitats and species);
- Policy 5 (Protection of the countryside);
- Policy 7 (Conserving the historic environment and heritage assets);
- Policy 8 (Protection of soils);
- Policy 9 (Restoration of quarries and waste developments);
- 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 14 (Community benefits);
- Policy 15 (Safeguarding - mineral resources);
- Policy 16 (Safeguarding - minerals infrastructure);
- Policy 17 (Aggregate supply – capacity and source);
- Policy 18 (Recycled and secondary aggregates development);
- Policy 20 (Local land-won aggregates);
- Policy 25 (Sustainable waste management);
- Policy 26 (Safeguarding - waste infrastructure);
- Policy 30 (Construction, demolition and excavation waste development).

[Hart Local Plan Strategy and Sites 2016 - 2032](#)

48. The following emerging policies are relevant to the proposal:
- Policy SD1 – Sustainable Development;
 - Policy NBE2 Landscape;
 - Policy NBE3 Thames Basin Heaths Special Protection Area;
 - Policy NBE 4 Biodiversity;
 - Policy NBE9 Design;
 - Policy INF3 Transport;
 - Policy INF4 Open Space, Sport and Recreation;
 - Policy INF5 Community Facilities.

Consultations

49. **County Councillor Simpson:** Supports the comments of Eversley Parish Council.
50. **Hart District Council:** No objection.
51. **Wokingham Borough Council:** Was notified.
52. **Hart District Council Environmental Health Officer (EHO):** Was notified.
53. **Hart District Council (Conservation officer):** Was notified.

54. **Eversley Parish Council:** Objects to the proposal on the grounds of the HGV traffic that would be generated by the proposals, the environmental and social impacts of that traffic on the residents, impact on the rural character of the parish and on the wider environment. The objection also notes that the applicant failed to engage with EPC in any pre-application discussions and failed to offer any additional community benefits over and above those associated with previous applications, meaning it has not met the spirit of Policy 14 of the HMWP (2013).
55. **Finchampstead Parish Council:** Was notified.
56. **Yateley Town Council:** Was notified.
57. **Natural England:** Will be reported directly to the Committee.
58. **Blackwater Valley Countryside Partnership:** Was notified.
59. **Environment Agency:** No objection.
60. **Local Highway Authority:** No objection.
61. **Lead Local Flood Authority (LLFA):** No comments.
62. **County Landscape:** Will be reported directly to the Committee.
63. **County Archaeology:** Will be reported directly to the Committee.
64. **County Ecologist (HCC):** Will be reported directly to the Committee.
65. **Planning Policy (HCC):** No comments.
66. **Public Health (HCC):** Was notified.

Representations

67. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.

- In complying with the requirements of the SCI, HCC:
 - Published a notice of the application in the [Hampshire Independent](#);
 - Placed notices of the application at the application site and local area;
 - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
 - Notified by letter all residential properties within 100 metres of the boundary of the site.
68. As of 15 July 2020, 1 representation to the proposal had been received. The main areas of concern raised in the objection relate to the following:
- environmental impact of further work at this site;
 - condition of the roads leading in and out of the site are a mud bath when wet and a dust bowl when dry; and
 - need for wheel washing facilities;
69. The above issues will be addressed within the following commentary.

Commentary

Principle of the development and Need

70. The principle of the site as the location for mineral extraction has already been determined through the historical permissions granted for sand and gravel extraction. The application relates to a well-established quarry that has permissions in place for all existing activities in accordance with the relevant policies of the Hampshire Minerals and Waste Plan (2013) (HMWP).
71. Chandler Farm is also an important site for Hampshire supply of land-won sand and gravel. The site also provides the access to sites in Wokingham Borough, namely Manor Farm and Fleethill Farm which form part of the wider Eversley Quarry site. The site is safeguarded through Policies 15 (Safeguarding – mineral resources) and 16 (Safeguarding – mineral infrastructure) of the HMWP which help to protect mineral resources and infrastructure.
72. Policy 1 (Sustainable minerals and waste development) of the adopted HMWP (2013) states that the Hampshire Authorities will take a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development contained in the NPPF (2019). The development of the site will be supporting economic growth by maintaining a reliable source of minerals, required to build and repair homes and roads, and are important to the local economy. The presumption is also reflected in Policy SD1 (Sustainable Development) of the HLP (2020).

73. Policy 17 (Aggregate supply – capacity and source) of the HMWP (2013) states that an adequate and steady supply of aggregates until 2030 will be provided for Hampshire and surrounding areas from local and sand gravel sites at a rate of 1.56mtpa, of which 0.28mtpa will be soft sand. A landbank is the number of years of reserves remaining at an annual rate of aggregate supply. Hampshire has a requirement to ensure a 7-year landbank to meet Paragraphs 207 of the National Planning Policy Framework (2019).
74. Hampshire's most recent [Local Aggregates Assessment \(LAA\) 2019](#) indicates that the supply of local sand and gravel is currently at a rate of 1.18 million tonnes per annum (mtpa). This is substantially below the requirement of Policy 17 of 1.56 mtpa. In terms of the landbank, this accounts for 5.81 years (Table 3 of the LAA). For sharp sand and gravel specifically, the local requirement is 6.59 years. This means that currently Hampshire is below the requirement of a minimum seven-year landbank overall for sharp sand and gravel as required by the NPPF (2019) and as a result is not meeting the policy requirements of Policy 17 (Aggregate supply – capacity and source) of the HMWP (2013). The landbank of sand and gravel resources in Hampshire is therefore below the national required minimum level. The existing site helps to contribute towards the requirement for sand and gravel.
75. Policy 20 (Local land-won aggregate) of the HMWP (2013) identifies sites for the extraction of remaining reserves at permitted sites as identified in part 1 of the Policy. This includes Eversley Quarry 1 (ii). The sites are identified to ensure an adequate and steady supply of locally extracted sand and gravel to help to maintain the landbanks. Hampshire's existing sand and gravel extraction sites play an important role in contributing to the amount of aggregate Hampshire needs to meet demand.
76. The proposal to extend the timescales for the extraction, infilling and restoration of Chandlers Farm will help to contribute to Hampshire's supply by enabling the final extraction of mineral located beneath the Chandlers Farm processing area and internal access road as well as the other associated quarry sites outside of the Hampshire area (Manor Farm and Fleethill Farm). The extraction of the remaining mineral resources from Eversley Quarry would enable the initially anticipated reserves of aggregate to be achieved from the site. The proposals allow for the extraction of the remaining extractable mineral reserves at the site in accordance with Paragraph 80 of the National Planning Policy Framework (NPPF) 2019.
77. The proposed development is considered to be in accordance with Policies 1 (Sustainable minerals and waste development), 15 (Safeguarding – mineral resources) and 16 (Safeguarding – mineral infrastructure), 17 (Aggregate supply – capacity and source) and 20 of the HMWP (2013) as by extending the life of the site, the unextracted mineral reserves can be extracted, thereby contributing to an adequate and steady of supply of sand and gravel and Policy SDI (Sustainable development) of the HLP (2020).

Visual impact and landscape

78. Policy 5 (Protection of the countryside) of the HMWP (2013) identifies mineral extraction as a development which will be permitted in the countryside as it is time limited. It also indicates that development will be expected to meet highest standards of design, operation and restoration. In addition, Policy 13 (High-quality design of minerals and waste development) states that minerals and waste development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape and townscape. It also states that the design of appropriate built facilities for minerals and waste development should be of a high-quality and contribute to achieving sustainable development. Policy 10 (Protecting public health, safety and amenity) protects residents from significant adverse visual impact.
79. Policy NBE2 (Landscape) of the HLP (2020) states that development proposals must respect and wherever possible enhance the special characteristics, value or visual amenity of the District's landscapes. Policy NBE9 (Design) states that all developments should seek to achieve a high-quality design and positively contribute to the overall appearance of the local area.
80. An assessment of the impact of the development upon the landscape and visual amenity (LVIA) was undertaken for planning permission 14/00640/CMA (Chapter 6 of the 2014 ES). This acknowledged that the ongoing operations would continue to have only a slight adverse or negligible effect on residential amenity. It also indicated that there would continue to be medium short-term effects on landscape amenity for those routes with close proximity open views, but effects would continue to be small for those routes where the site is a small element within the landscape. The LVIA concluded that: "The continuation of quarrying activities will not have any substantial adverse effects on either landscape character, or visual receptors."
81. As already acknowledged the principle of the location of the site in the countryside has already been determined. The focus here should be on the continuation of workings.
82. The restoration works already completed on site will have contributed to reducing the landscape and visual impacts outlined in the 2014. Furthermore, these impacts will continue to reduce as the site is progressively restored, particularly following the large-scale restoration scheduled to be completed by the end of 2020, which will see 75% of the remaining operational area of Chandlers Farm being restored.
83. No objections were received in relation to the potential visual impact of extending the life of the quarry. The proposal in accordance with Policies 5 (Protection of the countryside), 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development)

of the HMWP (2013) as well as Policies NBE2 (Landscape) and NBE9 (Design) of the HLP (2020) as it is a time limited permission at an existing mineral quarry.

Cultural and Archaeological Heritage

84. Policy 7 (Conserving the historic environment and heritage assets) requires minerals and waste development to protect and, wherever possible, enhance Hampshire's historic environment and heritage assets (designated and non designated), including their settings unless it is demonstrated that the need for and benefits of the development decisively outweigh these interests. In addition, Policy NBE8 (Historic Environment) of the HLP (2020) states that development proposals should conserve or enhance heritage assets and their settings, taking account of their significance.
85. An assessment of the effects of the development on archaeological and cultural heritage features and resources was undertaken and is contained within Chapter 11 of the 2014 ES. The archaeological assessment found that there were no recorded heritage assets within the processing plant area that would be affected by extraction. The designated heritage assets in the vicinity of the proposed development are sufficiently distant that their settings would not be affected by extraction within or restoration of the site. The north-western area of the site within Eversley Cross Conservation Area has already been restored and no further impacts would occur. The assessment concludes that "the Proposed Development does not include any changes that would result in a material difference to archaeology and heritage effects in comparison to the approved scheme." There have been no changes to operations which would impact the historic environment.
86. No objections have been received from consultees.
87. The proposed time extension contained within this planning application would not have any material effect to the findings of these conclusions. The proposal is therefore considered to be in accordance with the NPPF (2019), Policy 7 (Conserving the historic environment and heritage assets) of the HMWP (2013) and NBE8 (Historic Environment) of the HLP (2020) which require development to protect heritage assets.

Ecology

88. 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 sets out a list of sites, habitats and species which will be protected in accordance with the level of their relative importance. The policy states that development which is likely to have a significant adverse impact upon the identified sites, habitats and species will only be permitted where it is judged that the merits of the development outweigh any likely environmental damage. The policy also

sets out a requirement for appropriate mitigation and compensation measures where development would cause harm to biodiversity interests.

89. Saved Policy NM7 (Thames Heath Special Protection Area) of the South East Plan and Policy NBE3 (Thames Basin Heaths Special Protection Area) of the HLP (2020) are not considered to be relevant to the proposal as the site is an existing development.
90. The applicant has indicated that they have made a number of biodiversity pledges including the creation of habitats suitable for biodiversity. As described in the ecological assessment undertaken as part of the 14/00640/CMA ES, BAP habitat would be provided within the approved restoration scheme. Such habitat would include 1,650 linear metres of hedgerow. As a result, Chapter 5 of the 2014 ES found that the restoration scheme would have long-term, permanent and positive impacts on ecology receptors. As Chandlers Farm forms part of the wider Eversley Quarry which includes the CEMEX Fleethill Farm and Manor Farm sites, the long term, restoration schemes for all three sites would provide ecological enhancement, including a large area of UK BAP habitats.
91. The County Ecologist and Natural England were consulted on the proposal. Based on the provision of the restoration scheme, the proposed development is considered to be in accordance with Policy 3 (Protection of habitats and species) of the HMWP (2013) as well the relevant paragraphs of the NPPF (2019).

Impact on amenity and health – including noise

92. 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. Also, any proposal should not cause an unacceptable cumulative impact arising from the interactions between waste developments and other forms of development.
93. As already noted, the previous planning application (14/00640/CMA) was deemed to be 'EIA development'. This application does not propose any changes to hours of working for the site which are Monday to Friday: 0700 to 1800, Saturday: 0800 to 1300 and no operations at any time on Sundays, Public Holidays or Bank Holidays.

Noise

94. A Noise Assessment is contained within Chapter 8 of the 2014 ES. The assessment finds that "worst case noise levels from the continued use of the processing plant area, stockpiling, soil stripping, sand and gravel extraction and site restoration works are predicted to be within the relevant criteria set out by the NPPF and NPPG." The assessment concluded that, no significant adverse noise effects would arise as a result of the proposed

development. As described previously, the processing plant has now been removed from site.

95. The remaining operations on site will be more limited than those assessed within the Noise Assessment and the noise levels generated by the operations will therefore be lower than those assessed.
96. The proposed development would continue to be undertaken in accordance with conditions 16 and 17 of the planning permission 14/00640/CMA which requires that all plant, vehicles and machinery are well maintained and fitted with effective silencers and for the noise levels attributable to site operations, as measured at Copse Farm, to not exceed 48dB(A). The proposed time extension contained within this planning application would not have any material effect to the findings of these conclusions.

Air quality and dust

97. An assessment of the potential for dust and air quality effects to arise as a result of the proposed development has been assessed within Chapter 9 of the 2014 ES, which concludes that "... there would be no significant adverse effect t air quality resulting from the proposed development site." The applicant has indicated that the proposed development would continue to be undertaken in accordance with best practice guidance, which includes the implementation to measures including:
 - Limiting stockpile heights;
 - Stockpile damping;
 - Road sweeping;
 - Low site speed limits; and
 - Minimising drop heights.
98. The proposed time extension contained within this planning application would not have any material effect to the findings of these conclusions.
99. Whilst it is recognised that local residents living will continue living in close proximity to a working mineral extraction site throughout the extended lifespan of the site and the extension of time, securing the completion of the site is paramount. Local Environmental Health officers have raised no objections. The proposal is therefore in accordance with Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013).

Potential pollution associated with the development

100. 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](#))

101. 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. The Environment Agency has a role to play in both.
102. The waste disposal element of the development is controlled via an Environmental Permit as issued by the Environment Agency. The scope of an Environmental Permit is defined by the activities set out in the Environmental Permitting Regulations (England and Wales) 2016 (EPR). The aim of the EPR regime is to protect the environment from potential impacts associated with certain liable facilities or installations. The permitted activities may form a part of, but not all, of the development needing planning permission. In these cases, the planning application will need to address environmental considerations from those parts of the development that are not covered by the permit.
103. The development is acceptable in terms of planning. The site is monitored and enforced in the same manner as any other regulated site by the Environment Agency. Several mechanisms are put in place to monitor to ensure compliance such as audits, site visits, data analysis and compliance checks are carried out by the regulator.

Flooding

104. Policy 10 (Protection of public health, safety and amenity) of the adopted HMWP (2013) requires that any development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. This includes impacts on the water environment.
105. In addition, 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.
106. An assessment of the potential for the proposed development to result in hydrological or hydrogeological effects was undertaken within Chapter 7 of the 2014 ES. This highlighted that the superficial sands and gravels form an aquifer which support flow in the River Blackwater and its tributaries. Water quality in the aquifer is naturally poor, with moderately acidic water and elevated concentrations of iron and manganese. The assessment identified the potential for the development to result in changes to surface and ground water quality. However, these effects can be mitigated through the continued monitoring of surface and groundwater and the adoption of standard good practice measures and adherence to the existing Environment Management System. This is controlled through conditions 18 and 22 on planning permission 14/00640/CMA.

107. The restoration activities at the site are undertaken under an Environmental Permit issued by the Environment Agency. Under the conditions of the permit, there is a substantial groundwater and surface water monitoring network at the site for both water level and quality. In general, the results from the environmental monitoring do not show any adverse historical impact from the quarrying or restoration activities.
108. The assessment concludes that: "Potential impacts to groundwater and surface water have been assessed as those typically associated with quarrying activities (such as the storage of fuels, operation of machinery, etc.) and those associated with the importation of inert restoration materials." "It is considered that by following the conditions defined in the Environmental Permit, continuing to operate the environmental monitoring network and applying industry good practise, all the identified risks can be mitigated against."
109. The time extension is unlikely to affect the findings of Chapter 7 of the 2014 ES. No changes are proposed to the controls contained within conditions 18 to 22 of planning permission 14/00640/CMA all of which are designed to protect the water environment.
110. The assessment of flood risk found that the flood storage capacity to be provided by the proposed development would be greatly in excess of that which existed prior to extractive works taking place.
111. No objections were received from consultees.
112. The proposal is considered to be in accordance with Policies 10 (Protection of public health, safety and amenity) and 11 (Flood risk and prevention) of the HMWP (2013).

Highways impact

113. It is noted that concerns were raised in representations about the quality of surrounding roads and the access.
114. 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. In addition, Policy INF3 (Transport) of the HLP (2020) also states that proposals will be supported that: a) integrate into existing movement networks; b) provide safe, suitable and convenient access for all potential users; c) provide an on-site movement layout compatible for all potential users.

115. The Chandlers Farm site is subject to a Section 106 (S106) legal agreement associated with planning permission (14/00640/CMA). One of the principle requirements of this is in relation to a lorry route to and from the site. This legal agreement will be rolled forward as part of this permission.
116. A Transport Statement (TS), incorporated as Chapter 10 of the 2014 ES, examined the potential impact of HGV and employee traffic associated with the development. The assessment was undertaken on the assumption that the restoration of Chandlers Farm would generate a daily average of 60 two-way HGV movements per day with a peak of 102 two-way HGV movements for 6 months whilst exporting mineral extracted from Chandlers Farm. These traffic movements remain accurate.
117. The estimated vehicle movements presented in the TS are potentially higher than might be expected when the site is operational. The TS concluded that: "the proposed development would have no material adverse impact on the safety or operation of the access or the adjacent highway network. In view of the above it is concluded that the proposals are acceptable from a transportation perspective and it is respectfully recommended for approval by the highway authorities." The applicant indicated that the proposed time extension contained within this planning application would not have any material effect to the findings of these conclusions.
118. This application does not propose any other changes to the approved development (14/00640/CMA). It is intended that the current access arrangements to Manor Farm from Fox Lane off Reading Road (B3272) via the Chandlers Farm site will continue. Upon the completion of mineral extraction and infilling within Manor Farm, the mineral contained within the internal access road would be removed. Access to operations undertaken on Chandlers Farm would continue to utilise the existing access arrangements, until final restoration.
119. Personal Injury Accidents analysed for a five-year period from 1st September 2014 to 31st August 2019 for Fox Lane and a section of Eversley Road (B3272) shows that there were two accidents, one classified as 'slight' and one classed as 'severe'. The first accident occurred at the junction between the B3272 and Marsh Lane where a car turned left into Marsh Lane across the path of a cyclist travelling in the same direction, the cyclist suffered slight injuries. The second accident involved one vehicle losing control on a bend in Eversley Cross. It was classified as severe and was recorded as due to the driver losing control due to possibly driving too fast and / or being impaired by alcohol.
120. The Highway Authority was consulted on the proposal, raising no objection and indicated that they were satisfied that the accident record had not identified any patterns that are likely to be exacerbated by this application.

121. It is therefore considered that the proposed development is in accordance with Policy 12 (Managing traffic) in the HMWP (2013) and Policy INF3 (Transport) of the HLP (2020) as well as the relevant paragraphs of the NPPF (2019) which requires that planning decisions take account of whether “safe and suitable access to the site can be achieved for all people”.

Restoration

122. Policy 9 (Restoration of minerals and waste developments) states that temporary minerals and waste development should be restored to beneficial after-uses consistent with the development plan. It also states that restoration of minerals and waste developments should be in keeping with the character and setting of the local area, and should contribute to the delivery of local objectives for habitats, biodiversity or community use where these are consistent with the development plan, and the restoration should be phased throughout the life of the development.
123. The approved restoration plans for the site were assessed in detail within the 2014 Environmental Statement. The Committee Report for planning permission 14/00640/CMA concluded, with respect of the approved restoration plan, that the proposal “will provide for local needs in the form of sports pitches as well as informal recreation and enhance biodiversity.” and that it would bring; “significant recreational benefit in line with the strategy for the area.” Areas in the western part of the site have been infilled to the approved contours and restored. Areas within the central part of the site. Areas within the central area of the site have been tipped to the approved contours (subject to some regrading) and will be restored in 2020 through the spreading of soils and seeding. The former plant site in the east of the site requires further infilling and restoration, which is due to be completed in 2023.
124. The applicant has indicated that the proposed extension of time for the operation and subsequent restoration of Chandlers Farm would benefit the overall restoration of the entirety of Eversley Quarry. The approved restoration scheme seeks to create a landform suitable for additional sports pitches, associated facilities and a more extensive footpath network. This is to be achieved by infilling the existing mineral void. The approved restoration scheme would enable an afteruse that is supported by the local population and as such is considered likely to result in a long-term benefit in terms of both use and management of the site. The provision of additional sports facilities at Chandlers Farm would create sporting opportunities that cannot be provided within the local school.
125. The approved restoration scheme seeks to provide a landform suitable for the future development of formal recreation facilities and public rights of way. As such, the proposals are considered to contribute towards enabling the realisation of future proposals. The restoration seeks to ensure that no Biodiversity Action Plan (BAP) habitat is lost as a result of the revised

scheme. The Plan recognises that a site may be restored to a range of different afteruses and refers to the opportunities for multiple use of restored sites such as to enhance biodiversity and also provide recreational use for the public.

126. The revised restoration schedule, as illustrated within Figure 7 – Anticipated Restoration Timescales (Drawing P8/530/38) will ensure that 12.0 ha of the site is restored in 2020, ensuring that the ecological benefits of the restoration scheme within this area of the site are realised. The remaining 4.4 ha of the site, which constitutes less than 10% of the site, would remain part of the mineral extraction and infilling operations until 2023, at which point it would be restored.
127. The restoration for community and recreation uses is supported by Policies INF4 (Open Space, Sport and Recreation) and INF5 (Community Facilities) of the HLP (2020) as they will enhance and improve the quality, capacity, accessibility and management of sports and recreational facilities and community facilities.
128. The HMWP (2013) identifies that inert construction and demolition wastes can be directed to mineral workings (quarries) for agreed restoration schemes. The use of inert fill material to complete the approved restoration scheme designed to deliver a beneficial afteruse is supported by the NPPGW as well as Policies 25 (Sustainable waste management) and 30 (Construction, demolition and excavation waste development) of the HMWP (2013). Policy 30 of the HMWP (2013) promotes the use of inert material in the restoration of mineral workings where a beneficial outcome can be achieved. Paragraph 4.87 of the HMWP states in relation to the restoration of mineral workings that: “Where it is necessary to import material ... only residues after treatment of inert construction, demolition and excavation waste should be used in the restoration.” The proposed use of residual inert material in place of non-waste materials would ensure waste is managed higher up the waste hierarchy and diverted away from landfill, in accordance with the objectives of national guidance and Policy 25 (Sustainable waste management) of the HMWP. The approved restoration scheme is therefore considered to represent a sustainable solution to the need to restore a mineral extraction site, beneficially use residual inert waste arising and enable the future provision of local recreation facilities.
129. The proposal helps to secure the restoration of a mineral site in the most practical, timely and efficient way without adversely impacting upon the environment, landscape character or the amenity of local residents in accordance with Policy 9 (Restoration of minerals and waste sites of the HMWP (2013) as well as Policies INF4 (Open Space, Sport and Recreation) and INF5 (Community Facilities) of the HLP (2020). The proposal is also considered to be in accordance with Policies 25 (Sustainable waste management) and 30 (Construction, demolition and excavation waste development) of the HMWP (2013).

Cumulative impacts

130. Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) states that a proposal should not cause an unacceptable cumulative impact arising from the interactions between minerals and waste developments, and between mineral, waste and other forms of development. It also states that the potential cumulative impacts of minerals and waste development and the way they relate to existing developments must be addressed to an acceptable standard. The existing measures put in place to offset the potential impacts of the proposed development, on nearby and proposed residential areas are noted. The proposal is in accordance with Policy 10 (Protection of public health, safety and amenity) in the adopted HMWP (2013) in relation to cumulative impacts.

Community benefits

131. A frequent concern of communities that host minerals development is that there are no immediate benefits to 'compensate' for the inconvenience that occurs. In Hampshire there is already a precedent for minerals or waste operators to contribute to local communities' funds. However, this process lies outside of the planning system.
132. Policy 14 (Community Benefits) of the HMWP (2013) encourages negotiated agreements between relevant minerals and waste developers/operators and a community as a source of funding for local benefits. Agreements can be between operators and local bodies such as Parish Councils or resident's associations. Whilst the Minerals and Waste Planning Authority encourages these agreements, it cannot be party to such agreements and the agreements cannot be considered in decision making.
133. The concerns raised by Eversley Parish Council in relation to the lack of engagement by the operator is noted. The Authority encourage the applicant to engage with the local community on this issue.

