

HAMPSHIRE COUNTY COUNCIL
Decision Report

Decision Maker:	Regulatory Committee
Date:	15 March 2023
Title:	Full planning application for the demolition of existing practice facility and subsequent erection of replacement state-of-the-art practice facility building comprising office, store, shop (with reception), toilets, storage for equipment and golf carts, x2 teaching rooms and x12 practice bays, existing access upgrades, temporary compound area, car parking and drainage improvements with the importation of 281,550m ³ of clean inert soils to facilitate safety improvements, reprofiling of practice ground and associated wider course improvements including a temporary southern access to facilitate the creation of ecological, landscape and amenity areas with associated tree planting, wildlife corridor and mounding at Test Valley Golf Club, White Hill Road, Overton RG25 3DS (No. 22/00104/CMA) (Site ref: BA178)
Report From:	Assistant Director of Waste and Environmental Services

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Recommendation

1. That planning permission be GRANTED subject to the conditions listed in **Appendix A** and the completion of a legal agreement to ensure that all alterations to vehicular access points, HGVs involved in the delivery of imported materials are routed southward only, and that a pre-commencement road survey of the section of public highway between the site's access - White Hill Road junction to Micheldever Road's junction with the A303, to be used by HGVs, is undertaken.

Executive Summary

2. This report relates to a planning application to undertake significant overall improvements to the existing infrastructure and facilities at the Test Valley Golf Club, White Hill Road, Overton RG25 3DS.
3. This planning application is being considered by the Regulatory Committee as the proposed development is considered to be Environmental Impact Assessment (EIA) development, classified under the [Town & Country](#)

[Planning \(Environmental Impact Assessment\) Regulations 2017](#) being development types listed within Schedule 2. Furthermore, it has received objections from the local Borough Council.

4. With the exception of the local Borough Council all other consultees and interested third parties raise no objection to and/or support the proposal.
5. A committee site visit by Members took place on 21 November 2022 in advance of the proposal being considered by the Regulatory Committee.
6. Key issues raised are:
 - The need for the proposal;
 - Site suitability and location;
 - Design of the proposed golf course improvements;
 - Visual impact on the local landscape;
 - Impacts on local ecology;
 - Impact on local water environment;
 - Impacts on the local highway network; and
 - Impacts on local amenity and local communities.
7. There is a clear and demonstrated ‘site-specific’ and ‘special’ need for the development works proposed within this planning application. It is considered that the proposal would be in accordance with the relevant policies of the adopted [HMWP \(2013\)](#), Basingstoke and Deane Local Plan (BDLP) 2011-2029 (2016) as well as the relevant paragraphs of the [National Planning Policy Framework \(2021\)](#) and associated guidance.
8. It is recommended that planning permission be GRANTED subject to the conditions listed in **Appendix A** and the requirements of the respective a legal agreement requiring:
 - that all alterations to vehicular access points are built and installed to current road safety standards;
 - HGVs involved in the delivery of imported materials are routed southward only; and
 - that a pre-commencement road survey of the section of public highway between the site’s access - White Hill Road junction to Micheldever Road’s junction with the A303, to be used by HGVs, is undertaken.

The Site

9. The site is situated within the Test Valley Golf Club, which is an established and operational golf course. It has been used as a golf club since planning permission was originally granted in the 1980s.

10. Test Valley Golf Club occupies 52.3 hectares of land and is located approximately 4 kilometres (km) due south of Overton village and 12km due south-east of the town of Basingstoke. The site is located in a rural location set within 'open countryside' (i.e. outside the settlement boundary) (see **Appendix B - Site Location Plan**).
11. The wider golf club site is triangular in shape and bordered by the London to Southampton mainline railway along its eastern/south-eastern boundaries, White Hill Road along its western/south-western boundaries and by undeveloped agricultural land adjacent to its northern boundary. Woodland and established planting border the southern tip of the wider golf club site.
12. The application site (see **Appendix C- Site Layout Plan**) occupies approximately 22.3 hectares and currently includes the following:
 - Club house (inclusive of pro-shop, bar, changing rooms and office space) and associated refuse area;
 - Associated refuse (waste) area;
 - Staff and members car park;
 - Maintenance shed with compound area;
 - 18-hole golf course with extensive grounds; and
 - Existing practice facility building and associated ten bay (covered) driving range.
13. The area surrounding the site is predominantly agricultural in nature.
14. The golf club is situated approximately 1.5km to the north of the A303 (Strategic Road Network). The closest railway station is Micheldever which is located around 2.5km to the south of the site.
15. Access to the site is taken via White Hill Road which abuts the site on its western/south-western boundaries and leads to Micheldever Road and the A303 further south. A long private driveway leads to the clubhouse and parking area.
16. The site is bound to the north by Pilgrim's Farm (80 metres north-west of site) and Copse Farm (1km north-east of site). Beyond the eastern boundary of the site lies the Basingstoke to Winchester railway line and the residential property, Litchfield Grange. To the south of the site is Cobley Wood House (1km south of site) and an industrial park (1.5km south of the site) which includes several businesses such as Trinity Grain Ltd, Hampshire Grain, Stelling Properties Ltd and Danabb Transport. Finally, the site is bound to the west by Roundwood Farm (900 metres west of site).
17. There is a relatively well-developed Public Right of Way network (PRoW) close to the site. Footpath 18 is approximately 300 metres to the east of the site's north-eastern boundary. The footpath continues south connecting to