Conclusions

134. The applicant seeks to extend the time to allow mineral extraction and infilling operations to continue and final restoration to be achieved by 31st December 2023 through the variations of conditions 1 and 2 of planning permission 14/00640/CMA at Chandlers Farm.
135. The extraction of this mineral would contribute to the Hampshire's mineral landbank, avoiding sterilisation of the mineral. This work will be undertaken in conjunction with the infilling operation and would not create any further delay to the final restoration of the Eversley Quarry site as a whole.

136. A significant part of the Chandlers Farm site has already been restored. The submitted Restoration Strategy will ensure that a further 12.0 ha is restored by the end of 2020. This would leave 4.4 ha (less than 10% of the site) being retained as operational until it is fully restored in 2023. The restoration scheme would enhance the nature conservation and informal recreation value of the site, which farms part of a wider network of greenspaces, habitats, footpaths and bridleways which will be provided across the restored Eversley Quarry.
137. The site will continue to operate in accordance with all other planning conditions pursuant to planning permission 14/00640/CMA.

Recommendation

That planning permission be GRANTED subject to the conditions listed in Appendix A and the deed of variation to the existing Section 106 legal agreement controlling HGV numbers and the amount of mineral exported annually from the site.

Appendices:

Appendix A – Conditions

Appendix B – Committee Plan

Appendix C – Site Plan showing Chandlers Farm, Manor Farm and Fleethill Farm

Appendix D – Approved Restoration Plan

Appendix E – Anticipated Restoration Timescales Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=20887>

REQUIRED CORPORATE AND LEGAL INFORMATION:

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 is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste or local 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 documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

19/02866/HCC
HR038

Hampshire County Council

Eversley Quarry, Land at Chandlers Farm, Off Fox Lane, Reading Road, Eversley RG27 0NQ
(Variation of conditions 1 & 2 of planning permission 14/00640/CMA to extend the duration for the completion of mineral extraction, infilling and restoration)

EQUALITIES IMPACT ASSESSMENTS:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Officers considered the information provided by the applicant, together with the response from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

CONDITIONS

Time Limit

1. All buildings, plant and machinery shall be removed by 31 July 2023. The site shall be restored in accordance with the requirement of condition (22) by 31 December 2023.

Reason: To secure the restoration of the site in accordance with Policy 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Plans and Particulars

2. The development hereby permitted shall be carried out in accordance with the follow approved plans:

Figure 1 – Location Plan

Figure 2 – Site Plan

Figure 3 – Application Site Boundary

Figure 4 – Eversley Quarry Development Overview

Figure 5 – Final Restoration (Drawing No. P9/530/20)

Figure 6 – Sports Pitches and Community Proposals (Drawing No. P9/530/19)

Figure 7 – Anticipated Restoration Timescales (Drawing No. P8530/38)

L/FE/01 – Timbre Post & Stockproof Wire Fence (Barbed)

L/FE/25 – Field Gate 3.6m Wide

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

Highways

3. 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 Mineral Planning Authority.

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

4. The surface of the access road between the plant site and Fox Lane entrance shall be maintained free of potholes and cleaned to prevent mud being carried onto Fox Lane throughout the life of the development hereby permitted.

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

Working Programme

5. The remaining mineral reserves within the site shall be worked in accordance with the details shown on Figure 3 – Application Site Boundary.

Reason: In the interests of local amenity.

6. The soil bunds located along the southern boundary of the processing plant site, as shown edged green on drawing no. P9/530/2 under planning permission 07/02786/CMA (or as subsequently amended), shall be retained until such time as the processing and concrete batching plants are no longer required.

Reason: In the interests of local amenity.

7. Only minerals won under this planning permission or transported via the bridge, conveyor and haul road permitted under planning permission 07/02786/CMA (or as subsequently amended) shall be imported to the site for any purpose.

Reason: In the interests of local amenity.

8. Topsoil and subsoil shall only be stripped, respread or tined when they are dry and friable. Topsoil and subsoil shall be separately stored and replaced in correct sequence.

Reason: To ensure satisfactory restoration in accordance with Policies 8 (Protection of soils) and 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

9. The uppermost metre of subsoil shall be replaced prior to the return of topsoil. The subsoil shall be free of large solid objects and shall be thoroughly ripped or deeply cultivated to the satisfaction of the mineral Planning Authority before the topsoil is returned so that any compacted layers are effectively broken up. The topsoil shall be covered with 0.15 metres of topsoil which shall be tined to the same depth.

Reason: To ensure satisfactory restoration in accordance with Policies 8 (Protection of soils) and 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

10. No topsoil, subsoil or overburden shall be removed from the site.

Reason: To ensure satisfactory restoration in accordance with Policies 8 (Protection of soils) and 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

11. Stockpiles of topsoil, subsoil or overburden shall not exceed 4 metres in height.

Reason: In the interests of local amenity and in accordance with Policies 8 (Protection of soils) and 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Hours of Working

12. No operations, except for the use of electric pumps used in connection with dewatering which may be operated continuously, and maintenance of plant and machinery, shall be carried out within the site except between the hours of 0700 to 1800 Monday to Friday and 0700 to 1300 Saturday. With the exception of the use of electric pumps, no operations shall take place on Sunday, public and bank holidays.

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

13. The lockable gates installed at the entrance to the plant site from the access road shall be kept locked outside the hours of operation specified in Condition (12) above.

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

Noise, Dust and Odour

14. Appropriate measures shall be adopted to prevent nuisance from dust emanating from the site throughout the life of the development hereby permitted. These shall include regular sweeping of the access road into the site and the use of a water bowser, sprayer or hose or similar equipment, as appropriate elsewhere, to suppress dust.

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

15. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specification and shall be fitted with and use effective silencers at all times throughout the life of the development hereby permitted.

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

16. The level of noise emanating from the processing plant site when measured at the northern facade of the dwelling known as 'Copse Farm' shall not exceed 48 dB(A) L90 throughout the life of the development hereby permitted.

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

Protection of Water Environment

17. Throughout the life of the development hereby permitted any oil, fuel, lubricant or other potential pollutant on the site shall be handled in such a manner as to prevent pollution of any watercourse or aquifer. Fuel or oil storage tanks shall be housed in an area with an impervious base surrounded by oil and fuel tight bund walls of sufficient height and construction. The bunded volume shall be capable of containing 110% of the volume of the largest tank. All pipework, filling points, vents and sight glasses must be located within the bund.

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

18. Throughout the life of the development hereby permitted all water discharged from the working into a stream or river shall be first passed through the settling system to ensure no solid matter passes or is likely to pass into any watercourse.

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

19. Throughout the life of the development hereby permitted no excavation shall take place within 15 metres of the River Blackwater or within 8 metres of the diverted Firgrove Lake Stream.

Reason: To protect the water environment in accordance with Policies 11 ((Flood risk and prevention) and 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

20. Throughout the life of the development hereby permitted vehicles shall not be washed down or concrete mixer drums washed out except within the approved wash down area.

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

21. Only inert material shall be tipped at the site.

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

Restoration

22. Restoration of the site shall be in accordance with the scheme approved by way of this permission and shown on Figure 5 – Final Restoration (Drawing No. P9/530/20), Figure 6 – Sports Pitches and Community Proposals (Drawing No. P9/530/19) and Figure 7 – Anticipated Restoration Timescales (Drawing No. P8530/38).

Reason: To secure the restoration of the site in accordance with Policy 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

23. All planting carried out in accordance with the restoration scheme approved under Condition (22) above shall be maintained for a period of five years. Any trees which die, become diseased, damaged or are removed within that five year period shall be replaced in the next planting season with others of the same size and species as agreed with the Mineral Planning Authority.

Reason: To secure the restoration of the site in accordance with Policy 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

After-Care

24. Aftercare shall be in accordance with the approved after-care scheme 'Landscaping and Aftercare- February 2014' for a period of five years following the completion of restoration (as confirmed in writing by the Mineral Planning Authority). The approved scheme includes provision for an annual site meeting to discuss after-care steps necessary on the restored land.

Reason: To secure the restoration of the site in accordance with Policy 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

25. No later than four weeks before each annual site meeting referred to in Condition (24) above a detailed scheme for the after-care of the restored land shall be submitted to the Mineral Planning Authority.

Reason: To secure the restoration of the site in accordance with Policy 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

26. After-care of each restored area of land shall take place for a period of five years in accordance with the outline and detailed schemes following the completion of restoration (as confirmed in writing by the Mineral Planning Authority).

Reason: To secure the restoration of the site in accordance with Policy 9 (Restoration of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

Notes to Applicant

1. In determining this planning application, the Mineral Planning Authority has worked with the applicant in a positive and proactive manner, seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF (2019), as set out in the Town and Country Planning (Development Management Procedure) (England) Order (2015).

2. Environmental Permit

Cemex UK Operations Ltd holds an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010 for Eversley Quarry, reference EPR/FP3497SF. This permits the import of inert waste for restoration purposes. In the supporting statement for Chandlers Farm, it states a further 890 000 tonnes of inert material will be imported to create the recreation areas. The Environmental Permit currently limits the imported waste to 534,000 tonnes. If the tonnage above is accurate this limit will be exceeded. The current permit will need to be varied in order to carry out and complete the restoration. The applicant is advised to contact the Environment Agency on 08708 506 506 for further advice and to discuss the issues likely to be raised. You should be aware that the permit may not be granted. Additional 'Environmental Permitting Guidance' can be accessed via our main website (<http://www.environment-agency.gov.uk>).

3. 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.
4. There is a legal agreement attached to this permission which secures improvements to Public Rights of Way, along with lorry routeing and mineral tonnage exportation restrictions.

This page is intentionally left blank



Variation of conditions 1 & 2 of planning permission 14/00640/CMA to extend the duration for the completion of mineral extraction, infilling and restoration at Eversley Quarry, Land at Chandlers Farm, Off Fox Lane, Reading Road, Eversley RG27 0NQ

Application No: 19/02866/HCC

Site Reference: HR038

Regulatory Committee

Date 29 July 2020

1:15,000



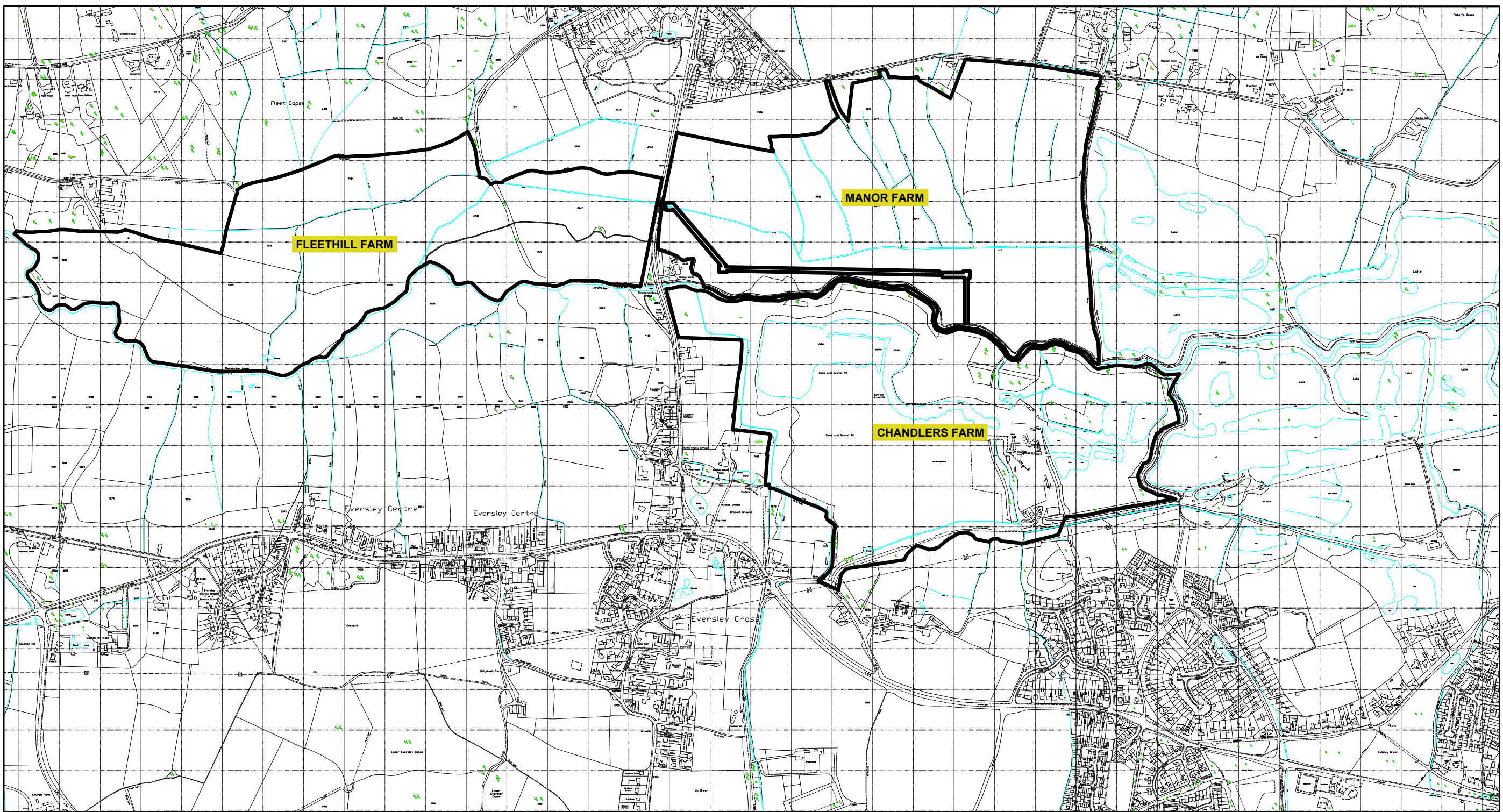
Page 91



Hampshire
County Council

Economy, Transport and Environment

This page is intentionally left blank



Revisions	
Based on the Ordnance Survey Land Line Data with the permission of Her Majesty's Stationery Office. © Crown Copyright. Licence No. 100018131	
Planning Department CEMEX UK Operations Limited CEMEX House, Coldharbour Lane Thorpe, Egham, Surrey TW20 8TD	
Telephone 01932 568833 Facsimile 01932 568933	
Drawn By:	Company:
T Paiman	CEMEX UK Operations Limited
Date:	Site:
Nov 2013	EVERSLEY QUARRY
Scale:	Project:
1:10000 @ A3	SAND AND GRAVEL EXTRACTION
Chkd:	Title:
	SITE PLAN
OS Ref:	Dwg No:
	FIGURE 2

This page is intentionally left blank

Planting Schedule						
Trees	Site	Individual or Parkland Tree Planting	Dry Wood Mix %	Wet Wood Mix %	Hedgerow Mix %	Spacing / Minimum group size
Alnus glutinosa (Common Alder)	0.45-0.6m T/s			5	5	2.5 metres
Betula pendula (Silver Birch)	0.45-0.6m T/s		5	10	2	2.5 metres
Betula pubescens (Downy Birch)	0.45-0.6m T/s					2.5 metres
Carpinus betulus (Hornbeam)	0.45-0.6m T/s	25	5			2.5 metres
Populus nigra var betulifolia (Native Black Poplar)	1.2-1.8m Rhd	10				5.0 metres
Populus tremula (Alder)	0.45-0.6m T/s			5		2.5 metres
Quercus robur (Oak)	0.45-0.6m T/s	50	57	5	10	2.5 metres
Salix alba (White Willow)	0.45-0.6m T/s	10				2.5 metres
Salix caprea (Goat Willow)	0.45-0.6m T/s			15		2.5 metres
Salix fragilis (Crack Willow)	0.45-0.6m T/s	5		10		2.5 metres
Sorbus aucuparia (Rowan)	0.45-0.6m T/s		3			2.5 metres
Ulmus glabra (Wych Elm)	0.45-0.6m T/s			2		2.5 metres
Shrubs						
Corylus avellana (Hazel)	0.45-0.6m T/s	20	10	5		2.5 metres
Crataegus monogyna (Hawthorn)	0.45-0.6m T/s	5	5	71		2.5 metres
Fraxinus alnus (Alder Buckthorn)	0.45-0.6m T/s			5		2.5 metres
Prunus spinosa (Blackthorn)	0.45-0.6m T/s	2	3	5		2.5 metres
Rosa aquatilis (Holly)	0.45-0.6m Clg	3		5		2.5 metres
Salix cinerea (Grey Willow)	0.45-0.6m T/s			10		2.5 metres
Salix purpurea (Purple Willow)	0.45-0.6m T/s			5		2.5 metres
Total		100	100	100	100	

Notes:
 To be planted in the bare root stock planting season November-March
 * Individual / Parkland tree planting to be 1.2-1.8m feathered trees, pit planted
 Transplant stock to be notch planted
 All to be protected with "Tubex" tree shelters, 1.2m high to prevent deer grazing
 Planting to be maintained by use of Glyphosate herbicide, two visits per year; a 1.0m diameter circle to be maintained weed free around each tree and shrub for five years, or until canopies close, whichever is the sooner.
 Damaged, dead or diseased branches within the planting area to be pruned out, and litter removed at each maintenance visit
 Stocking rate to be 100% throughout the five year aftercare period, and 95% at the end of the aftercare period
 At the end of the five year aftercare period, tree shelters to be removed from planting

KEY:

- Chandlers Farm Area
- Restored Contour (mAOD)
- Existing Vegetation
- Proposed Bitmac Access Track
- Hoggin / MOT Type 1 Access Track/Car Park
- Existing PRW
- Potential PRW Link
- Potential Allotments
- Existing Playing Fields
- Proposed Grazing Land / Amenity Grassland
- Proposed Lowland Meadow
- Restored Pond, Reedbed and Wetland Margins
- Proposed Parkland / Individual Tree Planting
- Proposed Lowland Deciduous Woodland
- Proposed Wet Woodland
- Proposed 2.0m high landscaped screen mound, max slope 1:3, graded out to slopes of up to 1:10. To be seeded and planted

Revisions

Based on the Ordnance Survey Land Line Data with the Permission of Her Majesty's Stationery Office, © Crown Copyright, Licence No. 100018131

CEMEX
 Planning Department
 CEMEX UK Operations Limited
 Thorpe, Egham, Surrey
 Telephone 01932 568833
 Facsimile 01932 568933


Drawn By: **ACJW** Company: **CEMEX UK Operations Limited**
 Date: **January 2014** Site: **EVERSLEY - Chandlers Farm**
 Scale(s): **1:1250** Project: **RESTORATION and AFTERUSE**
 Chkd: Title: **FIGURE 5 FINAL RESTORATION**
 Site Ref: Drawing No: **P9 / 530 / 20**

UK BIODIVERSITY ACTION PLAN HABITAT:	2013 PROPOSALS Total Area (hectares):
Ponds	4.7
Aquifer Fed Naturally Fluctuating Water Bodies	0
Lowland Mixed Deciduous Woodland	5.0
Wet Woodland	10.9
Lowland Meadow	8.5
Reedbed	2.5
TOTAL	31.5
Hedgerows	1650 linear metres



This page is intentionally left blank



Revisions	
Based on the Ordnance Survey Land Line Data with the Permission of Her Majesty's Stationery Office, © Crown Copyright. Licence No. 100018131	
 Planning Department CEMEX UK Operations Limited CEMEX House, Evreux Way Rugby, Warwickshire CV21 2DT Telephone 01788 517000	
Drawn By	AW
Date	3 Dec 2019
Scale(s)	1: 2500
Chkd	
Site Ref.	
Company	CEMEX UK Materials Limited
Site	EVERSLEY - MANOR AND CHANDLERS FARMS
Project	SAND AND GRAVEL EXTRACTION
Title	FIGURE 7 - ANTICIPATED RESTORATION TIMESCALES
Drawing No.	P8 / 530 / 38

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL Decision Report

Decision Maker:	Regulatory Committee
Date:	29 July 2020
Title:	Variation of conditions 16 of planning permission 18/11586 to allow additional mobile screening kit on site to improve operation efficiency at Forest Lodge Home Farm, Fawley Road, Hythe SO45 3NJ (No. 20/10282) (Site Ref: NF271)
Report From:	Head of Strategic Planning

Contact name: Tom Uglow

Tel: 07596 242547

Email: thomas.uglow@hants.gov.uk

Recommendation

1. That planning permission be granted subject to the conditions listed in Appendix A.

Executive Summary

2. The planning application is for variation of condition 16 of planning permission 18/11586 to allow additional mobile screening kit on site to improve operation efficiency at Forest Lodge Home Farm, Fawley Road, Hythe.
3. This application is being considered by the Regulatory Committee as Hythe and Dibden Parish Council have objected to the proposal. A total of 5 Local Councillors and members of the public have objected to the proposal, including the local resident's association.
4. Key issues raised are:
 - Air Quality;
 - Noise levels; and
 - The retrospective nature of the application.
5. The proposed development is not an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#).
6. The site is an existing mineral extraction quarry which is safeguarded by Policy 16 (Safeguarding – minerals infrastructure) and contributes towards an adequate and steady supply of aggregates for Hampshire and surrounding areas. It is considered that the proposal would be in accordance with the relevant policies of the adopted [Hampshire Minerals and Waste Plan \(2013\)](#) and that the proposal would:

- Contribute in providing a steady and adequate supply of sand and gravel for Hampshire by allowing the screening of minerals at an existing quarry; .
 - Maintain its position as a temporary mineral's extraction site with a requirement for restoration after extraction to an agricultural use;
 - Not cause unacceptable adverse visual impact; and
 - Not cause unacceptable adverse public health and safety or unacceptable adverse amenity impacts.
7. Therefore, it is recommended that planning permission be granted subject to the conditions listed in Appendix A.

The Site

8. The site is an active sand and gravel quarry and extends over 5.6 hectares (ha) of land. The site lies approximately two kilometres to the south of the town centre of Hythe and to the west of Southampton Water.
9. Access to the site is from Fawley Road, south of which lies a roundabout junction with the A326. Access to the wider highway network is achieved via the A35 at Totton before continuing north to the M27.
10. The site lies within the countryside and is bounded by hedgerows and trees, with woodland to the north-east.
11. To the north of the site lies agricultural land, Forest Lodge Home Farm and associated buildings and residential properties. Further agricultural land is situated to the south of the site.
12. With the exception of the middle section of the western boundary, all boundaries surrounding the site include mature hedgerows and trees. The middle section of the western boundary includes the current site access which connects to the local road network, namely Fawley Road.
13. The site is situated 35 metres to the north-east of Gringo's Copse and Crampool Copse Site of Importance for Nature Conservation (SINC) and 115 metres to the south-east of Fawley North SINC. Further ecological designations in the vicinity include the Hythe to Calcot Marshes Site of Special Scientific Interest (SSSI) and Southampton and Solent Water Special Protection Area (SPA)/RAMSAR/Special Area of Conservation (SAC) sites which are located 1000 metres to the north-east of the site. The New Forest SSSI is situated 340 metres to the south-east and 570 metres to the south-west of the site. The New Forest National Park lies approximately 550 metres to the south-west of the site.
14. The Netley View residential estate and settlement of Buttsash lies immediately adjacent to the west of the site beyond Fawley Road. The nearest residential properties are found at Beech Crescent which is located

approximately 35 metres south west, 150 metres to the west and north-west and continuing to 480 metres north of the site beyond Frost Lane.

15. The Solent Way Public Right of way (PROW) runs outside the site boundary approximately 10 metres to the east. The majority of Fawley Road has a shared footway and cycleway and uncontrolled crossings are provided close to Butts Ash Lane to the north of the site and close to Cedar Road to the south of the site.
16. Mineral extraction was initially granted permission in March 2017 (planning permission 16/10450). This gave permission for the phased (3 phases - from west to east) extraction of 468,000 tonnes of mineral and the importation of 540,000 tonnes of clean, inert waste/soil and phased backfilling to restore the site to agriculture over a period of 10 years.
17. The development commenced on 11 July 2017. Mineral extraction extends over 4.2 ha of land within the site. The remaining area of the application site is occupied by soil storage bunds, mitigation/enhancement planting and the site management area/access. The site is dry worked, with no de-watering required with the excavation of mineral by a 360 excavator and loading shovel. Mineral is dug, screened and loaded into tipper lorry before leaving the site. The site will be progressively restored to original levels and use using inert fill and land uses of an agricultural nature.

Planning History

18. The planning history of the site is as follows:

Table One:

Application No	Proposal	Decision	Date Issued
18/11586	Variation of Conditions 19 and 20 of planning permission 16/10450 to allow screening operations to take place at Forest Lodge Home Farm, Fawley Road, Hythe, SO45 3NJ.	Granted	20/09/2019
16/10450	Extraction of soft sand and sharp sand and gravel, the construction of an improved access onto Fawley Road, the importation of inert materials and restoration of the site to agriculture.	Granted	23/03/2017

The Proposal

19. The proposal is for the variation of Condition 16 of planning permission 18/11586 (the current permission) to allow for additional mobile equipment

needed for the operation of the site and the submission and approval of an updated Noise Management Plan to support this.

20. Condition 16 of planning permission 18/11586 is as follows:
Notwithstanding the provisions of Schedule 2, Part 4. Class B and Part 17 Classes A and B, of the Town & Country Planning (General Permitted Development) Order 2015 (or any subsequent amendment to the order) on-site plant and machinery shall comprise only 1 x Screener (to screen the quarry's extracted clay-rich sand only), 1 x Excavator, 1 x Loading shovel and 1 x Tractor and bowser.
21. It is proposed to amend condition 16 as follows:
Notwithstanding the provisions of Schedule 2, Part 4. Class B and Part 17 Classes A and B, of the Town & Country Planning (General Permitted Development) Order 2015 (or any subsequent amendment to the order) on-site plant and machinery shall comprise only 1x 25 tonne Excavator, 1 x13 tonne excavator, 1x Dump Truck, 1x Screener, 1x Loader, 1 x Tractor and Bowser and for cell engineering work 1x 25 tonne Dozer, 1 x26 tonne Excavator and 1x 5.5 tonne Roller.
22. The existing screener that is currently in place is not proposed to change.
23. The applicant has submitted an updated Noise Management Plan to reflect this change in mobile equipment. The application does not propose there to be an increase in noise impact from site activities. The allowable noise levels at nearby sensitive receptors, as set in Condition 28 of permission 18/11586 is not impacted by this proposal.
24. The proposal does not result in any changes to the approved hours of operation (Monday to Friday 0700 - 1800 and Saturday 0700 - 1300 with no operations on a Sunday or recognised Public Holidays) nor any changes to the approved maximum number of HGV two-way movements generated by the site on any one day (96 (48 HGVs)).
25. The site management area (located in the north-western area of the site) will also remain unchanged, retaining the following components:
 - One temporary cabin/office - single storey;
 - One temporary weighbridge;
 - One temporary wheel wash;
 - Internal access road; and
 - Designated parking area for six cars.
26. Finally, there will be no changes to the approved duration, the volume of mineral extraction, planned restoration works using imported waste/ materials are proposed or to the approved aftercare (to agriculture) as a result of the proposal.

27. The proposed development is not an EIA development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#). Although listed under schedule 2 of the regulations, it is considered by the minerals and waste planning authority that the proposed development would not have adverse amenity impacts nor, by nature of the type, scale and location of the proposal, to cause any significant environmental effects that would benefit from the proposal being considered an EIA development.

Development Plan and Guidance

National Planning Policy Framework (2019)

28. The following paragraphs are relevant to this proposal:
- Paragraphs 11 & 12: Presumption in favour of sustainable development;
 - Paragraph 47: Determination in accordance with the development plan unless material considerations indicate otherwise;
 - Paragraphs 54 - 55 & 58: Use of planning conditions and obligations and enforcement action;
 - Paragraph 170: Conserve and enhance the natural environment;
 - Paragraphs 180: Prevent pollution of local area;
 - Paragraphs 181 - 183: Ensure development is appropriately located and effectively integrated into its setting, ensuring impacts on the local environment are mitigated; and
 - Paragraphs 203 - 208: Facilitating the sustainable use and supply of minerals.

National Planning Practice Guidance

29. The following paragraphs are relevant to this proposal:
- Paragraph 021 Reference ID: 27-021-20140306 (What are the appropriate noise standards for mineral operators for normal operations?); and
 - Paragraph 022 Reference ID: 27-022-20140306 (What type of operations may give rise to particularly noisy short-term activities and what noise limits may be appropriate?).

Hampshire Minerals & Waste Plan (HMWP) 2013

30. The following policies are relevant to the proposal:
- Policy 1 (Sustainable minerals and waste development);
 - Policy 2 (Climate change - mitigation and adaptation)
 - Policy 5 (Protection of the countryside);
 - Policy 10 (Protecting public health, safety and amenity);
 - Policy 12 (Managing traffic);
 - Policy 13 (High-quality design of minerals and waste development);
 - Policy 16 (Safeguarding – minerals infrastructure);
 - Policy 17 (Aggregate supply - capacity and source); and

- Policy 20 (Local land-won aggregates).

NFDC Local Plan 2016-2036 Part One: Planning Strategy

31. The following policy is relevant to this proposal:
- Policy ENV3 (Design quality and local distinctiveness).

Consultations

32. **County Councillor Wade:** Objected to the proposal on the grounds that further plant machinery on the site will lead to a greater impact on its neighbours and the continued planning creep of the site.
33. **County Councillor McEvoy:** Was notified.
34. **New Forest District Council:** Was notified.
35. **New Forest District Council - Environmental Health Officer (EHO):** Requested conditions for the noise assessment of the cell engineering equipment and the provision of proactive noise monitoring of the site.
36. **Hythe & Dibden Parish Council:** Objected to the proposal due to unacceptable impact of dust and noise on neighbouring residents, The Parish Council does not feel the noise mitigation plan is acceptable.
37. **Natural England:** Has no objection.
38. **County Ecologist (HCC):** Was notified.
39. **Planning Policy (HCC):** Requests that the application is considered against policies 5, 10, 16, 17, and 20 of the Hampshire Minerals and Waste Plan (2013).
40. **Southampton Airport Safeguarding:** Has no objection.

Representations

41. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
- In complying with the requirements of the SCI, HCC:
 - Published a notice of the application in the [Hampshire Independent](#);
 - Placed notices of the application at the application site;
 - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and

- Notified by letter all residential properties within 100 metres of the boundary of the site.
42. As of 6 July 2020, a total of four representations to the proposal have been received. All four representations objected to the proposal. The main areas of concern raised in the objections related to the following areas:
- Dust;
 - Noise; and
 - Retrospective nature of the application.
 - Potential increase in HGV movements
43. The above issues will be addressed within the following commentary, (except where identified as not being relevant to the decision).

Climate Change

44. Hampshire County Council declared a climate change emergency on 17 June 2019. This proposed development has been subject to consideration of Policy 2 (Climate change – mitigation and adoption) of the HMWP (2013) when planning permissions originally granted in 2017. The current proposals has also been considered under Policy 10 (Protection of public health, safety and amenity) as documented in the commentary.

Commentary

Principle of the development and need

45. The site was identified as a site allocation in Policy 20 (Local land-won aggregates) of the Hampshire Minerals and Waste Plan (2013) (HMWP). The principle of the use of the site for sand and gravel extraction and restoration, through infill with inert waste, within 10 years (by 11 July August 2027) has already been established through the granting of planning permission 16/10450 in March 2017. This means the location of the site as a suitable location for mineral extraction, inert filling and restoration to agriculture has already been agreed. Therefore, the proposal has already been considered to be in accordance with the provisions of Policies 17 (Aggregate Supply – capacity and source) and 20 (Local land-won aggregate) of the HMWP (2013). The applicant is not proposing any changes to the levels of sand and gravel to be extracted or for the importation of clean, inert waste for backfilling for the phased restoration of the site to agriculture. The site is also safeguarded as an existing minerals quarry under Policy 16 (Safeguarding – minerals infrastructure) as it is required to meet current and future demands.
46. The potential impact of quarrying in this location on ecology (in accordance with Policy 3 (Protection of wildlife and habitats)), the countryside (in

accordance with Policy 5 (Protection of the countryside)) and on the highway (in accordance with Policy 12 (Highways safety)) have also been previously examined. There are also no other changes to operations, or the highway movements associated with the development. As the principle of the site is already in agreed, the focus here is on whether the additional equipment is appropriate in terms of amenity and other associated issues.

47. Paragraph 207 of the [National Planning Policy Framework \(NPPF\)](#) (2019) and Policy 17 (Aggregate Supply – capacity and source) of the [HMWP \(2013\)](#) require Minerals Planning Authorities to provide a steady and adequate supply of local sand and gravel. The supply of land-won aggregate is very important in order to ensure an adequate and steady supply of indigenous minerals for Hampshire and surrounding areas. Hampshire’s most recent [Local Aggregates Assessment \(LAA\) 2019](#) indicates that the supply of local sand and gravel is currently at a rate of 1.18 million tonnes per annum (mtpa). This is substantially below the requirement of Policy 17 of 1.56 mtpa. Therefore, the addition of further plant machinery to enable more efficient extraction is in accordance with Policy 17 (Aggregate Supply – capacity and source) of the HMWP (2013) and the provisions of paragraph 207 of the NPPF (2019).

Visual impact and landscape

48. The concerns raised by Councillor Wade and Hythe & Dibden Parish Council in relation to impact on the surrounding area are noted.
49. Policy 13 (High-quality design of minerals and waste development) of the HMWP (2013) requires that development should not cause an unacceptable adverse visual impact and should maintain and enhance the distinctive character of the landscape. In addition, Policy 10 (Protecting public health, safety and amenity) also protects residents from significant adverse visual impact.
50. A Landscape Visual Impact Assessment (LVIA) was submitted with planning permission 16/10450 in 2017, its findings were accepted when the application was granted. It found that there would be no significant landscape or visual effects both locally or on the setting of the nearby New Forest National Park.
51. The site benefits from existing screening by both natural features such as the hedgerows and tree line running across western side of the site as well as the man-made features such as screening bunds installed as part of planning permission 16/10450. These help to disrupt the view from the nearby Netley View estate.
52. The screening detailed above reduces the visual impact of the proposed machinery and it is considered that the visual impact and effect on the locality would not be significantly different what is currently in place. The

proposal is therefore considered to be in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the HMWP (2013).

Noise

53. Policy 10 (Protection of public health, safety and amenity) of the HMWP (2013) requires that any development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. Also, any proposal should not cause an unacceptable cumulative impact arising from the interactions between minerals developments and other forms of development.
54. The concerns raised about noise impacts from Councillor Wade, Hythe & Dibden Parish Council as well in representations received are noted.
55. It is possible that the proposed introduction of new plant machinery, could create impacts on the locality through additional noise sources in excess of that being generated by the current permitted development. An [Updated Noise Assessment and Noise Management Plan](#) has been submitted as part of the application to address this issue. This Assessment assessed the predicted noise contribution of additional plant and equipment from the 'normal' use of the quarry and confirms compliance with the condition 28 of the planning permission 18/11586.
56. The existing noise conditions requires that the total noise from operations at the hereby approved site shall not exceed 55dB LAeq 1 hour (free field) at the boundary of the nearest noise sensitive properties. The conditions are unchanged by the proposal.
57. It is noted that the updated Assessment only takes into consideration the following proposed equipment: one 25 tonne excavator, one 13 tonne excavator, one dump truck, one screener, one loading shovel, and one tractor and bowser. It does not consider the potentially significant noise contributions from the following proposed cell engineering equipment: one 25 tonne dozer, one 26 tonne excavator, and one 5.5 tonne roller. This contribution should have been assessed to ensure compliance with the current noise limits and the [National Planning Practice Guidance \(NPPG\)](#) which sets out guidance for the determination of planning applications for mineral extraction and identifies noise limits for such developments [Paragraph 021](#) sets out noise limits for normal day to day operations. Although [Paragraph 022](#) establishes higher temporary noise limits for up to 8 weeks in a year for short term operations this should only be taken into account for essential site preparation, restoration and construction.
58. New Forest District Council Environmental Health were consulted on the application and concluded the updated Noise Assessment has considered the noise contribution of plant and equipment from the 'normal' use of the

quarry and confirms compliance with condition 28. However, significant noise contributions from equipment used on a temporary basis e.g. for cell engineering have not been considered.

59. Comments received from both Hythe and Dibden Parish Council and the Environmental Health officer show that a reactive approach to noise monitoring adopted through submitted Noise Management Plan to be unacceptable when considering the history of noise complaints that the EHO has received. It is therefore proposed that a condition be included to ensure that a noise assessment is conducted for the cell engineering equipment. This is included in Appendix A.
60. The Environmental Health Officer advised that provision be made for proactive measurements to be taken (at least annually) in accordance with the Noise Monitoring Scheme proposed through a planning condition. This is included in Appendix A. On the basis of this condition as well an additional condition for the submission of a noise assessment of the cell engineering equipment and the provisions of the submitted Updated [Noise Assessment and Noise Management Plan](#), the proposal is considered to be in accordance with Policy 10 (Protection of public health, safety and amenity) as well as the relevant development considerations set out in the site allocation in the adopted HMWP (2013) in relation to noise.

Air quality

61. The concerns raised about the impacts of the changes to the plant equipment in relation to air quality as a result of dust are noted.
62. Policy 10 (Protection of public health, safety and amenity) of the HMWP (2013) requires minerals development should not cause unacceptable dust.
63. The method of mineral extraction and storage is not proposed to change as part of this proposal. It is therefore considered that the Air Quality Assessment originally submitted under planning permission 16/10450 which demonstrated that there would be no significant impacts or effects on local air quality subject to conditional controls over the use of on-site plant and machinery and goods vehicles entering and departing the site continues to be valid.
64. The Air Quality Assessment was reviewed by the Environmental Health Officer at the time of the granting of planning permission 16/10450 who raised no objection on the grounds of air quality impacts, provided that conditions on a site-specific Dust Management plan were imposed on the site.
65. The Environmental Health Officer was consulted on this proposal and raised no concerns. The proposal is therefore considered to be in

accordance with Policy 10 (Protection of public health, safety and amenity) of the HMWP (2013).

Highways impact

66. Policy 12 (Managing traffic) of the HMWP (2013) 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. Concerns raised about the proposal and its impact on the highway are noted. However, there are no highways changes proposed in this application. Therefore, the proposal is in accordance with Policy 12 (Managing traffic) of the HMWP (2013).

Retrospective nature of the application

67. The retrospective nature of the application has been raised as a reason for refusing the application in representations received. However, being retrospective is not a ground for refusal, unless it can be shown that there was deliberate attempt to conceal the unauthorised development.
68. In this particular case, there was no attempt to deny or conceal the activity when it was discovered by the Monitoring Officer, who found the presence of an additional 360 excavator and a dumper truck in operation at the site, the decision was taken by the Minerals Planning Authority on the 23 December 2019 to request that an application for this additional equipment to be submitted. This was received by the Minerals Planning Authority on the 5 March 2020.

Conclusions

69. It is considered that the proposal would be in accordance with the relevant policies of the HMWP (2013) and would therefore:
- Contribute in providing a steady and adequate supply of sand and gravel for Hampshire as a result of the further development of an allocated sand and gravel extraction site;
 - Maintain its position as a temporary mineral's extraction site with a requirement for restoration after extraction to an agricultural use;
 - Not cause unacceptable adverse visual impact; and
 - Not cause unacceptable adverse public health and safety or unacceptable adverse amenity impacts.

Recommendation

- 70 That planning permission be granted subject to the conditions listed in Appendix A.

Appendices:

Appendix A – Conditions

Appendix B – Committee Plan

Appendix C – Phasing Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=21056>

REQUIRED CORPORATE AND LEGAL INFORMATION:

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 is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste or local 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 documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

20/10282
NF271

Strategic Planning
Hampshire County Council
Elizabeth II Court West
Sussex Street
Winchester
SO23 8UD

Forest Lodge Home Farm, Fawley Road,
Hythe SO45 3NJ
(Variation of conditions 16 of planning
permission 18/11586 to allow additional
mobile screening kit on site to improve
operation efficiency

EQUALITIES IMPACT ASSESSMENTS:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Officers considered the information provided by the applicant, together with the response from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

CONDITIONS

Duration of Permission

1. Approved mineral extraction and restoration works shall cease by 11 July 2027.

Reason: To secure the satisfactory restoration of the site in accordance with Policy 9 (Restoration of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

Schemes approved under 16/10450

2. The offsite highways works approved in writing by the Mineral & Waste Planning Authority on 30 October 2017 shall be retained as constructed throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

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

3. The site-specific Dust Management Scheme approved writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

Reason: To ensure that the development does not have an unacceptable impact on human health and safety and is in accordance with Policy 10 (Protecting public health, safety and amenity).

4. The Soil Management Scheme approved writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above. There shall be no export of topsoil or subsoil from the site.

Reason: To ensure the protection of the soil resource in accordance with Policy 8 (Protection of soils) of the HMWP (2013).

5. The Surface Water Management Scheme approved writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

Reason: To ensure adequate measures for the management of surface water from the site and to ensure the development is in accordance with Policies 10 (Protecting public health, safety and amenity) and 11 (Flood risk and prevention) of the Hampshire Minerals & Waste Plan (2013).

6. The Lighting Scheme approved in writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

Reason: In the interests of visual and landscape impact 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).

7. The Arboricultural Method Statement (AMS) approved writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

Reason: To prevent damage to T3 both structurally and physiologically and to ensure the development is in accordance with Policies 3 (Protection of habitats and species) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals & Waste Plan (2013).

8. Details of enhancement landscaping works approved in writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

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 for the duration of the development, unless otherwise approved in writing by the Mineral & Waste Planning Authority.

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 development) of the Hampshire Minerals & Waste Plan (2013).

9. The Ecological Mitigation Strategy approved in writing by the Mineral & Waste Planning Authority on 19 June 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration and aftercare works in accordance with Conditions 1, 13 and 36 of this permission.

Reason: In order to avoid ecological impacts and to ensure the development is in accordance with Policy 3 (Protection of habitats and species) of the Hampshire Minerals and Waste Plan (2013).

10. The conclusions of the Written Scheme of Investigation for Watching Archaeological Brief approved in writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

Reason: In the interests of archaeology in accordance with Policy 7 (Conserving the historic environment and heritage assets) of the Hampshire Minerals & Waste Plan (2013).

11. The buildings and structures on site as shown on plan 003 REV D approved in writing by the Mineral & Waste Planning Authority on 31 May 2017 shall be implemented in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

Not later than six months following the completion of the approved restoration works (under Condition 1 above) any buildings and structures not required for the purposes of the five year aftercare period shall be removed from the site and the land restored and integrated into the wider restoration scheme as approved in writing by the Mineral & Waste Planning Authority.

Reason: In the interests of visual and landscape impact and to ensure the development is in accordance with Policy 13 (High-quality design of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

Ongoing Operational Conditions

12. No Heavy Goods Vehicles (HGV) shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0700-1800 Monday to Friday and 0700-1300 Saturday. There shall be no working on Sundays 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).

13. The working of the site shall be carried out in a progressive manner in accordance with paragraphs 3.6-3.8 inclusive of the Environmental Statement approved under planning permission 16/10450 (except where modified by condition herein) and the following programme and drawing numbers:

- Development Timescales and Programme Chart;
- 003 REV D;
- 004 REV D;
- 005 REV D; and
- 006 REV D.

Topsoil shall not be stripped from Phase 3 until the restoration of Phase 1 has been completed in accordance with the scheme approved herein.

Reason: To enable the Mineral & Waste Planning Authority to adequately control the development and to minimise its impact on the amenities of the local area, in accordance with Policies 5 (Protection of the countryside), 9 (Restoration of minerals and waste developments) and 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

14. Throughout the duration of the permission, contact information for the operator of the site in relation to operational impacts and in the event of an emergency at the site, shall be displayed at the entrance to the site.

Reason: In the interests of public health, safety and amenity and to ensure the development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

15. The eastern and western perimeter bunds shown on plan 003 REV D shall measure 2.0 metres in height from base to top except for the southern part of the western boundary where they shall taper up from north to south to 3.0 metres in height.

Reason: To ensure the development is implemented in accordance with the details assessed within the Environmental Statement and that the development is 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).

16. On-site plant and machinery shall comprise only:

- One 25 tonne excavator;
- One 13 tonne excavator;
- One dump truck;
- One screener (to screen the quarry's extracted clay-rich sand only);
- One loading shovel; and
- One tractor and bowser.

The following Cell Engineering equipment is only to be permitted on site following the acceptance of the Revised noise assessment and noise management plan detailed in Condition 31:

- One 25 tonne dozer;
- One 26 tonne excavator; and
- One 5.5 tonne roller.

Reason: To ensure that the development is implemented in accordance with the details assessed as part of the application and to ensure the development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

17. No crushing or washing of mineral, waste or materials shall take place on site.

Reason: To ensure that the development is implemented in accordance with the details assessed as part of the application and to ensure the development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

18. Excavation of mineral shall be by 360 excavator only.

Reason: In the interests of amenity, to ensure the development is implemented in accordance with the application and to ensure the development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

19. Prior to the tipping of waste in each phase (1, 2 and 3), a Topographical Survey of the most recently excavated phase shall be submitted to the Mineral & Waste Planning Authority for review. Tipping shall commence

following notification in writing from the Mineral & Waste Planning Authority.

Reason: For the purposes of monitoring to ensure that development is implemented in accordance with the approved plans.

20. The maximum depth of excavation shall be no lower/deeper than 1.5 metres above the inferred groundwater level of 24th February 2016 as shown on drawings 009 Rev A and 010 Rev, and in any event no lower than 26 metres AOD.

Reason: To protect the water environment in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013) and for the avoidance of doubt to ensure the development is implemented in accordance with the approved details

21. In the event groundwater is encountered within the mineral extraction void, no further excavation of mineral shall take place. An assessment of the impact on the water environment as a result of continued working, and any recommended mitigation measures associated with this shall be submitted to and approved in writing by the Mineral & Waste Planning Authority. Once approved, the mitigation shall be implemented in full throughout the duration of mineral extraction operations.

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

22. The development shall be implemented in accordance with the Arboricultural Impact Assessment (dated 13 June 2016) and Tree Protection Plan (dated July 2016) approved under planning permission 16/10450. The tree protection barriers shall be retained as approved throughout the duration of development.

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

23. Heavy Goods Vehicle (HGV) movements to and from the site shall be restricted to no more than 96 per day. A daily record of HGVs entering

and leaving the site shall be kept at the site and made available to the Mineral & 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 in accordance with Policy 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

24. Access to the site shall only be from the access shown on plan HT/001 Rev 2 from Fawley Road. Heavy Goods Vehicles (HGVs) shall turn right into the site and left out of the site only. A sign stating that all HGVs shall turn left out of the site shall be displayed throughout the duration of the development in a location visible to drivers within the site and near to the highway access.

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

25. The Site Management Area and access haul road specifications approved in writing by the Mineral & Waste Planning Authority on 14 November 2017 shall be retained and maintained free of potholes in full throughout the duration of the mineral extraction and restoration works approved under Condition 1 above.

Reason: To limit the potential for the generation of dust and to mitigate against mud and debris from being tracked onto the public highway in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

26. All Heavy Goods Vehicles entering or leaving the site loaded with waste or materials shall be securely sheeted.

Reason: In the interests of highway safety to prevent the deposition of material on the public highway or the generation of wind blown dust in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013).

27. 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 is 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 Mineral & Waste Planning Authority.

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

Noise

28. The total noise from operations at the hereby approved site shall not exceed 55dB LAeq 1 hour (free field) at the boundary of the nearest noise sensitive properties (as identified within chapter 8 of the Environmental Statement approved under planning permission 16/10450).

Reason: To prevent noise 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).

29. The noise level from work to facilitate essential site preparation, restoration and construction of baffle mounds shall not exceed 70 dB LAeq 1 hour (free field) at the boundary of noise sensitive premises for a period of up to eight weeks in one calendar year. Written records of the duration of such works shall be kept on site and made available for inspection by the Mineral & Waste Planning Authority upon request.

Reason: To prevent noise 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).

30. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specification at all times, shall be fitted with and use effective silencers and be fitted with and use white-noise type reversing alarms.

Reason: To minimise noise disturbance from operations at the site in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

31. Prior to the commencement of the infilling of Phase 1, as shown on Working Plan Phases 003 REV D, or within 6 months of the granting of this permission. A revised Noise Assessment and Noise Management

Plan will be submitted for approval by the Minerals Planning Authority. The revised Noise Assessment and Noise Management Plan will contain assessment of the following cell engineering equipment listed in Condition 16:

- One 25 tonne dozer;
- One 26 tonne excavator; and
- One 5.5 tonne roller.

The Revised Noise Assessment and Noise Management Plan will contain provision for an annual noise survey of the site at sensitive receptors to be made available to the Minerals Planning Authority at their request. The approved Noise Assessment and Noise Management Plan shall be implemented as approved.

Reason: In the interest of public amenity in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals and Waste Plan (2013). This is a prior commencement condition to ensure public health and amenity.

Protection of Water Environment

32. Surface water draining from areas of hardstanding shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse, soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle washdowns and detergents shall not be passed through the interceptor.

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

33. All cleaning and washing of vehicles, plant, equipment and machinery should be carried out in areas isolated from any surface water system and only draining to the foul drainage system or sealed system. The area should be clearly marked and a kerb surround provided.

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

34. Any facilities, above ground, 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 should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata or sewer. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

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

Permitted Waste Type and Storage

35. Only inert waste/materials for the purposes of the approved restoration operations (approved under planning permission 16/10450) shall be imported to the site.

Reason: To ensure the development is implemented in accordance with the details assessed within the Environmental Statement and that the development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013).