Footpath 9 and Footpath 10, leading to the A303. Footpath 14 is located north of Footpath 18 (approximately 550 metres to the east of the site's north-eastern boundary) and heads north to the centre of Overton. Footpath 15 is located approximately 1.6km to the north of the site and is bounded by the spatial boundary of Overton Parish Council to the west and Overton Road to the east. Lastly, Bridleway 16 is located opposite the site to the west of Micheldever Road.

18. The site itself is not subject to any landscape, heritage or nature conservation designations.
19. The site is situated within the Nationally classified 'The Hampshire Downs' landscape character area and the County classified landscape character area (LCAs) of 'Hammington and Dummer Downs'. To the south and south-east of the site is the 'Mid Hampshire Open Down LCA and to north and north-west of the site is the 'Test Valley' LCA.
20. The Laverstoke Park Grade II Registered Park and Garden lies approximately 2.6km north-west of the site.
21. The North Wessex Downs Area of Outstanding Natural Beauty (AONB) lies further afield, approximately 4.4km north-west of the site.
22. The closest statutorily designated nature conversation areas are the Micheldever Site of Special Scientific Interest (SSSI) located adjacent to the southern edge of the site. The River Test SSSI lies approximately 3.3km north-west of the site.
23. Several areas of ancient woodland and local, non-statutorily designated Sites of Importance for Nature Conservation (SINCs) lie within a 750m radius of the wider golf club site. These include Cobley Wood North (50m east), Quidhampton, Southley & Pilgrims Copses (135m north), Litchfield Grange Boundary Park (170m east), Litchfield Copse East & West (220m north-east), Southley Copse (230m north), Burnt Heath Copse (360m south-west), Cobley Wood Middle (305m south-east), Laverstoke Wood (510m west) and Round Wood (Round Wood Estate) (570m west).
24. The site is situated within the 'Longparish Important Arable Plants Area' Biodiversity Opportunity Area (BOA).
25. The site does not contain any designated heritage assets. Litchfield Grange (List UID: 1092663), a Grade II listed building is located around 600/700m east/north-east of the site. In addition, there is a Grade II* barn directly to the south of Litchfield Grange (List UID: 1092664).
26. In terms of the designated water environments, the site is situated within Flood Zone 1, the least sensitive zone (3 being the most sensitive). There are four ponds situated within the site that form part of the existing golf club

setting. The site overlies the White Chalk (a principal aquifer) and its northern margin lies within a Groundwater Protection Zone 3 (1 being the most sensitive).

27. The nearest residential properties to the wider Golf Club site are at Railway Cottage (190m north-east), Cobley Wood House (approx. 530m south-east) and Litchfield Grange (approx. 600/700m east/north-east). There are a number of farms and farm properties within a 500m radius, the nearest being Copse Farm (approx. 300m north-east), Upper Whitehill Farm (approx. 500m north) and Roundwood Farm (approx. 750m west).