36. Stockpiles of waste or materials stored or deposited on site shall not exceed 39 metres AOD (2 metres above existing ground level as shown on drawing 008 Rev 1) at the highest point.

Reason: In the interests of visual amenity and to ensure the development is in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality minerals & waste development) of the Hampshire Minerals & Waste Plan (2013).

Restoration

37. The site shall be progressively restored to agriculture in accordance with drawing no. 007 REV C and Technical Appendices 10.6 Landscape of the Environmental Statement both approved under planning permission 16/10450.

Reason: To ensure satisfactory restoration in accordance with Policies 5 (Protection of the countryside) and 9 (Restoration of minerals and waste developments of the Hampshire Minerals & Waste Plan (2013)).

Aftercare

38. The Aftercare scheme approved in writing by the Mineral & Waste Planning Authority on 19 December 2018 (under planning permission 16/10450) shall be implemented in full following written confirmation that the approved restoration has been completed to the satisfaction of the Mineral & Waste Planning Authority in accordance with Condition 37 above.

Reason: To ensure that the land is satisfactorily restored in accordance with Policy 9 (Restoration of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

Plans & Particulars

39. The development hereby permitted shall be carried out in accordance with the following approved plans: 001Rev1, 002Rev1, 008Rev1, 009RevA, 010RevA, 007RevC, 011RevC, 003RevD, 004RevD, 005RevD, 006RevD and the Updated Noise Assessment & Noise Management Plan.

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

Note to Applicants

1. In determining this planning application, the Mineral & Waste Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. For the purposes of matters relating to this decision Heavy Goods Vehicles (HGVs) are defined as vehicles over 3.5 tonne un-laden).
3. The existing Liaison Panel should continue between the site operator, Waste Planning Authority and community representatives at a suitable frequency to facilitate effective engagement with stakeholders in the

interests of promoting communication between the site operator and local community.

4. 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



Variation of conditions 16 of planning permission 18/11586 to allow additional mobile screening kit on site to improve operation efficiency at Forest Lodge Home Farm, Fawley Road, Hythe SO45 3NJ

Regulatory Committee

Date: 29 July 2020

1:6,000



Application No: 20/10282

Page 125



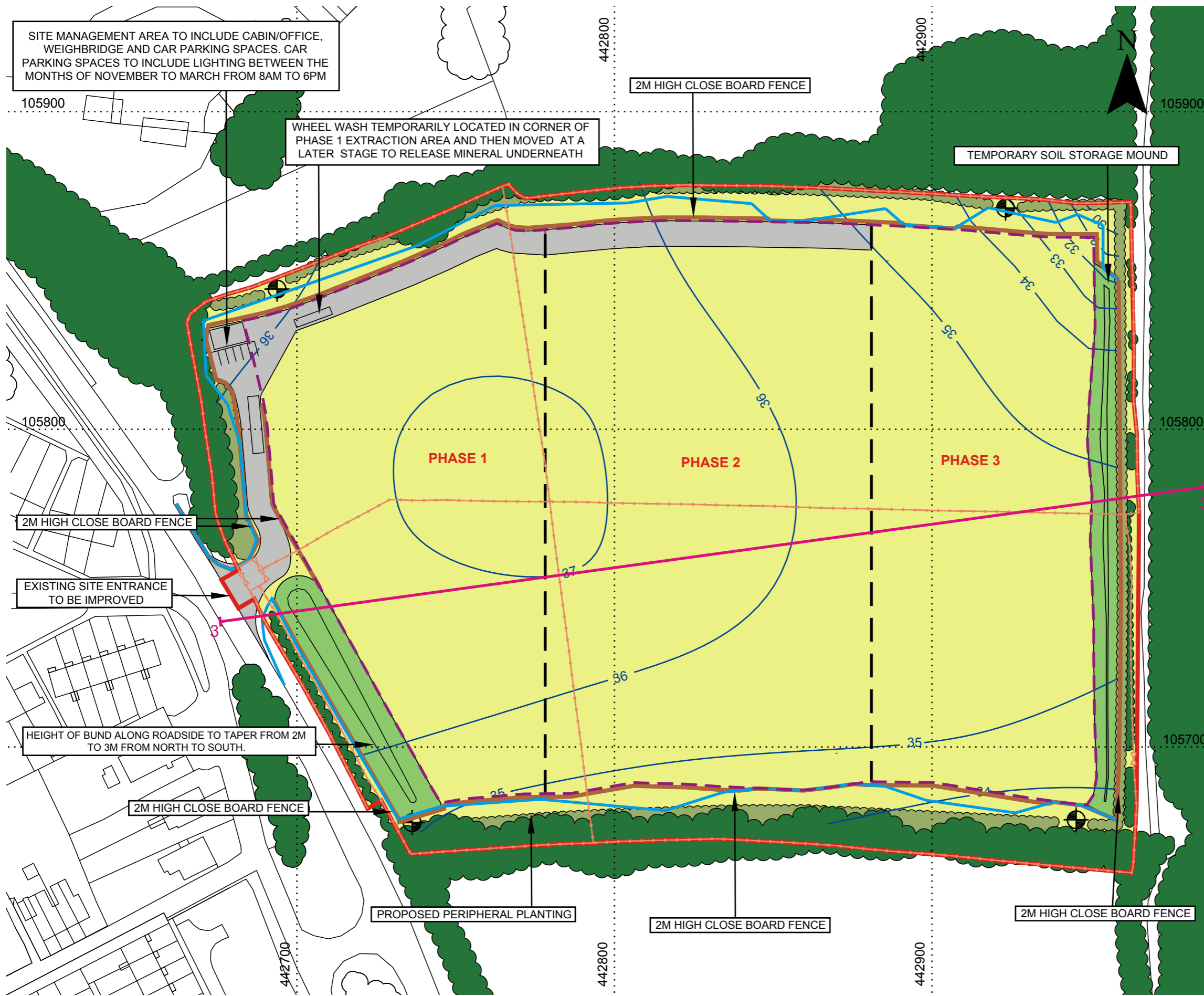
Hampshire
County Council

Site Reference: NF271

Drawn by: Strategic Planning

Economy, Transport and Environment

This page is intentionally left blank



SITE MANAGEMENT AREA TO INCLUDE CABIN/OFFICE, WEIGHBRIDGE AND CAR PARKING SPACES. CAR PARKING SPACES TO INCLUDE LIGHTING BETWEEN THE MONTHS OF NOVEMBER TO MARCH FROM 8AM TO 6PM

WHEEL WASH TEMPORARILY LOCATED IN CORNER OF PHASE 1 EXTRACTION AREA AND THEN MOVED AT A LATER STAGE TO RELEASE MINERAL UNDERNEATH

2M HIGH CLOSE BOARD FENCE

TEMPORARY SOIL STORAGE MOUND

2M HIGH CLOSE BOARD FENCE

EXISTING SITE ENTRANCE TO BE IMPROVED

HEIGHT OF BUND ALONG ROADSIDE TO TAPER FROM 2M TO 3M FROM NORTH TO SOUTH.

2M HIGH CLOSE BOARD FENCE

PROPOSED PERIPHERAL PLANTING

2M HIGH CLOSE BOARD FENCE

2M HIGH CLOSE BOARD FENCE

REV B ALTERATIONS TO SOIL BUNDS AND ADDITION OF TREE FENCING

REV C INCLUSION OF ROOT PROTECTION AREA AND ALTERATIONS TO EXISTING VEGETATION

REV D ADDITIONAL FENCING

0 10 20 30 40m 60 80 100
Metres 1:1250

NOTES

PLEASE REFER TO DRAWINGS 011 FOR CROSS SECTION INFORMATION

LEGEND

- APPLICATION BOUNDARY
- CROSS SECTION LINE
- CONTOURS (1m INTERVALS)
- PROPOSED MINERAL EXTRACTION BOUNDARY
- MINERAL EXTRACTION WORKING PHASE BOUNDARY
- 2M HIGH CLOSE BOARD FENCE
- EXISTING STOCK PROOF FENCE
- LIMIT OF ROOT PROTECTION AREA
- BOREHOLE LOCATIONS
- EXISTING PERIMETER VEGETATION
- PROPOSED PLANTING
- UNDISTURBED FARMLAND/ GROUND
- SITE MANAGEMENT AREA/ROADS
- SOIL STORAGE BUNDS

TJ TRANSPORT

SLR global environmental solutions

ASPECT HOUSE
ASPECT BUSINESS PARK
BENNERLEY ROAD
NOTTINGHAM, NG6 8WR
T: 01159 647280
F: 01159 751576
www.slrconsulting.com

FOREST LODGE HOME FARM

PLANNING APPLICATION

WORKING PLAN PHASES

003 REV D

Scale: 1:1250 @ A3 Date: AUGUST 2016

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL Decision Report

Decision Maker:	Regulatory Committee
Date:	29 July 2020
Title:	Construction of a two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road at Camrose Stadium site, Western Way, Basingstoke RG22 6HB (No. 19/03116/CMA) (Site Ref: BAH006)
Report From:	Head of Strategic Planning

Contact name: Sam Dumbrell

Tel: 01962 847981 **Email:** sam.dumbrell@hants.gov.uk

Recommendation

1. That planning permission be GRANTED subject to the conditions listed in Appendix A.

Executive Summary

2. The planning application seeks approval for the construction of a two-way single carriageway link road between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road at the Camrose Stadium site, Western Way, Basingstoke, RG22 6HB.
3. The proposed link road known as the 'Camrose Link Road' is being promoted by Hampshire County Council as Highway Authority, and forms part of the Brighton Hill Roundabout Improvements and overall improvements program for the A30 SW Corridor, also scheduled to undertaken by the County Council in the locality.
4. The rationale of the scheme is to reduce current traffic congestion and prepare for planned traffic growth, to improve air quality caused by the existing volume of through traffic, to improve the environment for pedestrians and cyclists throughout this area of Basingstoke and to enhance connectivity across the wider area.
5. It is considered that the proposal would be in accordance with the relevant policies of the adopted [Basingstoke and Deane Local Plan 2011 to 2029 \(2016\)](#).

6. This application is being considered by the Regulatory Committee as it is considered to be a significant County Council Regulation 3 infrastructure development.
7. The only statutory consultees to object are Basingstoke and Deane Borough Council and Sport England. A total of 3 representations were received from members of the public.
8. The Regulatory Committee was unable to visit the site due to Covid-19 imposed restrictions.
9. In summary, it is considered that the proposal would:
 - meet an identified need;
 - allow for suitable replacement playing field/pitch provision and ancillary facilities;
 - be acceptable in terms of highway capacity and safety;
 - not adversely affect the local landscape;
 - not cause any additional flood risk and protect the quality of groundwater and surface water;
 - not adversely affect local archaeology;
 - not have an adverse effect on ecology and biodiversity; and
 - not cause unacceptable adverse amenity impacts.
10. Therefore, it is recommended that permission be GRANTED subject to the conditions in **Appendix A**.

The Site

11. The proposed development is located within the administrative boundary of Basingstoke & Deane Borough Council (BDBC), situated approximately 2km south-west from the town centre (**see Appendix B – Committee Plan**). To its west, north and east are residential areas and to its south is the A30 and beyond that the Brighton Hill Retail Park.
12. The site of the proposed development occupies approximately 0.7 hectares of land situated within the Camrose Stadium, the former home of Basingstoke FC.
13. The stadium site includes football pitches and stands, ancillary buildings including changing rooms, offices and clubhouse as well as large areas of hardstanding used for vehicle parking. The stadium site occupies approximately 2.4 hectares.
16. The site is served by an existing junction on Western Way. This road runs north into residential areas of Basingstoke and south to the Brighton Hill roundabout and the A30 (part of the [Strategic Road Network](#)).
19. The closest residential properties to the proposed development are located on the northern, western and south-western boundaries of the existing site. The

closest being the rear boundaries of properties on Mansfield Road, within 10-15m and the rear boundaries of properties in Chichester Place approximately 25m due west. A single dwelling is situated on the A30, approximately 15m to the south-west.

20. The proposed development lies entirely within Flood Risk Zone 1, which is the lowest zone of flood risk from rivers. The application site does not lie within any designated heritage, landscape or ecological sites.
21. The proposed development is underlain by the Seaford Chalk Formation, categorised as a Principal Aquifer by the Environment Agency (EA). Further, the site lies within the Groundwater Source Protection Zones 2 and 3 because of the Chalk's importance as a source of water supply for potable use.

Planning History

22. There is no County Council planning history for the application site and the wider Camrose Stadium site.
23. All recorded planning history here since the early 1980s relates to developments determined by Basingstoke and Deane Borough Council. With the exception of a hand car wash facility currently using part of the stadium's car parking area all have involved ancillary development supporting the existing football stadium and its extant use.
24. The parcels of land either side of the proposed link road are the subject of outline planning applications currently being considered by Basingstoke and Deane Borough Council. These are:

19/01110/OUT - Outline application for the erection of up to 85 dwellings with associated access and external works, following the demolition of the existing Basingstoke Town FC stand and terraces (all matters reserved except access); and

19/02889/OUT - Outline application for the erection of a 70 Bedroom Care Home and 6 new Dwellings with associated access and external works, following the demolition of the existing Coral Bookmakers and part of the existing Basingstoke Town FC Clubhouse (all matters reserved except access).

25. Both applications are yet to be determined by Basingstoke and Deane Borough Council. 19/01110/OUT is located on land to the east of the proposed link road development and 19/02889/OUT on land to the west. Both applications would achieve vehicular access via the proposed link road, should they be granted planning permission.

The Proposal

26. The proposed link road known as the 'Camrose Link Road' is being promoted by Hampshire County Council as Highway Authority, and forms part of the Brighton Hill Roundabout Improvements and overall improvements program for the A30 SW Corridor, also scheduled to undertaken by the County Council in the locality.
27. Elements of the proposed 'Camrose Link Road' development requiring planning permission involves:
 - Construction of a 6.0m wide two-way single carriageway link between the Western Way/Buckland Ave Roundabout and A30 Winchester Road, with localised widening on bends and on the approach to the junction with Western Way;
 - 1.5m stepped cycle track and on-road cycle lane on eastbound carriageway;
 - 2.0m footways on North and south of carriageway; and
 - Associated streetlighting, dropped kerbs and tactile paving at crossings.
28. The proposed two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Camrose Stadium and then onto A30 Winchester Road, would incorporate the access roads from the two proposed developments (housing development and care home development) currently being determined by Basingstoke and Deane Borough Council, if permitted (see **Appendix C – General Arrangement Plan**).
29. The proposed link road occupies an area of 0.7 hectares and takes the form of an inverted 'L'. The link road would be approximately 170m in length.
30. Western Way is presently a two-way single carriageway linking the Brighton Hill roundabout and the A30 to residential areas within western Basingstoke. If the link road is permitted, the section of Western Way between it and the Brighton Hill roundabout would be changed into a one-way road for south heading traffic only. Western Way south of the new link road junction would be re-aligned to form a priority junction with the link road.
31. A new pedestrian refuge will be provided immediately to the south of the mini-roundabout and informal raised crossing points will be provided on the link road, immediately east of its priority junction with Western Way and on Western Way, immediately to the south of its junction with the Link Road.
32. A cycle track is provided in an eastbound direction along the Link Road. This starts just to the north of the mini roundabout in Western Way and would also be accessible to eastbound cyclists using Buckland Avenue and Western Way (including White House Close and Chichester Place). This route will link into the proposed residential development on the Football Ground site, which will provide a route through to the A30 Winchester Road. It is proposed that the cycle track will be a stepped design, at an intermediate level between the footway and

carriageway, from Western Way to the proposed site access to the residential development. The cycle route continues as a cycle lane through to the new signalised crossing with the A30. The forecast westbound traffic flows on the Link Road will be significantly lower. No dedicated cycle facilities will be provided in this direction.

33. Elements of the proposed development that would be undertaken as 'permitted development' by the Highway Authority (under the provisions of the Town & Country Planning (General Permitted Development) Order) and/or via legal agreements outside of the planning application involves:
- Improvements to the Western Way/Buckland Avenue roundabout to include new footways linking with the existing footways on Western Way, these will be developed on both sides of the priority junction with dropped kerbs, tactile paving, pedestrian refuge island and two raised crossings, and classed as permitted development within the existing highway boundary;
 - Provision of a new traffic signal junction between the Link Road and A30 Winchester Road, the majority of works classed as permitted development within the existing highway boundary;
 - Closure of Western Way southbound onto Brighton Hill Roundabout and provision of a turning head. The closure will be secured through a Traffic Regulation Order (TRO) that will be progressed separately from this planning application; and
 - Provision of 'No Waiting' restrictions on the Link Road, to be secured through a TRO.
34. Changes to the Western Way / Buckland Avenue mini-roundabout and the Link Road / Western Way and Link Road / A30 Winchester Road junctions will take place within the existing highway boundary and are therefore classed as permitted development (and not included in the redline boundary). Their details are included on the application drawings to show how the Link Road will tie into the existing highway network.
35. All construction-related activities including the compound required throughout the duration of the project to house materials, plant, machinery, vehicles, welfare facilities etc would all be contained within the red line application site.
36. The project would take 9 months to complete and construction hours, including the delivery and despatch of vehicles would be between the hours of 07:30 and 18:00 Monday to Friday and 08:00 and 13:00 on Saturdays.
37. Construction access would be via Brighton Hill roundabout heading south/north along Western Way and turning right into/left out of the site using its existing vehicular access.
38. Once construction commences no private vehicular access will be permitted. The hand car wash facility will have ceased and any persons visiting the existing

betting shop or the two all-weather pitches within the wider Camrose Stadium site (outside of the footprint of the proposed link road) would do so by foot from the A30 to the north.

Development Plan and Guidance

39. The following plans and associated policies are relevant to the proposal:

National Planning Policy Framework (2019) (NPPF)

40. The following paragraphs are relevant to this proposal:

- Paragraph 11: Presumption in favour of sustainable development;
- Paragraphs 54 - 57: Use of conditions and obligations;
- Paragraphs 91 - 92: Provision of community facilities, including sports and recreational services;
- Paragraphs 96 - 97: Protection and retention of high quality open spaces, including sports and recreational buildings and land;
- Paragraphs 102 - 104 & 108 - 109: Providing appropriate transport infrastructure and assessing traffic impact and sustainable transport;
- Paragraphs 118 - 119: Effective use of land and better development outcomes;
- Paragraphs 149 - 150, 155 & 163: Planning for climate change and flood risk;
- Paragraph 170: Conserving and enhancing the natural environment;
- Paragraphs 178, 180 & 182 - 183: Ground conditions and pollution; and
- Paragraphs 189 - 190, 192 & 197 (Conserving and enhancing the historic environment).

National Planning Practice Guidance (NPPG)

41. Elements of National Planning Practice Guidance NPPG (Live) are also relevant, those being:

- Air quality (1 November 2019);
- Climate change (15 March 2019);
- Flood risk and coastal change (6 March 2014);
- Healthy and safe communities (1 November 2019);
- Historic environment (23 July 2019);
- Light pollution (1 November 2019);
- Noise (22 July 2019);
- Open space, sports and recreation facilities, public rights of way and local green space (6 March 2014);
- Planning obligations (1 September 2019);
- Travel plans, transport assessments and statements (6 March 2014);
- Use of planning conditions (23 July 2019); and
- Water supply, wastewater and water quality (22 July 2019).

Basingstoke and Deane Local Plan 2011 to 2029 (2016)

42. The following policies are relevant to the proposal:
- Policy SD1 (Presumption in favour of sustainable development);
 - Policy CN6 (Infrastructure);
 - Policy CN8 (Community, leisure and cultural facilities);
 - Policy CP9 (Transport);
 - Policy EM1 (Landscape);
 - Policy EM6 (Water quality);
 - Policy EM7 (Managing flood risk);
 - Policy EM10 (Delivering high quality development);
 - Policy EM11 (Historic environment); and
 - Policy EM12 (Pollution).

Hampshire Local Transport Plan (2011 to 2031) version 3 (Reviewed 2013)

43. The County Council's 'Transport vision' includes ensuring that when the residents of Hampshire travel, they can:
- Reliably get to the places they need to go to;
 - Choose how, when (and whether) to travel;
 - Travel safely, for themselves and others; and
 - If possible, enjoy their journey.
44. The County Council's intentions are to deliver "*Safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*".

Basingstoke and Deane Transport Strategy (2019)

45. This strategy provides the framework for more detailed work on specific projects to 2029 and beyond, all aimed at improving transport and travel around Basingstoke.
46. One of the 'Priority Schemes' to be delivered as part of the strategy's Implementation Plan is through ensuring the successful and timely implementation of schemes such as at Brighton Hill roundabout.

Basingstoke and Deane Transport Statement (2013)

47. This statement was developed with the County Council and contains a number of objectives, with Objective 1 concerned with 'Promoting economic growth by providing a well-maintained, safe and efficient highways network', and including in 1(b) 'to improve capacity at congestion bottlenecks and optimise traffic management on the A30 corridors'.

Basingstoke Town Access Plan (2013)

48. This plan was a requirement of the County Council's Local Transport Plan (2006 to 2011) version 2 and seeks to 'identify and tackle issues of access to and within urban areas'.
49. Further, the plan refers to 'delays at major roundabout junctions especially at peak times on the A30, including Brighton Hill Roundabout' within trying to address access problems.

Consultations

50. **County Councillor Westbrook:** Fully supports the scheme within the overall Brighton Hill Roundabout proposals as part of a programme of works on the A30 south west corridor. This scheme is important to the town and my constituents to ease congestion and deliver improved infrastructure for pedestrians and cyclists, particularly as travel demand is expected to increase in future years with a number of new housing developments under construction or proposed along the A30 corridor. Air quality and noise impacts associated with the new link road on local residents must be addressed.
51. **Basingstoke and Deane Borough Council Planning:** Objection The proposed highway link owing to its siting would lead to the loss of an existing cultural and leisure facility without satisfactorily demonstrating that sufficient alternative provision has been made to offset this loss. As such it is contrary to paragraphs 92 c) and 97 of the National Planning Policy Framework and would be contrary to Policy CN8 of the Basingstoke and Deane Local Plan 2011-2029.
52. **Basingstoke and Deane Borough Council Environmental Health:** No objection subject to the imposition of condition requiring a Construction Environment Management Plan (CEMP) controlling potential impacts on the local population and area due to construction-related impacts being submitted and secured prior to the commencement of development.
53. **Sport England:** Objects to the application because there is insufficient mitigation for the loss of sports facilities and associated ancillary provision at the site, including financial contributions, towards the improvement or upgrade of facilities at Winklebury to bring them up to a suitable and equivalent level for the standard of football which is played at Camrose Stadium. The application is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 97 of the NPPF (2019).
54. **Environment Agency:** No comments to make.
55. **Local Highway Authority:** No objection subject to the imposition of a condition requiring a Construction Management Plan (CMP) controlling potential vehicular impacts on the local population and area associated with construction being submitted and approved prior to the commencement of development.

56. **Lead Local Flood Authority:** No objection to the proposed drainage scheme.
57. **County Archaeologist:** No objection subject to a written scheme of archaeological investigation, and its findings being implemented and recorded and implemented appropriately, being secured by conditions and submitted and approved prior to the commencement of development.
58. **County Ecologist:** No major concerns in relation to the proposals, provided that the proposed habitat creation and enhancement as part of the landscaping proposals are secured through a planning condition and the measures detailed within the submitted ecology report are implemented.

Representations

59. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
60. In complying with the requirements of the SCI, Hampshire County Council:
- Published a notice of the application in the Hampshire Independent;
 - Posted 4 site notices around the site;
 - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
 - Notified all residential properties (by letter) within 50 metres from the site boundary.
61. As of 1 July 2020, a total of 3 representations to the proposal have been received. 2 are objecting to or raising concerns about the proposal with 1 in support.
62. The main areas of concern raised in the objections relate to the following areas:
- Proximity of new link road route to properties and changes to traffic flow on Western Way will restrict and access to driveways of residents' and those working at home;
 - Changes to traffic regime on Western Way will cause road safety hazards; and
 - The link road improvements and part closure of Western Way are not necessary to improve traffic flow.
63. The main areas of support raised relate to the following areas:
- Brighton Hill roundabout urgently needs upgrading, and the new link road is an important part of the solution, in relieving congestion at peak hours and weekends;
 - Traffic joining the roundabout from Western Way do so at great risk due to the speed of traffic on the A30; and

- The new cycling lanes will make it safer for cyclists to cycle on the road.

64. The above issues will be addressed within the following commentary.

Commentary

Principle of the development

65. The principle of the construction of a link road as part of the wider Brighton Hill roundabout improvement works for local residents and road users in this area of Basingstoke is supported by Policy CN9 'Transport' of the adopted Basingstoke and Deane Local Plan (2016) (BDLP).
66. This policy states that Basingstoke and Deane Borough Council will work in partnership to promote a safe, efficient and convenient transport system which will:
- Build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area;
 - Promote transport choice, through improvements to public transport he services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car and facilitate a modal shift;
 - Improve access to Basingstoke town centre and rail station by all modes of transport and ensure good integration between transport modes;
 - Manage congestion and provide for consistent journey times; and
 - Promote and improve safety, security and healthy lifestyles.
67. Furthermore, the Policy also states that development proposals will be permitted that:
- Integrate into existing movement networks;
 - Provide safe, suitable and convenient access for all potential users;
 - Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and
 - Do not result in inappropriate traffic generation or compromise highway safety.
68. Policy CN9 'Transport' was developed in conjunction with the purposes of the Hampshire Local Transport Plan (2011 to 2031) version 3 (Reviewed 2013) to deliver "*Safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*", and with the Basingstoke and Deane Transport Strategy (2019) and the Basingstoke and Deane Transport Statement (2013), both of which seek to improve transport and travel around Basingstoke to 2029 and beyond, and as a priority scheme, to implement the improvement works at the Brighton Hill roundabout.
69. The Basingstoke and Deane Transport Statement (2013), contains a number of objectives, with Objective 1 concerned with '*Promoting economic growth by*

providing a well-maintained, safe and efficient highways network', and including in 1(b) 'to improve capacity at congestion bottlenecks and optimise traffic management on the A30 corridors'. The A30 'Winchester Road' runs east – west across the Brighton Hill Roundabout.

70. Therefore, the principle of the development is supported by Policies CN6 (Infrastructure) and CN9 (Transport) of the Basingstoke and Deane Local Plan (2016) (BDLP), by the Basingstoke and Deane Transport Strategy (2019), the Basingstoke and Deane Transport Statement (2013), the Basingstoke Town Access Plan (2013) and the Hampshire Local Transport Plan (2013), and as such is considered to be in accordance with the Development Plan.

Demonstration of need

71. The proposed link road through the former Camrose Stadium football ground connecting Western Way directly with the A30 eastbound forms part of the County Council's planned Brighton Hill Roundabout improvement scheme.
72. The A30 (south-west corridor at this location) provides a strategic link between the Junction 7 of the M3 and Basingstoke Town Centre, serving communities in the western area of the town. A number of new developments are proposed or being implemented along this corridor (including the two outline planning applications either side of the link road's route), at locations identified in the Adopted Local Plan and an Enterprise Zone designated in Basing View (eastern/north-eastern Basingstoke), which is planned to double the existing 4000 jobs over the next 15 years.
73. These developments will increase travel demand in future years exacerbating existing congestion problems and increasing commuter travel demand to and from the town centre. Policy CN6 'Infrastructure' of the Basingstoke and Deane Local Plan (2016) (BDLP) would be complied with through the construction of the link road 'to accommodate future increases in travel demand along the A30 SW Corridor.
74. The Basingstoke Local Plan Transport Assessment (2014) considered traffic flows on the Basingstoke network and was the first level of assessment of potential impacts of development. The model considered a base year of 2012 and three forecasting years (2019, 2024 and 2029), covering both the AM and PM peak periods.
75. The Assessment showed that the Brighton Hill Roundabout operating at capacity in 2012 but significantly over-capacity in 2029. Without any improvements it predicted that the roundabout cannot accommodate future demand in the Local Plan scenarios.
76. Following further research by the County Council, including traffic surveys, it was shown that journey times on the Western Way (southern entry on to roundabout) to Brighton Way (northern exit from the roundabout) increased considerably during peak hours.

77. Alternative designs to the proposed link road were considered, including retaining Western Way for two-way traffic, but following a public consultation exercise in 2018 the Camrose Link Road was taken forward as it provided the best additional capacity benefits.
78. The proposed development is identified as a new site that can contribute significantly to accommodating existing and future traffic capacity on this section of the A30 SW Corridor in Basingstoke in line with policies CN6 (Infrastructure) and CN9 (Transport) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Replacement of lost sports and community facilities

79. The route of the proposed link road utilises areas of existing hard surfacing formerly used a vehicular access road from Western Way and car parking area within the Camrose Stadium site. Basingstoke Football Club no longer play their home matches at the stadium.
80. The two outline planning applications currently under consideration by Basingstoke and Deane Borough Council that lie either side of the proposed link road occupy the remainder of the stadium site.
81. Individually and cumulatively, these three planning applications would lead to the loss of the football stadium and its ancillary facilities and infrastructure. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, and which does not accord with any of the exceptions to Sport England's Playing Fields Policy (2018).
82. In the case of the proposed link road, Sport England objected to the application as submitted because there was insufficient guaranteed mitigation for the loss of sports facilities and associated ancillary provision at the site, including financial contributions, towards the improvement or upgrade of facilities at Winklebury (where Basingstoke FC will relocate to) to bring them up to a suitable and equivalent level for the standard of football which is played at the Camrose Stadium. Their E4 exception policy explains their initial objection:

‘The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

 - of equivalent or better quality, and
 - of equivalent or greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.’
83. This objection is supported by Basingstoke and Deane Borough Council's Planning Department on the grounds that the proposed link road would lead to the loss of an existing cultural and leisure facility without satisfactorily demonstrating that sufficient alternative provision has been made to offset this

loss, and would be contrary to Policy CN8 (Community, Leisure and Cultural Facilities) of the Basingstoke and Deane Local Plan (2011-2029).

84. The applicant has been discussing this matter with Sport England and Basingstoke and Deane Borough Council throughout 2020. Discussions have involved what level of compensation through either physical means and/or monetary means Sport England would find satisfactory and as result remove their objection. The issue has been complicated by the two outline planning applications also needing to provide similar mitigation and dividing up these responsibilities in a fair and proportionate manner to appease all parties and overcome planning policy objections.
85. Sport England remain concerned over how the mitigation would be secured and delivered should planning permission be granted in this case (they also are in the case of the two outline planning applications too). However, during recent discussions, they have agreed in principle to a suitably worded 'prior to commencement of development' condition. This would require the mitigation to be approved and secured with phasing/dates agreed before the proposed link road development could commence. Whilst Basingstoke and Deane Borough Council do not support this condition, suggesting it does not meet the required 'tests' of a planning condition, the County Council's Legal Advisor has a contrary view advising that it does.
86. The proposed condition would require the following matters to be satisfied and approved prior to the development being commenced:
- *How the scheme accords with Sport England's E4 Exception Policy;*
 - *Details of the replacement and compensatory facilities including their scale, type and location and how they would be successfully integrated into any existing facilities;*
 - *Timetable, phasing and maintenance programme to ensure the delivery of the scheme following the commencement of this development; and*
 - *Demonstrable benefits through the provision of sports and playing field facilities to the local community and population in the Borough of Basingstoke and its surrounds.*

The recommended condition is set out in full in Appendix A (Condition 6). The approval of the condition would be undertaken through consultation with Sport England and Basingstoke and Deane Borough Council to ensure all relevant planning policy objections and concerns were resolved.

87. The proposed compensatory development would need to deliver a new area of playing field of equivalent or better quality and quantity, that was suitably located and subject to equivalent or better accessibility and management arrangements in the Basingstoke area to mitigate that being lost at the Camrose Stadium in line with E4 exception Policy of Sport England's Playing Fields Policy (2018) and policy CN8 (Community, Leisure and Cultural Facilities) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Highway capacity and safety

88. The proposed link road forms part of the Brighton Hill Roundabout Improvements Programme seeking to address existing and future congestion problems along the A30 SW Corridor. These proposals include improvements to the Brighton Hill Roundabout and a new link road (the subject of this application).
89. The new Camrose Link Road will be approximately 250m in length from the east of Western Way / Buckland Avenue mini roundabout to the A30 Winchester Road. It will incorporate the access road to the new development at the former football ground. The proposal will also include the realignment of around 40m of the northern end of Western Way including improvements to the Western Way / Buckland Avenue mini-roundabout, the realignment of Western way to form a priority junction with the proposed Camrose Link Road and a new signalled controlled junction where the link road joins the A30 Winchester Road. The works proposed on Western Way (and Brighton Hill Roundabout) are being undertaken by the County Council as the Highway Authority using permitted development rights.
90. A Transport Assessment (TA) accompanied the application as an appendix to the Basingstoke A30 SW Corridor Feasibility Study Modelled Options Report. This report includes an analysis of the existing layout and traffic conditions at Brighton Hill with analysis of two options (Preferred and Interim) compared to a 'Do Minimum' scenario. The Preferred Option includes signalisation of all arms of the roundabout, closure of the Western Way entry and provision of a link road (the subject of this application) from Western Way to a new signalised junction with the A30 Winchester Road.
91. The Highway Authority raise no objection on capacity grounds to the proposal, noting that the traffic modelling work indicated a significant reduction from 2017 to 2022 to 2037 in queuing times and delays on all arms of the Brighton Hill Roundabout at weekday AM and Friday PM peak hours. That is not to say queueing would cease, rather queues would still be likely on the A30 Winchester Road but with a decrease in time of up to 255 seconds in the AM peak compared to the 'Do Minimum' scenario.
92. Looking at road safety, the Highway Authority has assessed the details of the visibility splays at the junctions along the link road and swept path analyses of appropriate vehicles types for the road proposed within the TA and have accepted them.
93. In terms of the construction of the link road, the Highway Authority has assessed this also. The proposed construction period would be nine months with the construction compound and activities all being located within the application site. All construction traffic would use Western Way travelling north to and south from the Brighton Hill Roundabout only.
94. In order to ensure the development is constructed safely and existing highways users and residents living and working close by are not adversely affected, a

Construction Traffic Management Plan (CMP) (to include details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles) and a programme of works would be required by condition. This condition would need to be satisfied and approved prior to the commencement of development.

95. Some local residents have expressed concern over the proximity of the link road to their properties, notably those nearest on Western Way and Mansfield Road. Any properties affected by permitted development works at the Western Way-Buckland Avenue mini roundabout junction and by construction activities affecting Western Way would all, through the proposed Construction Traffic Management Plan (CMP) have their existing vehicular accesses and driveways protected and retained throughout. Traffic flow although disrupted temporarily, would also be maintained in a safe manner.
96. The Local Highway Authority has no objection to the proposal subject to a planning condition requiring the submission and implementation of an approved Construction Traffic Management Plan to be implemented during the construction phase being imposed. The proposal is therefore considered to be acceptable in terms of highway capacity and road safety and is in accordance with Policies CN6 (Infrastructure) and CN9 (Transport) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Design

97. The application is accompanied by a Design & Access Statement (DAS). This contains supporting information detailing the iterative design process associated with the project from inception in 2017 to submission in 2019.
98. The DAS states that in formulating the scheme the following key design principles were taken into account:
 - Providing a design that reflects the link road's location within a residential area and aims to keep vehicle speeds at a reduced level;
 - Ensuring the scheme design take account of the needs of all road users, including pedestrians and cyclists;
 - Minimising the impact of the scheme on adjacent residential properties;
 - Ensuring the design encourages southbound traffic on Western Way to use the link road; and
 - Providing opportunities for redevelopment on remaining land, including adjacent to the link road and in the remaining strip of Basingstoke and Deane Borough Council controlled land to the north-east.
99. The DAS states that the iterative design process associated with the project sought to incorporate a link road that minimised the impact upon known areas of constraint. Consideration has been given to:

- The proposed route of the link road utilising existing areas of hard surfacing used for car parking and vehicular access by the Camrose Stadium;
- The need to incorporate the link road with the two outline planning applications on land adjoining it;
- Taking account of likely vehicle movements;
- Providing appropriate junction arrangements, where link road ties into Western Way;
- Providing appropriate facilities for pedestrians and cyclists;
- Noise and other environmental impacts;
- Providing and maintaining existing areas of landscaping;
- Providing adequate drainage; and
- Providing appropriate street lighting.

100. The proposal is therefore considered to have had regard to the context of the receiving environment and been designed in a sensitive manner seeking to avoid impacts to the environment and residential properties where possible. As such the proposal is considered to be in accordance with policies CN6 (Infrastructure), CN9 (Transport) and EM10 (Delivering high quality development) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Visual impact and landscape

101. The proposed link road is situated within an urban area dominated by residential development on its immediate southern (Mansfield Road) and western boundaries (Chichester Place and Western Way), and major roads and commercial development on its immediate northern boundary.
102. A preliminary assessment of landscape and visual sensitivity, tree survey and arboricultural impact assessment were all undertaken in order to identify and assess the significance of changes resulting from the proposed scheme on existing landscape features and on local resident's views and visual amenity.
103. The introduction of a new road and junctions will result in changes in local landscape and townscape character and tranquillity, as will the loss of mature trees and hedgerows and increased street lighting. Effects are considered to be greater during the construction phase due to the additional noise and visual intrusion of working machinery and plant, as well as the effect resulting from the removal of vegetation.
104. The design of the link road has taken into account the need to incorporate the new structures into the surrounding landscape, through sensitive design, minimising light spill, retention of as many trees as possible and planting of replacement and additional trees and hedgerows where required.

105. In terms of construction-related impacts, these would be short-term and temporary in nature with short-term adverse effects on local residents, in particular those along Mansfield Road and on Western Way and Buckland Avenue. The applicant advises that these impacts could be minimised through mitigation measures contained within a Construction Environment Management Plan (CEMP). Road users, including cyclists, and pedestrians would also be affected by short-term adverse effects.
106. The proposed scheme would involve using the existing Camrose Stadium's access road and car parking area between Western Way and the A30 Winchester Road on its northern boundary. This area of the stadium site is already covered in hardstanding and although it would be removed and replaced with a new, engineered road and road surface, it would not be out of keeping with the location.
107. The proposed scheme would involve the removal of two trees (one ash and one cherry) within the application site. All other trees and planting, including the established hedgerow on the southern boundary bordering Chichester Place would be retained and managed. Additional hawthorn and privet would be planted to fill in any gaps and provide a denser natural screen. A new hedgerow and trees would be planted along the periphery of the Mansfield Road properties on the link road's southern boundary to screen views from these properties. Trees species would be chosen to avoid any over shadowing of residential gardens. Replanting at the link road's junction with the A30 Winchester Road where vegetation has to be cleared would include ground cover planting.
108. All mitigatory planting and landscaping works would be controlled by conditions with all planting protected for a period of 5 years after completion of the construction of the road or on completion of planting, with any dying, being damaged or being removed having to be replaced with similar species.
109. All new street lighting required for the route of the link road would be designed to face and 'light up' that area of the highway in line with highway safety standards. LED lighting would be installed which has less problems of glare and light spill associated with it. Mitigation, comprising measures such as shrouding and shielding of the light fittings themselves would be employed.
110. As a result, the proposal is considered to have had regard to the context of the receiving environment and been designed in a sensitive manner seeking to avoid impacts to the environment and residential properties where possible. As such the proposal is considered to be in accordance with policies EM1 (Landscape) and EM10 (Delivering high quality development) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Water Environment & Flood Risk

- 110 The proposed link road would be drained via a kerb and gully system linked into pipework connected into several soakaways that discharge into the underlying chalk aquifer.

111. The site is situated in flood zone 1, which is the lowest risk flood zone with a less than 0.1% chance of flooding in any year. The site is situated within a groundwater sensitive area being situated within a Groundwater Source Protection Zone 2 and 3, responsible for protecting groundwater used for potable usage.
112. The drainage assessment follows the Design Manual for Roads and Bridges (DMRB) 2015 'Standards for the design, maintenance and operation of Suds' (Sustainable Urban Drainage Systems) and has shown that infiltration rates required, including a 40% allowance for climate change, can be achieved with risks to the water environment through flooding and to water quality not considered to be significant. The drainage system would need to be maintained by the County Council once the link road became adopted highway.
113. It is considered that the drainage strategy will not have a significant negative impact on the locality, including on properties around the site, and will not adversely affect the water environment, including to the sensitive chalk groundwater underlying the site. The Lead Local Flood Authority has no objection to the proposal based on the submitted drainage strategy and the Environment Agency had no comments to make. As such the proposal is considered to be in accordance with policies EM6 (Water quality) and EM7 (Managing flood risk) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Cultural and Archaeological Heritage

114. Whilst the application did not include an assessment of the impact on the archaeological and historic environment, an assessment undertaken across the wider Camrose Stadium (as part of outline application 19/01110/OUT) concluded that further information about the archaeological potential of the site was necessary, specifically to draw up a scheme to mitigate the impact of development on any below ground (i.e. below the developed surface of the site where any superficial archaeology would likely have been lost already) archaeological deposits.
115. The County Archaeologist concurs with the assessment's conclusions and would have no objection to the proposal subject to the imposition of archaeological conditions to secure the various stages of archaeological investigation, the securing of any mitigation of any archaeological remains identified by the archaeological investigation; and the securing of the analysis, publication and dissemination of the results of the archaeological recording in the public domain.
116. The applicant has been working with the County Archaeologist to agree the scope of these further assessments through the use of 'prior to the commencement of development' planning conditions imposed on any planning permission.
117. The County Archaeologist has no objection to the proposal based on the submitted further archaeological assessment and investigations being secured

by conditions. The completion of these phased conditional works will ensure that the proposed development would not have a significant adverse impact on the local cultural heritage of the site. As such the proposal is considered to be in accordance with policy EM11 (The Historic Environment) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Ecology and biodiversity

118. An ecological appraisal was undertaken across the site to assess the potential for impacts arising from the proposal and to provide any necessary recommendations and mitigation to make the development acceptable.
119. The appraisal noted that in terms of habitats present within the site, these consisted of patchy scrubland, amenity grassland and hardstanding, with hardstanding occupying the majority of the site.
120. Whilst the appraisal concluded that the site is of low ecological importance, and proposed soft landscaping works mitigating for the loss of the amenity grassland, further recommendations were made including the restriction of clearance works within the bird nesting season (March to September) unless necessary and any trees damaged by ivy and negating the potential for bat roosting be soft felled, both supervised by an experienced ecologist. These would be secured by condition.
121. As a result, the proposal is therefore considered to have been designed in a sensitive manner seeking to avoid impacts to local ecology and biodiversity where possible, albeit in an area of low ecological value. As such the proposal is considered to be in accordance with policies EM1 (Landscape) and EM4 (Biodiversity and nature conservation) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Noise and Vibration

122. The applicant assessed the predicted construction and operational noise and vibration effects of the proposal, specifically the potential short-term and long-term noise impacts of the new link road off of Western Way into the current access to the Camrose Stadium.
123. The potential effects of changes in road traffic noise at existing nearby dwellings as a result of the both the operation of the link road and changes to Western Way and the Brighton Hill Roundabout layout have been considered. The most sensitive residential receptors are:
 - 1-2 and 3-4 Chichester Place;
 - 351 Winchester Road
 - 77 and 83 Mansfield Road
 - 217 Western Way
 - 65 Buckland Road; and

- 20 White House Close.

124. The assessment of construction activities has shown that the scheme's construction has the potential to cause short-term, temporary significant impacts in the local area during the nine month construction period. The applicant advises that these effects will be mitigated through the implementation of the Construction Management Plan and through community engagement.
125. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council requested further information, seeking clarification on the predicted noise modelling works. The applicant has submitted additional information and the EHO has accepted this update and now raises no objection to the proposal in terms of adverse impacts through operational noise of the proposed link road being caused to local residents.
126. The EHO noted that the recent, updated measured noise levels were 3-4 decibels lower than the modelled noise levels. The explanation provided for this difference is the acoustic screening afforded by boundary fences to properties on Mansfield Road and Chichester Place. The original noise modelling did not account for any acoustic benefit from boundary screening, which would remain. The EHO advises that these dwellings would not require any mitigatory works themselves such as insulation and/or further physical screening. Notwithstanding this, the combination of retained and proposed boundary planting in close proximity to Chichester Place and Mansfield Road would also contribute some degree of screening of the link road.
127. In terms of controlling construction-related impacts, the EHO has recommended a condition regarding the submission of a Construction Environmental Management Plan (CEMP) to be approved prior to commencement of the development. The applicant has already proposed something similar within the proposal. It would control impacts from construction traffic, noise, lighting, hours of use as well as general site safety measures to protect the local population from unacceptable and significant disturbance.
128. It is considered that the proposed link road will not have a significant negative impact on the locality, including on the nearest residential properties around the site, by virtue of noise. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council has no objection to the proposal subject to the imposition of condition to mitigate construction-related noise impacts via a CEMP. As such the proposal is considered to be in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Air Quality

129. The applicant undertook an air quality assessment to assess potential air quality impacts of the new link road on the locality.
130. Whilst the assessment noted that the site is not within an Air Quality Management Area (AQMA), there are residential properties located within a

200m radius of the proposed link road, those in Chichester Place and Mansfield Road.

- 131.
132. The proposed link road would redistribute traffic between Western Way and the A30 Winchester Road, introducing new sources of emissions to those residential receptors. It is these new emissions that require assessment.
133. Looking at the operation of the new link road, the air quality screening assessment for the operation of the scheme was carried out using the Design Manual for Road Building (DMRB) screening method which provides a conservative estimate of the annual mean pollutant concentrations. Annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were estimated at sensitive receptors in the vicinity of roads likely to be affected by changes in road traffic movements as a result of the scheme. Estimated concentrations of all pollutants were shown to be below relevant air quality objectives at all receptors. Impacts on NO₂, PM₁₀ and PM_{2.5} concentrations as a result of the operation of the scheme were estimated to be negligible at all receptors.
134. Whilst the construction phase of the scheme has the potential to generate dust and PM₁₀ emissions, which may have a short-term adverse impact at nearby human health receptors, with appropriate mitigation measures in place however, these works should not result in a significant residual effect at these receptors.
135. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council raises no concerns over air quality impacts arising from the proposed development.
136. It is considered that the proposed link road will not have a significant negative impact on the locality, including on the nearest residential properties around the site, by virtue of emissions on existing air quality. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council has no objection although the mitigation of construction-related dust impacts would be controlled via a CEMP. As such the proposal is considered to be in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016) (BDLP).

Conclusions

137. It is considered that the proposal would:
- meet an identified need;
 - provide suitable replacement playing field/pitch provision and ancillary facilities;
 - be acceptable in terms of highway capacity and safety;
 - not adversely affect the local landscape;
 - not cause any additional flood risk and protect the quality of groundwater and surface water;
 - not adversely affect local archaeology;
 - not have an adverse effect on ecology and biodiversity; and
 - not cause unacceptable adverse amenity impacts.

Recommendation

That planning permission be GRANTED subject to the conditions in **Appendix A**.

Appendices:

Appendix A – Conditions

Appendix B – Committee Plan

Appendix C – General Arrangement Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=20787>

REQUIRED CORPORATE AND LEGAL INFORMATION:

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 is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste or local 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 documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

19/03116/CMA

Hampshire County Council

BAH006

Camrose Stadium site, Western Way, Basingstoke RG22 6HB
(Construction of a two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road

EQUALITIES IMPACT ASSESSMENTS:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Officers considered the information provided by the applicant, together with the response from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

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 heavy commercial vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 07:30 – 18:00 Monday to Friday and 08:00 – 13:00 Saturday. There shall be no working on Sundays or recognised public holidays. Night works shall only take place Monday-Friday following the advance agreement of the Local Planning Authority.

Reason: To protect the amenities of the occupiers of nearby properties during the construction period in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

Archaeology

3. No development shall take place until the applicant:

a) has secured the implementation of a programme of archaeological assessment in accordance with a Written Scheme of Investigation that has been submitted to and approved in writing by the Local Planning Authority. The assessment should take the form of trial trenches located along the route of the proposed new road to ensure that any archaeological remains encountered within the site are recognised, characterised and recorded; and

b) further to the findings of **a)** a programme of archaeological impact mitigation, based on the results of the trial trenching, in accordance with a Written Scheme of Investigation shall be submitted to and approved in writing by the Local Planning Authority; and

c) further to the findings of **b)** and following the completion of archaeological fieldwork a report will be produced, in accordance with an approved programme, and submitted to and approved in writing by the Local Planning Authority. The report shall set out and secure appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information

regarding these heritage assets is preserved by record for future generations and in accordance with Policy EM11 (The Historic Environment) of the Basingstoke and Deane Local Plan (2016).

Construction Management Plan

4. No development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan should include, but not be limited to, details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing, provisions for removing mud and debris from vehicles prior to exiting the site and a programme of works. Once approved, the scheme shall be implemented in full throughout the duration of the construction period.

Reason: In the interests of highway safety and in accordance with Policy CN9 (Transport) of the Basingstoke and Deane Local Plan (2016).

Construction Environmental Management Plan

5. No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- Arrangements for liaison with Basingstoke & Deane Borough Council's Environmental Protection Team;
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 07:30 hours and 18:00 Hours on Mondays to Fridays and 08:00 and 13:00 hours on Saturdays only;
- Deliveries to and removal of plant, equipment, machinery, materials and waste from the site must only take place within the permitted hours detailed above;
- Mitigation measures as defined in BS 5528: Parts 1 and 2 (2009) Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction work;
- Procedures for emergency deviation of the agreed working hours;
- BDBC encourages all contractors to be 'Considerate Contractors' when working in the Borough by being aware of the needs of neighbours and the environment;
- Control measures for dust and other air-borne pollutants; and

- Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Once approved, the scheme shall be implemented in full throughout the duration of the construction period.

Reason: To protect the amenities of the occupiers of nearby properties during the construction period in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

Camrose Stadium Compensation Scheme

6. The development hereby permitted shall not be commenced until a scheme detailing the replacement and compensatory playing field area, including associated ancillary provision for those facilities lost at the Camrose stadium site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- How the scheme accords with Sport England's E4 Exception Policy;
- Details of the replacement and compensatory facilities including their scale, type and location and how they would be successfully integrated into any existing facilities;
- Timetable, phasing and maintenance programme to ensure the delivery of the scheme following the commencement of this development; and
- Demonstrable benefits through the provision of sports and playing field facilities to the local community and population in the Borough of Basingstoke and its surrounds.

Once approved, the scheme shall be implemented in full and in accordance with its timescales and phasing programme.

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory playing field provision according with Paragraphs 92, 96 and 97 of the NPPF (2019) and Policy CN8 (Community, Leisure and Cultural Facilities) of the Basingstoke and Deane Local Plan (2016).

Tree, Hedgerow and Planting Protection Scheme

7. The recommendations within the submitted Arboricultural Impact Assessment (dated 11 October 2019, ref: CAMLR – ORL-SK111019v5) and Tree Protection Plan shall be implemented in full throughout the construction period. Any trees, hedgerow or other planting that are removed, damaged, or begin dying either during construction or within a five year period following completion of the development hereby permitted shall be replaced with a similar species in that location as agreed in writing with the Local planning Authority.

Reason: To protect retained trees, hedgerow and planting in accordance with Policies EM1 (Landscape) and EM4 (Biodiversity and nature conservation) of the Basingstoke and Deane Local Plan (2016)

Protection of Breeding Birds

8. No tree or planting removal works shall be carried out within the bird nesting season which runs from March to September inclusive. If it is necessary for work to commence in the nesting season, then a pre-commencement inspection of the vegetation for active bird nests should be carried out by an experienced ecologist. Only if there are no active nests present should work be allowed to commence.

Reason: To protect breeding birds and their habitats in accordance with Policy EM4 (Biodiversity and nature conservation) of the Basingstoke and Deane Local Plan (2016)

Street Lighting

9. All permanent street lighting installed within the development hereby permitted shall include mitigation measures to ensure that no adverse impacts from light intensity and spillage are caused to the nearest neighbouring residential properties.

Reason: To protect the amenities of the occupiers of nearby properties from light pollution in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

Unsuspected Contamination

10. In the event that unsuspected contamination is found at any time when constructing the development hereby permitted, work in that area shall cease and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to identify what remediation is necessary with a remediation scheme prepared and submitted to the Local Planning Authority for their written approval. Once the remediation works have been completed, a verification report conforming this shall be provided to the Local Planning Authority for written approval. Once approved, the scheme shall be implemented in full throughout the duration of the construction period.

Reason: To protect the health of occupiers of nearby properties and quality of the water environment from the effects of contamination in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

Plans

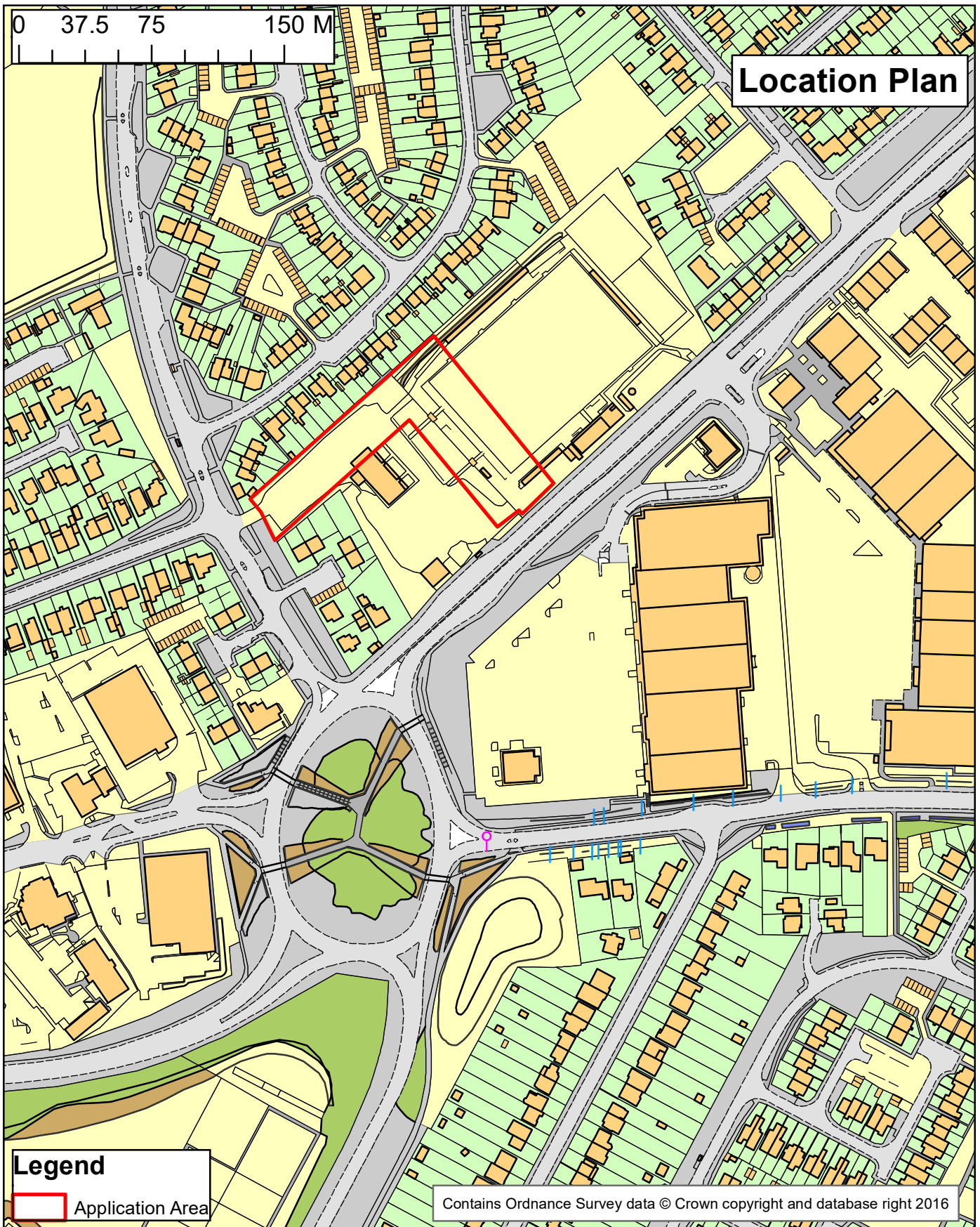
- 11 The development hereby permitted shall be carried out in accordance with the following approved plans: **Figure 1.1, HCCSPCO-ATK-HGN-C357-DR-CH-000008 Rev C02, HCCSPCO-ATK-HPV-C357-DR-CH-000006 Rev C01, HCCSPCO-ATK-HSC-C357DR-CH-000002 Rev C04, HCCSPCO-ATK-HGN-C357-DR-CH-000005 Rev C04, CJ008922-WPE-ELS-0007777-DR-M-0001 Rev P05i, HCCSPCO-ATK-HGN-C357-DR-EO-000003 Rev C02, HCCSPCO-ATK-HLG-C357-DR-EO-000002 Rev C03, HCCSPCO-ATK-HGN-C357-DR-CH-000025Rev C02, HCCSPCO-ATK-HGN-C357-DR-CH-000026 Rev C01, HCCSPCO-ATK-HDG-C357-DR-CD-000002 Rev C03**

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

Note to Applicants

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner, seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF (2019), as set out in the Town and Country Planning (Development Management Procedure) (England) Order (2015).
2. 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.

This page is intentionally left blank



Construction of a two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road at Camrose Stadium site, Western Way, Basingstoke RG22 6HB

Regulatory Committee

Date 29 July 2020

1:3,000



Application No: 19/03116/CMA

Page 159



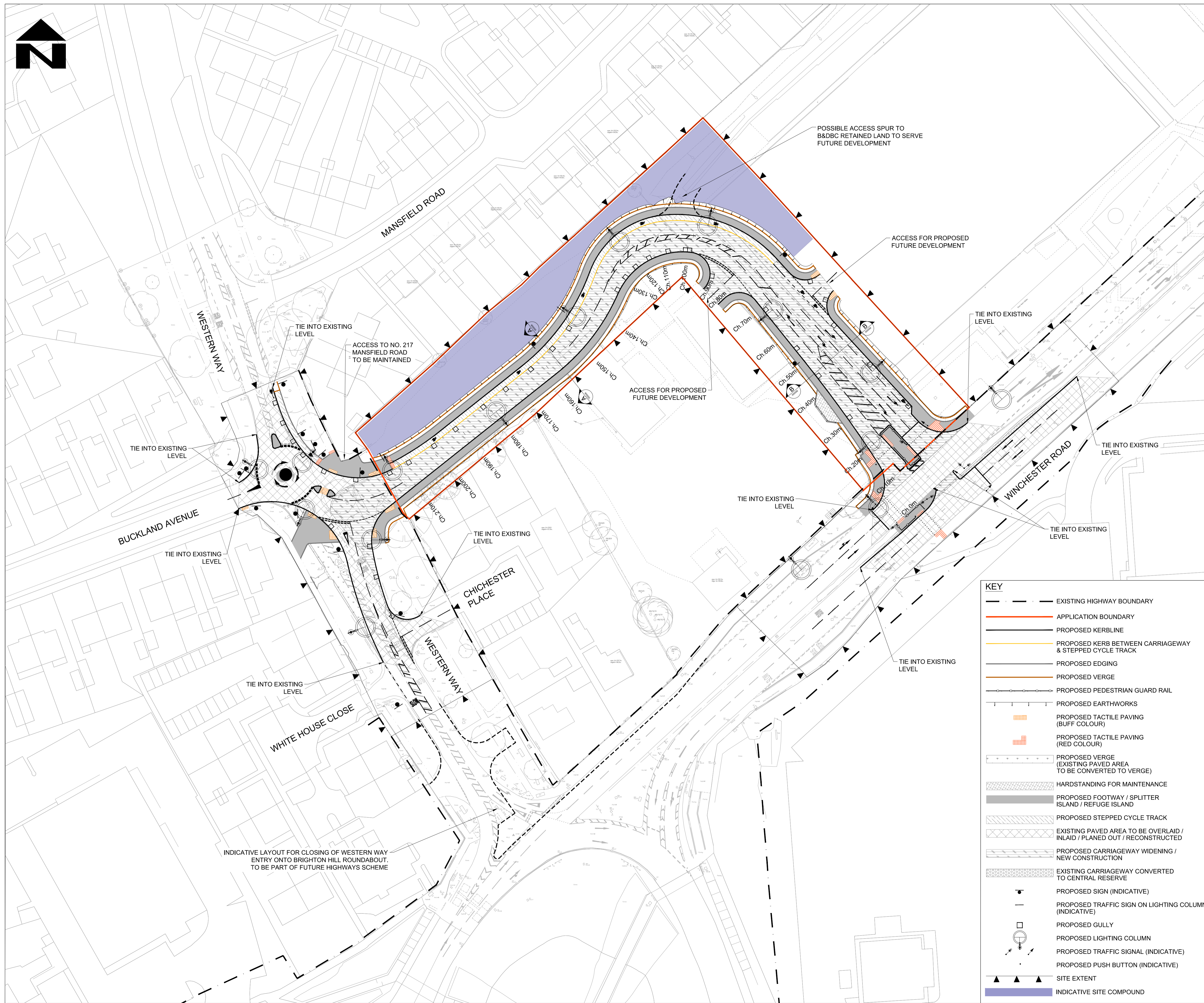
Hampshire
County Council

Economy, Transport and Environment

Site Reference: BAH006

Drawn by: Strategic Planning

This page is intentionally left blank



NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THE HIGHWAY BOUNDARY SHOWN HAS BEEN TAKEN FROM HCC RECORDS AND SHOULD BE CONFIRMED ON SITE.
4. WORKS WITHIN THE EXISTING HIGHWAY BOUNDARY ARE SHOWN INDICATIVELY. THESE WILL BE CARRIED OUT UNDER PERMITTED DEVELOPMENT AND ARE NOT INCLUDED IN THE PLANNING APPLICATION.
5. HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE. PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY THE SERVICE MANAGER.
6. FOR DRAINAGE DETAILS, REFER DRAWING NO. HCCSPCO-ATK-HDG-C357-DR-CD-000002.
7. FOR TYPICAL CROSS SECTIONS, REFER TO DRAWING NO. HCCSPCO-ATK-HPV-C357-DR-CH-000006.
8. ALL ROAD MARKINGS TYPES/COLOURS & DIMENSIONS SHALL BE IN ACCORDANCE WITH TSRGD 2016.
9. FOR STREET LIGHTING DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HLG-C357-DR-EO-000002.
10. THE PROPOSED HIGHWAY VERGE AND EARTHWORKS SHALL TIE-IN TO THE LANDSCAPING PROPOSAL. REFER TO THE DRAWING NO. C/J008922-WPE-ELS-00007777-DR-M-0001 FOR DETAILED LANDSCAPING PROPOSAL.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction	None
Live traffic	None
Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known.	None
Maintenance / Cleaning	None
Use	None
Decommissioning / Demolition	None

Rev	Drawn / Des	Checked	Approved	Date
P03	SA	AS	AC	24/07/19
For Planning Submission				
C02	SA	AS	AC	13/08/19
For Planning Submission-Developer Proposal Updated				
C03	SA	AS	AC	18/10/19
For Detailed Planning Application Submission				
C04	SA	IR	RJ	25/10/19
Marking Modified at Mini Roundabout & Buckland Avenue Approach.				

KEY

- EXISTING HIGHWAY BOUNDARY
- APPLICATION BOUNDARY
- PROPOSED KERBLINE
- PROPOSED KERB BETWEEN CARRIAGEWAY & STEPPED CYCLE TRACK
- PROPOSED EDGING
- PROPOSED VERGE
- PROPOSED PEDESTRIAN GUARD RAIL
- PROPOSED EARTHWORKS
- PROPOSED TACTILE PAVING (BUFF COLOUR)
- PROPOSED TACTILE PAVING (RED COLOUR)
- PROPOSED VERGE (EXISTING PAVED AREA TO BE CONVERTED TO VERGE)
- HARDSTANDING FOR MAINTENANCE
- PROPOSED FOOTWAY / SPLITTER ISLAND / REFUGE ISLAND
- PROPOSED STEPPED CYCLE TRACK
- EXISTING PAVED AREA TO BE OVERLAID / INLAID / PLANED OUT / RECONSTRUCTED
- PROPOSED CARRIAGEWAY WIDENING / NEW CONSTRUCTION
- EXISTING CARRIAGEWAY CONVERTED TO CENTRAL RESERVE
- PROPOSED SIGN (INDICATIVE)
- PROPOSED TRAFFIC SIGN ON LIGHTING COLUMN (INDICATIVE)
- PROPOSED GULLY
- PROPOSED LIGHTING COLUMN
- PROPOSED TRAFFIC SIGNAL (INDICATIVE)
- PROPOSED PUSH BUTTON (INDICATIVE)
- ▲ SITE EXTENT
- INDICATIVE SITE COMPOUND

Drawing Status: **APPROVED - PUBLISHED** Suitability: **A1**

ATKINS County Gate, County Way
Trowbridge, Wiltshire England
BA14 7FJ
United Kingdom

Tel: +44 (0)1225 730360
Fax: +44 (0)
www.atkinsglobal.com

Copyright © Atkins Limited (2015)

Client: **Hampshire Engineering**
County Council

STUART JARVIS BSc DipTP FCIHT MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title: **CAMROSE LINK ROAD**

Drawing Title: **GENERAL ARRANGEMENT**

Scale	Designed / Drawn	Checked	Approved	Authorised
1:500	SA	IR	RJ	DF
Original Size	Date	Date	Date	Date
A1	25/10/19	25/10/19	25/10/19	25/10/19
Drawing Number	Project	Originator	Volume	Job No.
HCCSPCO - ATK - HGN - C357	DR - CH - 000005			5182726
Location	Type	Role	Number	Revision
				C04

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL Decision Report

Decision Maker:	Regulatory Committee
Date:	29 July 2020
Title:	Development of chalk quarry with reinstatement to agriculture using imported inert materials, together with ancillary development include site office, wheel wash, weighbridge, new access and drying shed at Land adjacent A339, Basingstoke Road, Manor Farm, Monk Sherborne RG26 (EIA) (No. 18/01064/CMA) (Site Ref: BA176)
Report From:	Head of Strategic Planning

Contact name: Judith Smallman

Tel: 01962 847870

Email: judith.smallman@hants.gov.uk

Recommendation

1. That planning permission be **GRANTED** subject to the conditions listed in Appendix A.

Executive Summary

2. The planning application was previously considered by Regulatory Committee on 19 June 2019 with a recommendation for refusal. A decision was taken to defer its determination for a Members site visit which took place on 2 September 2019. As a result of the site visit and officer advice the applicant has submitted a revised access to the development and additional supporting information which has been subject to further consultation. No objections have been received subject to conditions.
3. The planning application is for the development of a chalk quarry followed by reinstatement to agriculture using imported inert material together with ancillary development to include site office, wheel wash, weighbridge, new access and drying shed at land adjacent A339 Basingstoke Road, Manor Farm, Monk Sherborne.
4. Key issues to be considered are; highway safety, landscape and visual impact, and surface water drainage.
5. The application is accompanied by an Environmental Statement and therefore is considered pursuant to the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#).

6. The proposal is considered acceptable in terms of Policy 12 (Managing traffic) as use of the proposed access (as amended) would not have an adverse impact on highway safety.
7. The proposal is not considered to cause an adverse visual impact and seeks to maintain and enhance the distinctive character of the landscape in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of mineral and waste development) and the information submitted concludes the development accords with Policy 11 (Flood Risk and prevention).
8. It is therefore considered that the proposal would be in accordance with the relevant policies of the adopted Hampshire Minerals and Waste Local Plan 2013.

The Site

9. The site is located approximately 4.5 kilometres (km) to the north-west of the town of Basingstoke, adjacent and to the north-east side of the A339 Kingsclere Road. The village of Monk Sherborne is approximately 1.6km to the north east of the site.
10. The site is situated within the countryside in a predominantly arable agricultural setting, interspersed with isolated dwellings. Agricultural fields are located to the north and east of the site, with further agricultural land to the south and west of the A339. The field to the immediate east is within the control of the applicant. The land to the immediate north is part of the adjoining holding.
11. The application site measures approximately 6.74 hectares (ha) and comprises undeveloped agricultural land in arable use. The application site lies within an agricultural holding which comprises of 14 main fields.
12. The site sits in an elevated position within a landscape of undulating arable fields. The site's northern and western boundaries are defined by well vegetated field boundaries and the southern boundary is defined by a gappy hedge along the A339. The site's eastern boundary crosses the open field with no defining feature on the ground. The site is located on a local ridge, along which the busy A339 crosses, with land falling away to the south-west and north-east and continuing to rise to the west. The site is located outside of, but adjacent to the North Wessex Downs Area of Outstanding Natural Beauty (AONB) which lies to the west of the site.
13. The nearest residential properties are four dwellings approximately 235 metres north-west of the site. A further residential address lies at Shothanger Works, a commercial property located on the south side of the A339, approximately 240 metres south east of the site. Weybrook Park Golf Club lies 830 metres to the east of the site.

14. The site is not located in an area designated/identified as being at risk of flooding from rivers or surface water.
15. There are no ecological designations within one kilometre of the site. The closest designation is a locally designated Site of Importance for Nature Conservation (SINC) approximately 1.3 km to the north.
16. There is a buried Schedule Ancient Monument (SAM) adjacent to the application boundary. The monument record is described as Keyhole Enclosure SE of Field Barn Farm.
17. There are several footpaths near the site. Footpath Monk Sherborne: 6 is approximately 240 metres north-west of the site in a south-west to north-east alignment. Footpath Rooksdown: 701 is approximately 480 metres south-east of the site in a south-west to north-east alignment. Footpath Sherborne St John: 1 is approximately 500 metres east of the site in a southwest to north-east alignment.
18. The existing Manor Farm chalk quarry is located approximately 980 metres north-east of the site. Access to the existing Manor Farm quarry is via the un-classified road to the south-east of the application site, the U252.

Planning History

19. The application site does not have any planning history.
20. The existing Manor Farm quarry was granted planning permission by Hampshire County Council on 12 August 1987, ref BDB20721. This was time limited which required the site to be worked and restored by 31 December 1991. Condition 4 of the consent was varied on 28 April 1992, which allowed the works to continue until 31 December 2001.
21. The time limit was extended again in 2005, to allow works to continue until 31 December 2011 (BDB52172), and again in September 2012, which permitted works to continue until 31 December 2021. This quarry is now to be completed and restored by December 2021.

The Proposal

22. The proposal is for the development of a chalk quarry with reinstatement to agriculture using imported inert materials, together with ancillary development including site office, wheel wash, weighbridge, new access and drying shed.
23. It is proposed to extract chalk from the proposed working area to provide agricultural lime. The applicant, GB Foot, extract and process chalk from their existing quarry at Manor Farm, Monk Sherborne for this purpose and wish to continue utilising chalk for their needs, as well as to supply other local farms.

24. The applicant states that agricultural lime makes a significant difference to the productive potential of arable and grassland. It provides lime to the soil which improves soil aeration and helps to release soil nutrients. It contains calcium which is essential for plant development. It also restores the pH balance of acidic soils. It is a sustainable option for soil improvement. Specifically, it is natural product that optimises the plants ability to utilise major and trace nutrients more efficiently.
25. The chalk will be worked in accordance with the phasing plan. The plan will involve the following key elements:
 - create buffer areas to protect existing hedgerows;
 - create access, haul road and yard area for office, wheel wash and weighbridge - the internal haul road and yard will be concreted;
 - strip topsoil for the whole working area and stockpile to use for reinstatement; and
 - create temporary bunds using the topsoil.
26. The site will be worked in two phases. Phase 1 will involve extracting chalk from the northern part of the site to create a lower working area. A storage shed will then be positioned in this part of the site to store chalk and to assist with the drying process.
27. The shed will be 18 metres x 30 metres. The height will be 10 metres to the eaves. However, this will be positioned at a lower ground level to reduce the visibility of the structure from distant views.
28. The second phase will involve working the remaining area. The chalk will be stripped in complete phases across the working area.
29. It is proposed to extract chalk in the same manner that is currently undertaken at the existing site. The chalk will be extracted at a rate not exceeding 25,000 tonnes per annum, a throughput similar to the operation at the existing site.
30. The working area is scarified using heavy disc harrows. This loosens and fragments the surface. The material is spread out to dry before being loaded into the hopper of a screener using a wheeled tractor loader. The screener removes the flint and large lumps of chalk and discharges the fine material into a stockpile which will be within the storage barn. The flint will be sold for construction. The fine material will be sold as agricultural lime or used on the farm estate.
31. The optimum conditions for working the chalk will be between May to September. The demand for agricultural lime is also influenced by time, with the period immediately after harvesting, being the ideal time to spread lime, so late July to September/October. There is also an opportunity to spread lime before spring cultivations, i.e. in January and February.

32. The chalk needs to be dry prior to processing and therefore a large working area allows for quicker drying with more exposure to light/heat/wind. The scheme will be one cell but worked in two parts. One part will be used for collecting the prepared chalk to process through the screener whilst the second part would be being prepared with simba discs ready to continue the operation. Working in two parts allows for safe working with loading shovels and tractor and cultivator in different areas. If wet conditions are expected one side will be left (or both if all chalk prepared removed and screened before rain arrives) as an unprepared surface dries out quicker allowing operations to recommence when conditions improve.
33. The proposed items of plant and machinery to be used at the site include:
- tractor with scarifier;
 - tractor with loading bucket;
 - screener; and
 - 360-degree excavator.
34. A new access to the site is proposed from the minor road to the current quarrying operations, the U252, roughly 10m from its junction with the A339. A haul road would cross the field, parallel with the A339, to the site. A temporary office with toilet, will be provided for the duration of the works. This will be a simple portacabin structure. There will be two parking spaces provided. It is anticipated that there will be one staff member in the site office and one member of staff using the machinery. The current operation uses 2-3 staff depending on the time of year. These staff will be transferred to the new site.
35. The proposed operational hours will be 07.30 – 18.00 Monday to Friday and 08.00 – 13.00 Saturday except in the respect of mineral extraction in the months of July, August, September and October, when machinery shall be worked between the hours of 07.00 - 18.00 Monday to Friday and between 08.00-1300 on Saturdays. There will be no working on Sundays or public holidays.
36. Due to the nature of the chalk extraction process and the requirement to dry the chalk, the restoration will be carried out on completion of the chalk extraction. This is consistent with the existing quarry. The restoration will use appropriate materials to infill the excavation and restore the site to agriculture.
37. As with the existing chalk quarry, the restoration will be completed in one phase on completion of the extraction. The proposed restoration will take place from south to north. Suitable restoration materials will be sourced, which may include construction, demolition and excavation wastes. As the site is nearing the final restoration levels, the topsoil stored in perimeter bunds will be replaced as the final cover.
38. The final cover will comprise a minimum of 0.85m chalk topped with 0.15m of topsoil. It is anticipated that based on 60 loads per day, the site could be

restored within two years from completion of the chalk extraction. The aftercare stage will ensure that the field is returned to satisfy the requirements of arable farming.

Development Plan and Guidance

39. The following plans and associated policies are relevant to the proposal:

[National Planning Policy Framework \(2019\) \(NPPF\)](#)

The following paragraphs are relevant to this proposal:

- Paragraphs 8 &11: Presumption in favour of sustainable development;
- Paragraph 80: Support economic growth;
- Paragraphs 102 &103: Sustainable transport;
- Paragraphs 170 &172: Conserving and enhancing the natural environment; and
- Paragraph 203: Facilitating sustainable use of minerals

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

The following paragraphs are relevant to the proposal:

- Paragraph 1: Delivery of sustainable development and resource efficiency; and
- Paragraph 7: Determining planning applications.

[Planning Practice Guidance \(PPG\)](#)

The following paragraphs are relevant to the proposal:

- Paragraph 0050: (Planning and regulation).

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

The following policies are relevant to the proposal:

- Policy 1 (Sustainable minerals and waste development);
- Policy 2 (Climate change – mitigation and adaptation);
- Policy 3 (Protection of habitats and species);
- Policy 4 (Protection of the designated landscape);
- Policy 5 (Protection of the countryside);
- Policy 7 (Conserving the historic environment and heritage assets);
- Policy 8 (Protection of soils);
- Policy 9 (Restoration of quarries and waste developments);
- 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 23 (Chalk development);
- Policy 25 (Sustainable waste management);
- Policy 27 (Capacity for waste management development);
- Policy 30 (Construction, demolition and excavation waste development);

[Basingstoke and Deane Local Plan 2011 to 2029 \(2016\)](#)

The following policies are relevant to the proposal:

- SD1 Presumption in favour of sustainable development;
- CN9 Transport;
- EM1 Landscape;
- EM4 Biodiversity, geo diversity and natural conservation;
- EM12 Pollution;
- EP1 Economic growth and investment.

[Area of Outstanding Natural Beauty Management Plans](#)

The North Wessex Downs AONB Management Plan (2014-2019) is relevant to the proposal.

The following paragraphs are relevant to the proposal:

- 3.3 Special qualities: Landscape;
- 4.5 Special qualities Land management;
- 6.2 Historic landscape character;
- 8.0 Development;
- 11.1 Landscape key issues.

Consultations

40. **Councillor Vaughan** was consulted.
41. **Monk Sherborne Parish Council** was consulted.
42. **Basingstoke and Deane Borough Council** was consulted.
43. **Natural England** raises no objection however advises that the relevant AONB Partnership or Conservation Board are consulted. Their knowledge of the site and its wider landscape setting, together with the aims and objectives of the AONB's statutory management plan, will be a valuable contribution to the planning decision.
44. **North Wessex Downs AONB** raised an objection to the original planning application on the basis that the proposed development is in principle unacceptable and would erode the natural qualities of the site and the intrinsic rural character of the wider area, which sits within the setting of the North Wessex Downs AONB. The proposed development therefore fails to comply with Policy 13 of the Hampshire Minerals and Waste Plan 2013.

The Chalk quarry will be visible from local Public Right of Way (PROW) and in some locations for a considerable length of the PROW, which look towards the skyline of the AONB. The proposed bund will introduce an alien feature in this undulating landscape which currently has a sense of openness and space that provides the panoramic views and vistas from local roads and PROW.

The application fails to demonstrate that there are no alternative locations. The geology of the area demonstrates that there would naturally be layers of chalk across the valley towards the existing quarry and towards the golf course bordering the built environment of Basingstoke.

There are also concerns in terms of dark skies (a special quality of the North Wessex Downs AONB) which could be affected by external lighting.

No response has been received to the revised proposals.

45. **Historic England** raises no objection.
46. **Environment Agency** raises no objection
47. **Lead Local Flood Authority** has not yet provided final comments but is in discussion with the applicant to achieve an acceptable solution to current concerns and any permission would be subject to an appropriate condition.
48. **Local Highway Authority** raises no objection subject to conditions. A number of comments have been made which can be addressed at a detailed design stage. The proposed conditions relate to plans and details of proposals for off-site works, surfacing of haul road with details of wheel cleaning facilities, landscape screening along boundary of site an A339 and loaded vehicles to be securely sheeted when leaving the site.
49. **County Landscape Architect** raises no objection to the revised proposal subject to a condition for a Landscape Management Plan detailing planting, maintenance of new habitats created on site and details of site boundary treatment, to ensure screening of the office, weighbridge and wheel-wash.
50. **County Archaeologist** has no objection subject to a condition relating to a final stage of evaluation and subsequent mitigation, if any required, for the small area in the location of the badger sett.
51. **County Ecologist** has no objection in principle subject to conditions relating to works to be carried out in full accordance with the ecological measures, a Badger Updating Survey and prior to each of the first one of seven phases shown on the Phasing Plan, the applicant is required to submit, for approval an updated ecological report to the planning authority detailing the results of an updating ecological walkover survey any mitigation works completed, and (based on the walkover survey findings) any amendments or additions to the mitigation measures proposed.

Representations

52. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
53. In complying with the requirements of the SCI, Hampshire County Council:
 - Published a notice of the application in the [Hampshire Independent](#);
 - Placed notices of the application at the application site and local area, extending the period of neighbour consultation;
 - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
 - Notified by letter properties within the vicinity of the site.
54. Six representations in support to the proposal have been received.

Commentary

Principle of the development

55. Policy 23 (Chalk development) of the Hampshire Minerals and Waste Plan (HMWP) (2013) supports the small-scale (<25,000 tonnes per annum) extraction of chalk for agricultural uses in Hampshire. The applicant proposes the extraction of up to 25,000 tonnes of chalk per annum for agricultural purposes and therefore the development would be in accordance with Policy 23 of the HMWP (2013).
56. The site lies in the open countryside north-west of the town of Basingstoke. Policy 5 (Protection of the countryside) supports mineral development in the open countryside only when it comprises a time-limited mineral extraction, of which this proposal represents. The proposal is therefore considered to be in accordance with Policy 5 of the HMWP.
57. Paragraph 6.110 of the HMWP (2013) recognises that chalk is a plentiful resource in Hampshire and that there are several existing extraction sites across the county. These sites were considered enough to meet Hampshire's current and expected future demand for chalk at the time. The nearby (980 metres north-east) existing Manor Farm chalk quarry (BA054) is a safeguarded site to protect such production capacity. The applicant proposes the commencement of winning and working of mineral from the new site upon exhaustion of reserves at the existing site. This would therefore be in accordance with Policy 23 of the HMWP (2013).
58. Paragraph 6.113 of the HMWP (2013) states that the need for chalk extraction will need to be clearly demonstrated. The applicant has set out in the accompanying planning statement to the planning application, sound justification why the continuation of chalk quarrying is necessary to supply existing local needs. The two safeguarded sites in Hampshire are Manor Farm, Monk Sherborne and Somborne Chalk Quarry near Winchester. The Manor Farm site currently being worked has estimated reserves for 2 years.

Somborne Chalk Quarry near Winchester, which has been worked since 1860 has recently been sold and is currently mothballed for chalk production. Without the proposed site being permitted, existing contractors will have to source chalk from alternative sites, mainly outside the County, which is not necessarily sustainable. The proposal is therefore considered to be in accordance with Policy 23 of the HMWP (2013).

59. Policy 9 (Restoration of minerals and waste developments) requires that temporary mineral development be restored to a beneficial after-use consistent with the development plan. The proposals to restore the site to agriculture would meet with this requirement and therefore the proposal is in accordance with Policy 9 of the HMWP (2013).
60. The principle of subsequent infilling and restoration of the extraction site with inert waste would be supported by Policy 30 (Construction, demolition and excavation waste development) of the HMWP (2013) provided that as far as reasonably practicable all materials capable of producing high-quality recycled aggregates have been removed for recycling.

Visual impact and landscape

61. 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. Policy 10 (Protecting public health, safety and amenity) protects residents from significant adverse visual impact.
62. The site is located directly adjacent to the North Wessex Downs Area of Outstanding Natural Beauty (AONB) boundary in an elevated position. An objection to the proposed development on its visually prominent location has been received from the AONB Partnership. It is concerned about the site's impact on the AONB and local PROW. They state the proposal would be contrary to the aims and objectives of the AONB's statutory Management Plan, Policy 13 of the HMWP and paragraphs 170 and 172 of the NPPF. This objection was to the original planning application, no response has been received to the revised scheme.
63. No objection, subject to conditions, has been received from the County Landscape Group following the submission of revised cross sections and other supporting information. Recommended conditions relate to the submission for approval of detailed drawings for all buildings and site fixtures to ensure their visibility is reduced as much as possible; and for the retention of the buffer areas to north-west and south-west, after the bunds are no longer required, for nature conservation/wildlife.
64. On the basis of the submitted information, the proposal is considered to be in accordance with Policies 10 and 13 of the HMWP (2013) or the NPPF 2019.

Highways impact

65. 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 using 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.
66. The application originally proposed vehicular access in the south-west corner of the site, very close to the junction of the A339 with Basingstoke Road. This access point caused issues with visibility and alignment and the Highway Authority raised strong objection. The proposed amended access is preferable to that previously proposed and utilises the U252 which has a safe junction with the A339. The U252 provides access to the existing quarry and the number of vehicle movements is anticipated to remain similar to current numbers (once current operations move to the new site). There will be some short-term increase in HGVs using the junction of the A339 with the U252 while new chalk excavation overlaps with restoration of the existing site, but this will not result in any highway capacity or safety issues.
67. Subject to the submission of further details to be agreed during the design process the Highway Authority is satisfied that this proposal is acceptable and recommend that the works to provide a new site access are undertaken via a S278 Minor Works agreement and conditions. The proposal is therefore considered to be in accordance with Policy 12 (Managing traffic) of the HMWP (2013).

Soils

68. Policy 8 (Protection of soils) requires minerals and waste development to protect and, wherever possible, enhance soils. It also states that development should not result in the net loss of Best and Most Versatile agricultural land and gives provisions for the protection of soils during construction.
69. Paragraph 170 of the NPPF (2018) states that planning decisions should recognise the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land.
70. The site is graded as Grade 3a agricultural land and therefore constitutes Best & Most Versatile.
71. To safeguard soil resources as part of the overall sustainability of the proposals, it is important that the soil can retain as many of its many important functions and services (ecosystem services) as possible through careful soil management. Consequently, it is advised that if the development proceeds, the developer uses an appropriately experienced soil specialist to advise on and supervise soil handling, including identifying when soils are dry enough to be handled and supported by a Soil Resource Management

Plan to ensure the proposal is in accordance with Policy 8 of the HMWP (2013) and the NPPF (2018).

Cultural and Archaeological Heritage

72. Policy 7 (Conserving the historic environment and heritage assets) of the HMWP (2013) requires minerals and waste development to protect and, wherever possible, enhance Hampshire's historic environment and heritage assets (designated and non-designated), including their settings unless it is demonstrated that the need for and benefits of the development decisively outweigh these interests. No objection has been received to the proposal on these grounds as the archaeological evaluation did not reveal any substantive archaeological remains within the area where extraction is proposed and to that extent no further ecological field work is required. However, the archaeological evaluation was curtailed in one small part of the site due to the existence of a badger sett. This area will need to be evaluated at some point once the ecological constraint is overcome. However, this is a small-scale intervention unlikely to reveal any overriding archaeological issues and, on that basis, it has been recommended that the final stage of evaluation and subsequent mitigation, if any, could be secured by archaeological conditions attached to any planning permission which might be issued. The proposal is therefore in accordance with Policy 7 of the HMWP (2013).

Ecology

73. 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 sets out a list of sites, habitats and species which will be protected in accordance with the level of their relative importance. The policy states that development which is likely to have a significant adverse impact upon the identified sites, habitats and species will only be permitted where it is judged that the merits of the development outweigh any likely environmental damage. The policy also sets out a requirement for appropriate mitigation and compensation measures where development would cause harm to biodiversity interests.
74. No impacts to designated sites or priority habitats are anticipated because of the proposals. No objection has been raised by the County Ecologist subject to revised plans being submitted reflecting the Landscape Strategy plan and the retained buffer zone vegetation highlighted within the Final Restoration Levels Plan FIN-01, and proposed conditions relating to works being carried out in full accordance with the ecological measures set out in sections 4.3 and 4.4 of the updated Ecological Impact Assessment (Enims, October 2018), as superseded and updated in part by the letter dated 6 November 2018 (Integrated Skills), and the Avoiding impacts on Dormice and Reptiles at Monk Sherborne Letter dated 30 November (Enims), and the works being carried out in full accordance with the measures set out within the Badger

Updating Survey (Enims, June 2017) as amended by any subsequent licence issued by Natural England. The proposal is therefore in accordance with Policy 3 of the HMWP (2013).

75. To be assured that the proposal meets the relevant requirements of the National Planning Policy Framework (NPPF) and Section 40 of the Natural Environment and Rural Communities Act (2006), it is suggested that the restoration provides for the long-term establishment of wide arable margins that buffer the hedgerows to provide a long-term net gain in biodiversity at the site.

Noise

76. 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. Also, any proposal should not cause an unacceptable cumulative impact arising from the interactions between waste developments and other forms of development. No objection has been received to the proposals relating to noise issues and the proposal is considered to be in accordance with Policy 10 of the HMWP (2013).

Flooding

77. 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. An objection has been received from the County Flood and Water Management team on the basis that outstanding information previously requested has not been supplied and therefore insufficient information has been provided to make a proper assessment of the proposal. Subject to the submission and consideration of additional information, a suitable condition could be applied to ensure that the proposal is in accordance with Policy 11 of the HMWP (2013).

Environmental Permit

78. 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)
79. 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. An Environment Agency permit would be required in this case.

Conclusions

80. It is considered that on balance the development proposal is in accordance with the adopted Hampshire Minerals & Waste Plan (HMWP) 2013. The proposal to extract chalk from the proposed working area to provide agricultural lime will provide a continuation of supply to meet the needs of the applicant and local demand once the existing quarry at Manor Farm ceases extraction. It will be the only quarry left in Hampshire that will provide this product which makes a significant contribution to the productive potential of arable and grassland.
81. The proposal, as amended, is considered acceptable in terms of Policy 12 (Managing traffic) as it is unlikely to result in a significant adverse impact on highway safety or capacity.
82. The application has demonstrated that the proposal would not cause an unacceptable adverse visual impact in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of mineral and waste development).
83. Whilst the information submitted currently is not sufficient to conclude the development accords with Policy 11 (Flood Risk and prevention), this can be met once necessary additional information has been provided, subject to an appropriate condition.
84. It is considered that any issues relating to noise and dust impacts could be adequately addressed through planning conditions and the Environment Agency licensing regime.

Recommendation

85. That planning permission be **GRANTED** subject to the conditions in Appendix A:

Appendices:

Appendix A - Conditions

Appendix B - Location Plan

Appendix C – Application Boundary Plan

Appendix D - Proposed Site Access Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=19053>

REQUIRED CORPORATE AND LEGAL INFORMATION:

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 is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste or local 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 documents which disclose exempt or confidential information as defined in the Act.)

Document

18/01064/CMA
BA176

Land adjacent A339, Basingstoke Road, Manor Farm, Monk Sherborne RG26 (EIA)
(Development of chalk quarry with reinstatement to agriculture using imported inert materials, together with ancillary development include site office, wheel wash, weighbridge, new access and drying shed

Location

Hampshire County
Council

EQUALITIES IMPACT ASSESSMENTS:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Officers considered the information provided by the applicant, together with the response from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

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.

Duration of Permission

2. Mineral extraction and waste disposal shall cease, and the site be restored in accordance with the scheme approved under condition 21 by no later than 20 years from the date of commencement of the permission, as notified under condition 19 of this permission.

Reason: To secure the satisfactory restoration of the site in accordance with Policy 9 (Restoration of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

Soil Management

3. Prior to the commencement of development, a Soil Management Scheme shall be submitted to and approved in writing by the Mineral and Waste Planning Authority. The scheme shall be produced in accordance with the Department for Environment Food and Rural Affairs (DEFRA) Guidance for Successful Reclamation of Mineral and Waste Sites (2004) and shall be implemented as approved for the duration of the development. There shall be no export of topsoil or subsoil from the site. The scheme shall be implemented as approved for the duration of the permission.

Reason: To ensure the protection of the soil resource in accordance with Policy 8 (Protection of soils) of the Hampshire Minerals and Waste Plan (2013). This is a pre-commencement to ensure that initial top soil stripping is carried out appropriately.

Archaeology

4. No development shall take place until the applicant has secured the implementation of a Programme of archaeological assessment in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority. The assessment should take the form of trial trenches located within that part of the site not previously investigated due to the presence of a badger sett to ensure that any archaeological remains encountered within the site are recognised, characterised and recorded. Trial trenching should only commence once the ecological constraint of the badger sett has been overcome.

Reason: To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets. This is a pre-commencement to ensure that archaeological deposits are not destroyed through implementation of development.

5. No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation of impact, based on the results of the trial trenching, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Minerals and Waste Planning Authority.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations. This is a pre-commencement to ensure that archaeological deposits are not destroyed through implementation of development.

6. Following completion of archaeological fieldwork a report will be produced in accordance with an approved programme submitted by the developer and approved in writing by the Minerals and Waste Planning Authority setting out and securing appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

Reason: To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available.

Highway

7. Plans and particulars showing the detailed proposals for the offsite highways works that are required in order to make the development acceptable shall be submitted to and approved by the Minerals and Waste Planning Authority in writing before the development commences. The agreed details shall be fully implemented before the use hereby approved is commenced.

Reason: In the interests of highway safety and to ensure the development is in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals and Waste Plan (2013). This is a pre-commencement condition as essential access details are required to ensure the access is safe prior to commencement of works.

8. No excavation of minerals shall take place until such time as the first 20 metres of the haul road measured from the highway has been surfaced with concrete or tarmacadam and facilities have been provided to clean the wheels of lorries leaving the site. Details of the facilities and the arrangements for drainage from the wheel-cleaning facilities shall be submitted for the approval of the Minerals and Waste Planning Authority in

writing. No lorry shall leave the site unless its wheels have been cleaned sufficiently to prevent mud and spoil being carried on to the highway.

Reason: In the interests of highway safety and to ensure the development is in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the Hampshire Minerals and Waste Plan (2013). This is a pre-commencement condition as essential access details are required to ensure the access is safe prior to commencement of works.

9. Landscape screening shall be provided along the boundary between the site and the A339 to prevent headlights from quarry vehicles impacting traffic on the A339. Details shall be submitted to and approved in writing by the Minerals and Waste Planning Authority prior to commencement of works and shall be implemented prior to use commencing. Any plants that 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.

Reason: In the interests of highway safety and to ensure the development is in accordance with Policy 10 (Protecting public health, safety and amenity). This is a pre-commencement condition as essential access details are required to ensure the access is safe prior to commencement of works.

10. There shall be no more than 120 vehicle movements per day to and from the site. Records of vehicle movements to and from the site shall be kept and made available for inspection at the request of the Minerals and Waste Planning Authority.

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

11. No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Minerals and Waste Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.

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

12. All loaded HGVs associated with the development hereby permitted entering or leaving the site shall be securely sheeted.

Reason: In the interest of local amenities and highway safety and to ensure the development is in accordance with Policies 10 (Protecting public health, safety and amenity)

Environmental Health

13. The LAeq,1hr (free-field) for noise emissions arising from the normal operation of the site for which this permission is granted, shall not exceed 53dB at the boundary of the nearest residential property.

Reason: In the interests of residential amenity of the occupiers of nearby residential properties.

14. Dust suppression measures shall be carried out in accordance with paragraph 10.21 of the Environmental Statement, document reference GBF00144445/ES-V2.I.

Reason: To protect the amenities of the occupiers of nearby properties.

Landscape

15. Details of all on site structures (barn, office, weighbridge etc.) to include elevations, sections and levels shall be submitted to and approved in writing by the Minerals and Waste Planning Authority prior to work commencing on any of the structures. The structures shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory external appearance and protection of the landscape 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 and Waste Plan (2013).

16. No development shall take place until a landscape management plan has been submitted to and approved in writing by the Minerals and Waste Planning Authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the Minerals and Waste Planning Authority.

The scheme shall include the following elements:

- i) Detail extent and type of new planting (NB planting to be of native species of local provenance) particularly to ensure screening of the office, weighbridge and wheel-wash on site;
- ii) Details of maintenance regimes;
- iii) Details of any new habitat created on site; and
- iv) Details of treatment of site boundaries.

The retained buffer zone vegetation shall be highlighted within the final restoration levels in Plan FIN-01

Reason: To ensure the protection of the landscape and wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in accordance with National Planning Policy Framework (2018) paragraph 170 and Policy 11 of the Hampshire Minerals and Waste Local Plan (2013). This is a pre-commencement condition as the landscaping of the site is central to ensuring a satisfactory development due to the sensitive landscape location.

Arboriculture

17. All trees to be retained on site shall be protected during the development. The tree protection barriers shall be installed before any construction work commences on site.

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

18. Any trees or hedging, except where removed for the creation of the new access, 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.

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 development) of the Hampshire Minerals and Waste Plan (2013).

Ecology

19. Works shall be carried out in full accordance with the ecological measures set out in sections 4.3 and 4.4 of the updated Ecological Impact Assessment (Enims, October 2018), as superseded and updated in part by the letter dated 6 November 2018 (Integrated Skills), and the Avoiding impacts on Dormice and Reptiles at Monk Sherborne letter dated 30 November (Enims) unless otherwise approved in writing by the planning authority.

Reason: In order to provide sufficient ecological mitigation and enhancement and avoid impacts to protective species in line with Policy 3 (Protection of habitats and species) of the Minerals and Waste Plan.

20. Works shall be carried out in full accordance with the measures set out within the Badger Updating Survey (Enims, June 2017) as amended by any subsequent licence issued by Natural England. The results of the updated

surveys along with the resulting final mitigation strategy shall be submitted to the planning authority prior to the commencement of any works on site.

Reason: In order to secure sufficient protected species mitigation in accordance with Policy 3 (Protection of habitats and species) of the Hampshire Mineral and Waste Plan (2013).

21. Prior to commencement of work in each of the first one of seven phases shown on the Phasing Plan (Drawing no PH5-01. Issue Final dated 8/10/19), the applicant is required to submit, for approval an updated ecological report to the planning authority detailing the results of an updating ecological walkover survey any mitigation works completed, and (based on the walkover survey findings) any amendments or additions to the mitigation measures proposed.

Reason: To ensure the ecological impacts of the development remain assessed and known at each stage of the development works, and any additional or amended mitigation necessary can be applied and in accordance with Policy 3 (Protection of habitats and species) of the Hampshire Mineral and Waste Plan (2013).

Operational Conditions

22. Written notification of the intention to commence development on the site shall be given to the Mineral & Waste Planning Authority 7 days prior to commencement of development.

Reason: In the interests of monitoring and enforcement of the development and to ensure the development is in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals and Waste Plan (2013).

Operation noise hours of work

23. No heavy goods vehicles (HGVs are vehicles over 3.5 tonnes gross weight) shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 07.30 - 18.00 Monday to Friday and 08.00 - 13.00 Saturday. There shall be no working on Sundays 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).

Restoration

24. No development shall take place until a detailed restoration scheme has been submitted to and approved in writing by the County Council. The restoration scheme should include but not be limited to the following:

- i) Up to date details of site levels and longitudinal and latitudinal sections through the site, including existing and proposed ground levels (based on Ordnance Datum), to show how the restoration works shall be set into the ground relative to the volumes of extracted sand and imported material required;
- ii) A progressive restoration phasing plan such that no more than 3 phases are open at any one time;
- iii) the thickness and quality of subsoil and topsoil to be used and the method of soil handling and spreading, including the machinery to be used;
- iv) the ripping of any compacted layers of final cover to ensure adequate drainage and aeration, such ripping to take place before placing of topsoil;
- v) measures to be taken to drain the restored land; and
- vi) details of proposed seeding.

Thereafter, the approved Restoration Method Statement shall be implemented in full within the agreed timetable.

Reason: This condition is necessary to conserve and/or enhance the natural features and character of the site and to both offset the impact on wildlife experienced during the working of the mineral and to maximise the opportunity for securing positive benefits for nature conservation once mineral workings cease and to ensure the protection of water quality water resources, conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity and to prevent flood in accordance with paragraphs 163, 170 and 178 of the National Planning Policy Framework (2018) to ensure the protection of water quality and water resources and prevent flood risk and Policy 3 (Protection of habitats and species) of the Hampshire Minerals and Waste Plan (2013).

25. 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 Mineral/Waste Planning Authority not later than two years from the date of this permission. The aftercare scheme should allow provision for an annual meeting to discuss the detailed steps necessary on the restored the land.

Reason: To ensure that the land is satisfactorily restored in accordance with Policy 9 (Restoration of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013).

Plans

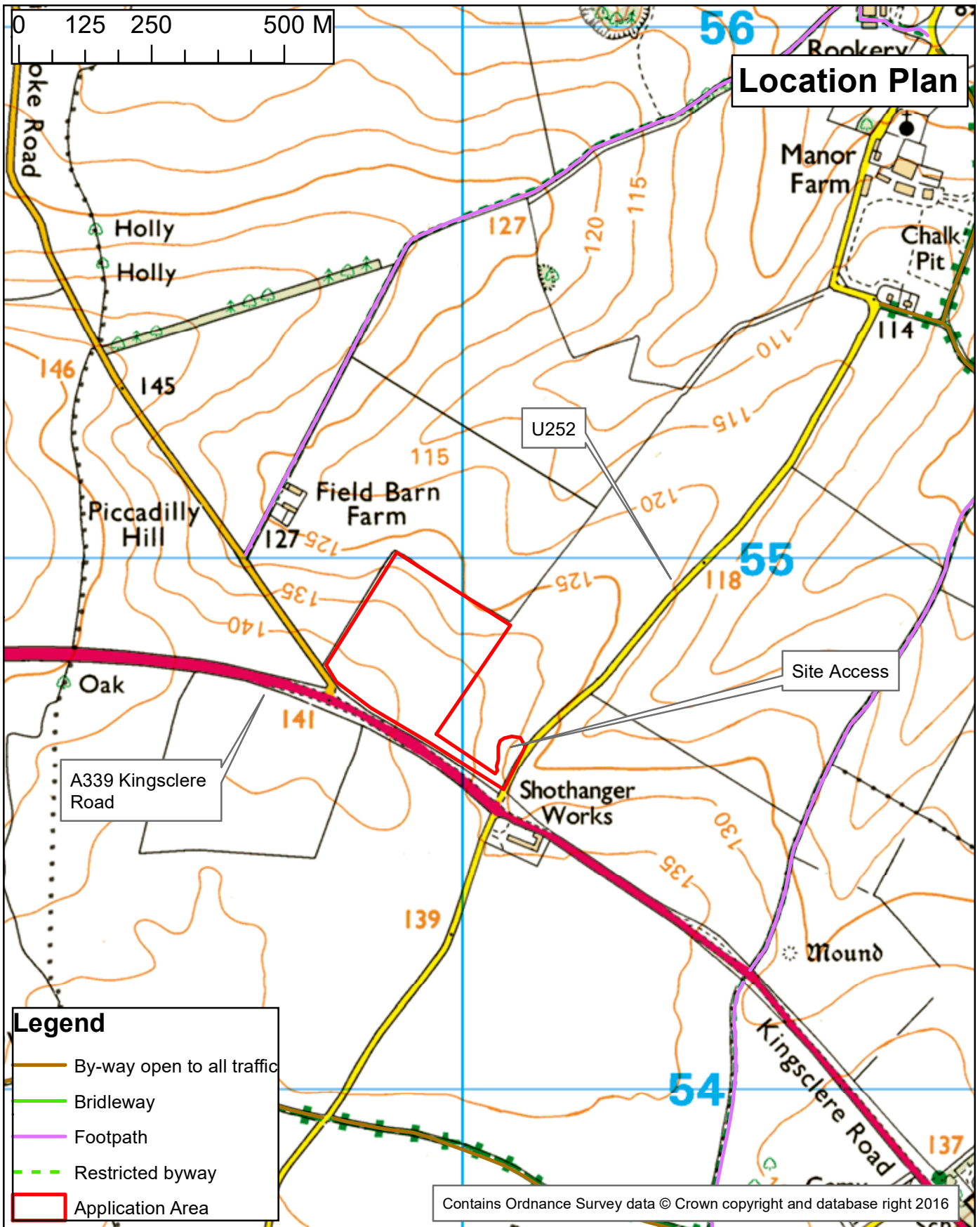
26. The development hereby permitted shall be carried out in accordance with the following approved plans: **GBF-MF-LOC-01, Land Ownership and Alternatives, SUR/05 W1, ELE/01 W3, GBF-MF-ELE-02, ACC/01 W1, FIN-01FINAL, HDG-01, SEC/02, GBF/MF/APP/01A, GBF/MF/LAY/02, PHS-**

**2020 W2, 1707-TF-00-00-DR-L-1001Rev05, F.082/1, F.082/2, F.082/3,
F.082/4, F.082/5, SEC/01 FINAL, SEC/02 FINAL**

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

Notes 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.
2. In determining this planning application, the Minerals and Waste Planning Authority has worked with the applicant in a positive and proactive manner in accordance with the requirement in the National Planning Policy Framework (2019), as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
3. The proposed access is likely to slope towards the highway and therefore surface water should be adequately contained before it reaches the highway. Additionally, surface water and mud run-off from the site may need to be suitably mitigated.
4. The backfilling of the chalk pit associated with this development will require an environmental permit required under the Environmental Permitting (England and Wales) Regulations 2010, from the Environment Agency, unless an exemption applies. The applicant is advised to contact the Environment Agency on 03708 506 506 for further advice and to discuss the issues likely to be raised. You should be aware that there is no guarantee that a permit will be granted. Additional Environmental Permitting Guidance can be found at: <https://www.gov.uk/environmental-permit-check-if-you-need-one>.



Development of chalk quarry with reinstatement to agriculture using imported inert materials, together with ancillary development include site office, wheel wash, weighbridge, new access and drying shed at Land adjacent A339, Basingstoke Road, Manor Farm, Monk Sherborne RG26

Regulatory Committee

Date: 29 July 2020

1:10,000



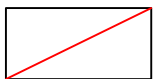
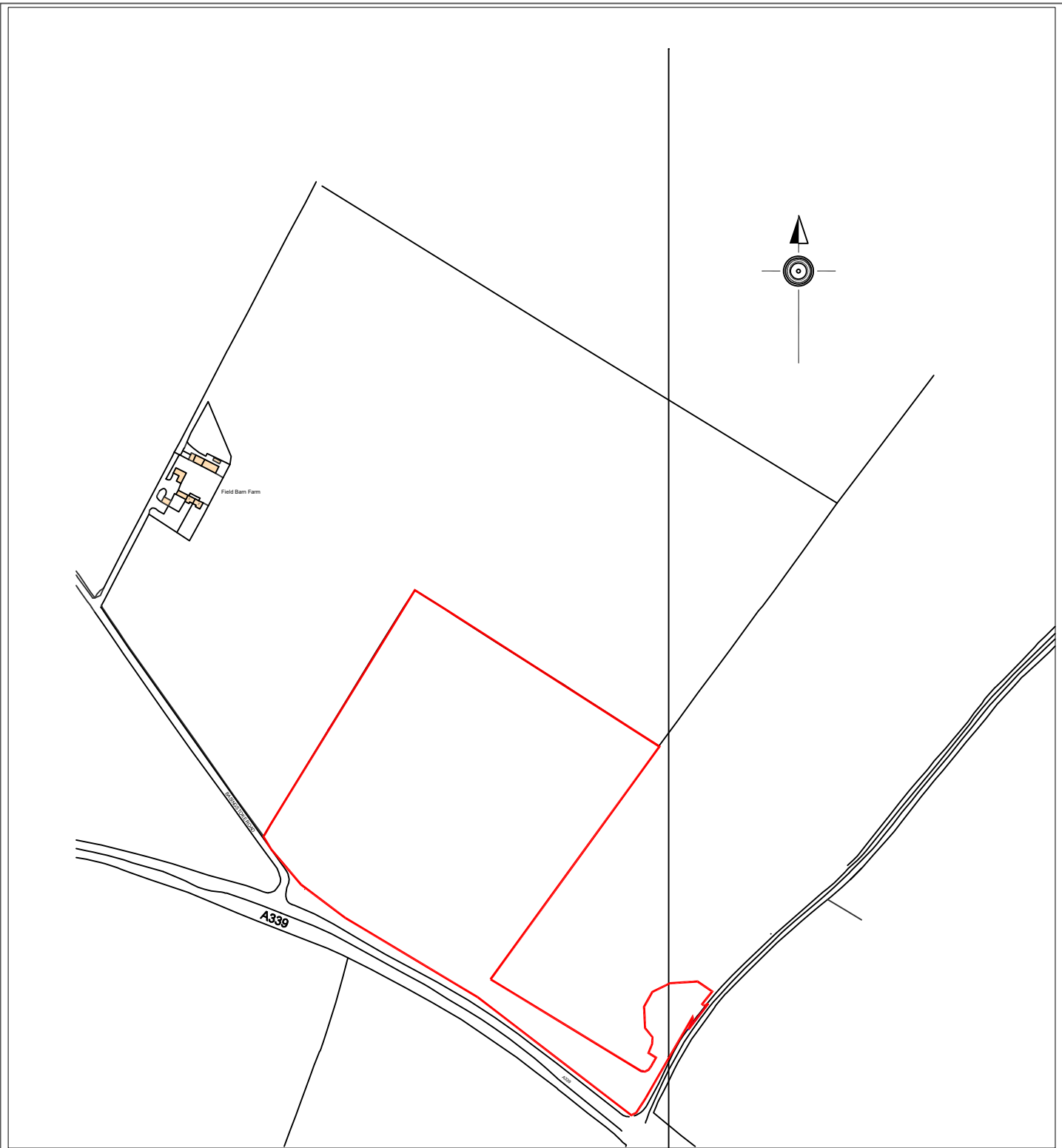
**Hampshire
County Council**

Page 187

Drawn by: Strategic Planning Economy, Transport and Environment

**Application No: 18/01064/CMA
Site Reference: BA176**

This page is intentionally left blank



Application Boundary

Client: GB FOOT LIMITED

Project: Application Boundary

Land at Manor Farm
Basingstoke Road
Nr Basingstoke

INTEGRATED SKILLS LIMITED

BELL HOUSE
32 BELL STREET
ROMSEY
SO51 8GW

TEL: 02380 737 983
EMAIL: ukinfo@integrated-skills.com
(www.integrated-skills.com)

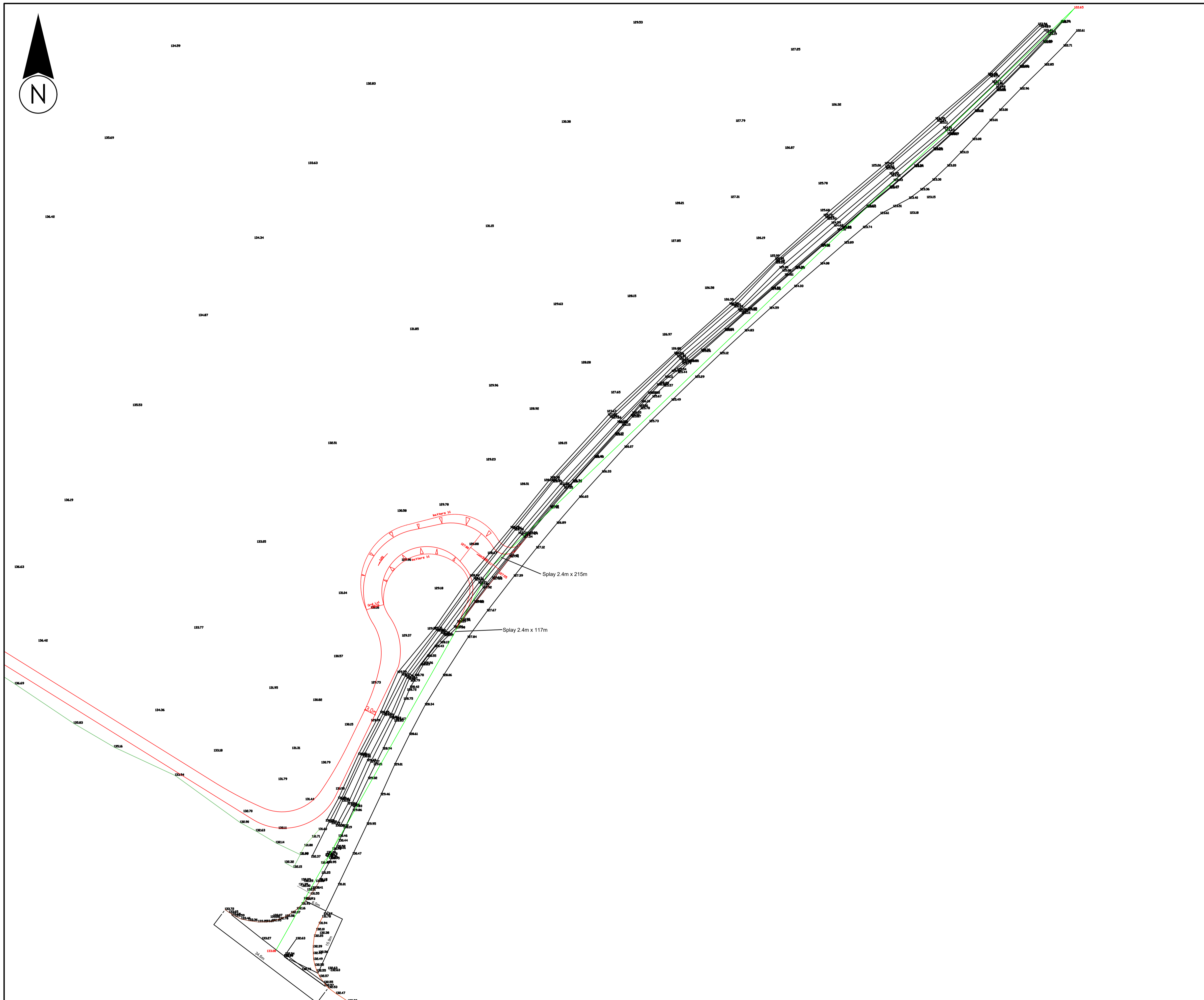
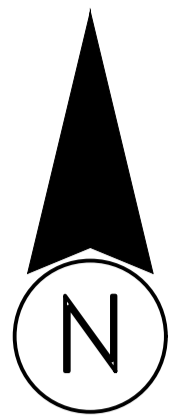
Date: FEB 2020

Scale: 1:5000

Drm: ARC

Drg No: GBF/MF/APP/01A

This page is intentionally left blank



Rev	Date	Revision
DMMason Engineering Consultants 161 Marlborough Road Old Town, SWINDON SN3 1NJ Tel. 01793 611712		
Client		
G B Foot		
Project		
Land at Manor Farm, Monk Sherborne		
Drawing Title		
Proposed Access		
Scale	Date	Drawn
1:500	Nov' 2019	DMM
Checked		
DMM		
Drawing No.	Rev	
F.082/2		

This page is intentionally left blank

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	29 July 2020
Title:	<p>1) Variation of conditions 1, 3 and 4 of planning permission 07/90183 to extend the time to complete the importation of waste to the landfill until 2029, revise the landfill phasing and phasing of restoration, and the completion of landfill restoration by 2031 (Application No. 19/10066)</p> <p>2) Variation of condition 2 of planning permission 11/97613 to extend the time for the use of the Waste Transfer Station until 2030 (Application No. 19/10064)</p> <p>3) Variation of condition 2 of planning permission 08/92516 to extend the time for the use of the landfill gas utilisation plant until March 2040 (Application No. 19/10063)</p> <p>at Blue Haze Landfill Site, Verwood Road, Somerley, BH24 3QE (Site Ref: NF105)</p>
Report From:	Head of Strategic Planning

Contact name: Philip Millard

Tel: 01962 846496

Email: philip.millard@hants.gov.uk

Recommendation

- That an extension of time until 31 December 2020 is agreed for the satisfactory completion of the Deed of Variation to the Section 106 agreement for permission 19/10066 to transfer the Section 106 [S106] legal obligations relating to planning permission 07/90183, to secure:
 - lorry routing agreement restricting the use of Harbridge Drove and the B3081 northwards, except for local deliveries;
 - Management Agreement for Nature Conservation and the provision of footpaths/access for public recreation (including amendments to enhance the scheme of environmental compensation); and
 - off-site heathland works within Plumley Wood.
- This also requires extensions of time until the same date for the determination of planning applications 19/10064 and 19/10063, as these are both dependant on the prior granting of 19/10066.
- Upon completion of the Deed of Variation authority be delegated to the Director of Economy, Transport and Environment to grant permission in all

other respects in accordance with the resolution for planning applications 19/10066, 19/10064 and 19/10063 made at the meeting held on 17 April 2019.

Background

4. This report relates to planning applications 19/10066, 19/10064 and 19/10063 at Blue Haze Landfill Site, Verwood Road, Somerley.
5. Planning application 19/10066 seeks to vary Conditions 1 (Phasing), 3 (Completion date) and 4 (Working programme) of planning permission 07/90183 at Blue Haze Landfill Site, Verwood Road, Somerley to extend the time to complete the importation of waste to the landfill by 10 years until 2029, revise the landfill phasing and phasing of restoration, and the completion of landfill restoration by 2031.
6. The applicant also submitted further planning applications (19/10064 and 19/10063), seeking to regularise ancillary developments on the Blue Haze Landfill Site by extending their temporary planning permissions in line with that sought for the overall landfill site. As the determination of the two remaining ancillary applications are dependent on the determination of the overarching planning application 19/10066, all three were considered at the Regulatory Committee meeting held on 17 April 2019 for determination.
7. At the Regulatory Committee meeting it was resolved that planning permission be granted for the three applications, subject to the completion of a Deed of Variation to link the obligations in the original Section 106 agreement applying to planning permission 07/90183 to 19/10066.
8. The Regulatory Committee gave officers delegated authority to grant planning permission, subject to conditions, on completion of the Section 106 agreement or, if necessary, to refuse planning permission if the agreement was not completed by 30 September 2019.
9. At the 16 October 2019 Regulatory Committee meeting, it was agreed that a further four-month period from 30 September 2019, until 31 January 2020, was given for the satisfactory completion of the Section 106 agreement.
10. At the 12 February 2020 Regulatory Committee meeting, it was agreed that a further three-month period from 31 January, until 30 April 2020, was given for the satisfactory completion of the Section 106 agreement.
11. Since the Regulatory Committee gave officers delegated authority to grant planning permission delegated authority at the 17 April 2019, the following issues have prevented the Deed of Variation from being completed, despite County Council officers and the applicant working together proactively:

- i. There are seven parties, including the County Council, who all need to agree to and complete this agreement. At the beginning of September 2019, the document was agreed in principle between the Council and the Applicant who has been liaising with all other parties with proprietary interests in the site to obtain their agreement;
 - ii. The other interested authority, Dorset County Council (who have an interest in the original section 106 agreement as a highway authority) had been notified of the deed of variation and invited to comment on drafts of the agreement since the 10 May 2019;
 - iii. On 12 December 2019, Dorset County Council made contact to inform that they would require amendments to the agreed document. These have been in negotiation since that time, and whilst progress has been made some of Dorset's required amendments are still outstanding and need to be agreed by all parties to the agreement. This will require the agreement to be further amended and circulated to all parties for their agreement; and
 - iv. The Covid-19 pandemic and the subsequent UK lock-down process has exasperated this process and has also prevented this case coming forward to Regulatory Committee to request a further extension period for the satisfactory completion of the Section 106 agreement until this time.
12. The operator has been progressing other requirements for the planning permissions during this time. Forestry England has signed off the scheme for the proposed wildlife corridor, to be implemented as soon as permission is granted to compensate for the delay of the restoration of the site caused by this extension to the landfilling operation.
 13. The Agreement is at an advanced stage, but the Covid-19 pandemic in particular has had an impact on the ability of all parties to progress at the pace anticipated when this last came before Committee.
 14. Therefore, it is requested that a further eight-month period from 30 April, until 31 December 2020, is provided for the satisfactory completion of the Section 106 agreement.

Recommendation

15. That an extension of time until 31 December 2020 is agreed for the satisfactory completion of the Deed of Variation to the Section 106 agreement from planning permission 07/90183 to transfer it to 19/10066 and that authority is delegated to the Director of Economy, Transport and Environment to grant permission in all other respects in accordance with the

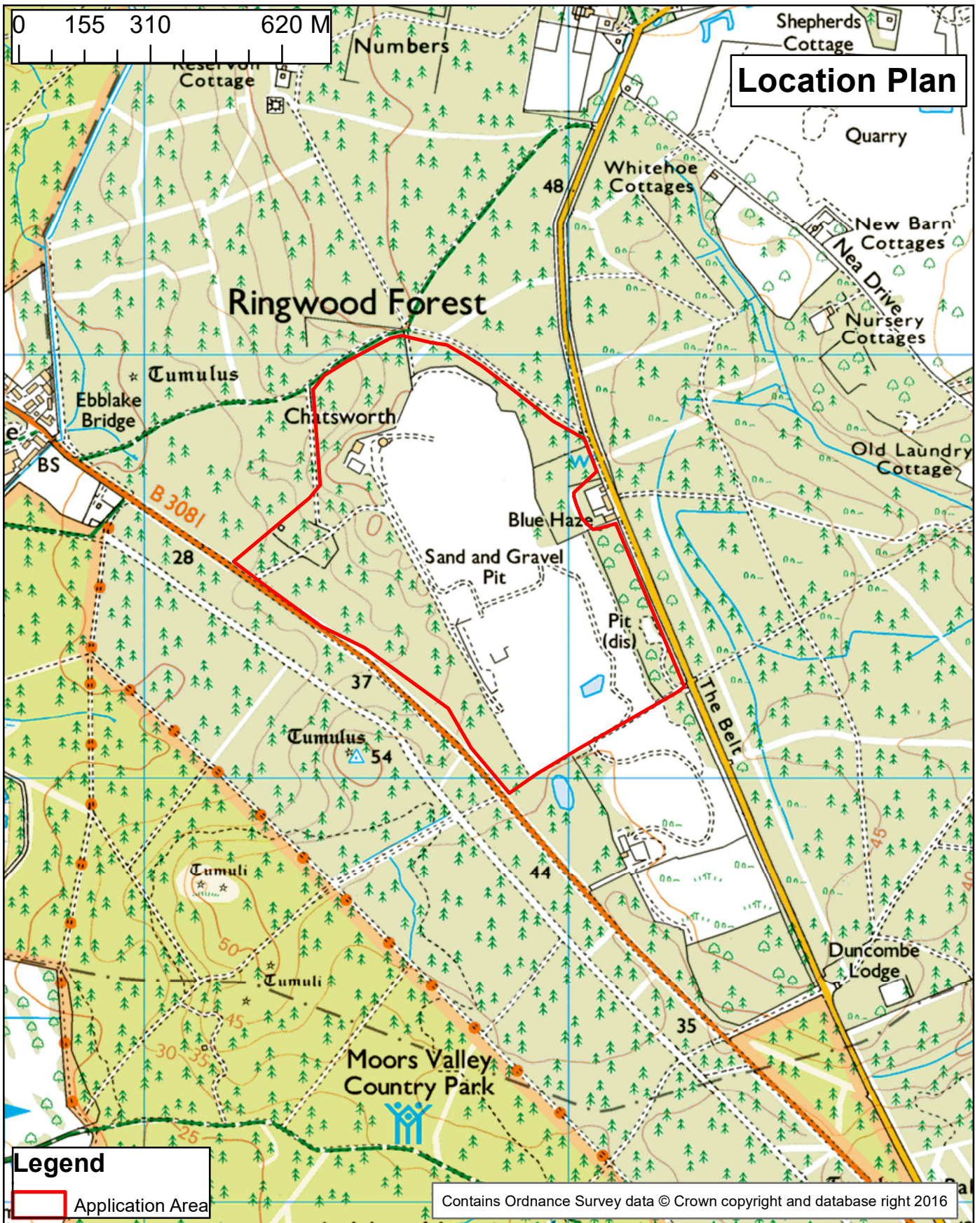
resolution for planning applications 19/10066, 19/10064 and 19/10063 made at the meeting held on 17 April 2019.

Link to application 19/10066, 19/10064 and 19/10063 Committee Report 17 April 2019

<http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=191&MId=3537&Ver=4>

Link to the application

<https://planning.hants.gov.uk/SearchResults.aspx?Criteria=nf105>



Regulatory Committee

Blue Haze Landfill Site, Verwood, Road Somerley BH24 3QE

Date: 29 July 2020

Application Numbers: 19/10066, 19/10064, 19/10063

1:12,500



Site Reference: NF105

Page 197

Drawn by: Strategic Planning

Economy, Transport and Environment

Hampshire County Council

This page is intentionally left blank