Planning History

28. The site has no minerals and waste planning history, only that granted by Basingstoke and Deane District Council as detailed in the Table below for a golf club and ancillary leisure and commercial use over the last 30 years.
29. The planning history at the site is as follows and can be viewed via [Basingstoke and Deane Borough Council website](#):

Application	Description	Decision	Decision Date
15/04450/RET	Change of use to mixed use to allow non-golf related functions to be held (Retrospective)	Granted	19 April 2016
15/01226/FUL	Erection of a marquee to the rear of the building (temporary installation for 10 years)	Granted	19 June 2015
14/00812/FUL	Erection of side extension to bar and covered link to rear between converted function room and clubhouse (Amendment to that approved under 13/02352/FUL)	Granted	22 May 2014
13/02352/FUL	Erection of side extension to bar covered link to rear between converted function room and clubhouse	Granted	22 January 2014
BDB/63039	Erection of a shed	Granted	02 May 2006
BDB/61519	Erection of a 6.1m	Granted	11 October 2005

	high flag pole (retrospective)		
BDB/58702	Erection of golf driving range bays with 2m high bund and 6m high mobile netting	Granted	21 October 2004
BDB/53885	Erection of one 8.5-metre-high simulated telegraph pole telecommunications mast with two bisector antennae and a ground-based equipment cabin	Granted	27 September 2002
BDB/32560	Erection of club house and ancillary works	Granted	29 January 1992
BDB/32402	Erection of golf professional's shop	Withdrawn	12 November 1991
BDB/31212	Brick cladding to existing barn to form enclosed greenkeeper's store and construction of brickwork entrance feature	Granted	17 April 1991

The Proposal

30. This application when initially submitted in late 2021 was for a Hybrid planning application.
31. A 'Hybrid' planning application is one that is seeking outline planning permission for one part and full planning permission for another part of the same site. The combined development proposals were intrinsically linked, and as such, were submitted together for consideration.
32. The 'Hybrid' planning application initially sought:

Outline planning permission (all matters reserved except for temporary access along Micheldever Road) for eight lodges (use Class C1); creation of ecological and landscape areas, tree planting and associated infrastructure works

AND

Full planning permission for demolition of existing practice facility and subsequent erection of replacement state-of-the-art practice facility building comprising associated office, store, shop (with reception), toilets, storage for equipment and golf carts, x2

teaching rooms and x12 practice bays, existing access upgrades, temporary compound area, car parking and drainage improvements with the importation of 281,550m³ of clean inert soils to facilitate safety improvements and reprofiling of practice ground and associated course improvements

33. Within the Outline application, the eight proposed lodges (including a reception building) were being sought to support the club's existing hospitality element. However, the applicant withdrew this 'outline' element in January 2023, opting to continue with the full application element only, albeit a slightly amended version.
34. The remaining elements of the Outline application, including the temporary construction access (along White Hill Road/ Micheldever Road), creation of ecological and landscape areas, tree planting and associated infrastructure works have all been incorporated into the Application for Full Planning Permission. The full application is the focus of the decision before the committee.
35. The proposed temporary access along White Hill Road/ Micheldever Road (see **Appendix D - Temporary Construction Access**) would be required for construction purposes only (during the latter stages of or following the completion of Phase 3 of the wider golf course improvements).

Application for Full Planning Permission

36. The amended application for Full planning permission following the removal of the Outline application comprises:

Demolition of existing practice facility and subsequent erection of replacement state-of-the-art practice facility building comprising office, store, shop (with reception), toilets, storage for equipment and golf carts, x2 teaching rooms and x12 practice bays, existing access upgrades, temporary compound area, car parking and drainage improvements with the importation of 281,550m³ of clean inert soils to facilitate safety improvements, reprofiling of practice ground and associated wider course improvements including a temporary southern access to facilitate the creation of ecological, landscape and amenity areas with associated tree planting, wildlife corridor and mounding.
37. The development proposals are being sought to support and improve the club's existing facilities. According to the applicant, the investment is needed to upgrade existing facilities at the club to encourage existing and new members as well as non-golf visitors to continue using and use the club. Other golf clubs within the locality have made similar upgrades in recent years and Test Valley wish to remain up to date following many years without investment.

38. The most significant element of this application for Full planning permission is the importation (by road) of 281,550m³ of clean inert soils to facilitate safety improvements and the reprofiling of the practice ground/facilities and associated course improvements.

1st Hole Improvements:

39. The current 1st hole itself has been deemed unacceptable in golfing 'form' and also contains some health and safety matters both of which require resolution.
40. The hole contains an overly aggressive dogleg which results in golfers either trying to cut the corner and landing in unplayable positions as well as depriving golfers of the ability to strike long, direct tee shots towards the green (see **Appendix E – Existing course layout**).
41. The proximity of the current 1st hole and driving range results in health and safety risks due to sliced 1st hole and range balls often interrupting golfers and students play and teaching. The risk of injuries also exists.
42. The proposed changes would see the 1st hole swapped with the location of the current driving range, which is to be replaced by a state-of-the-art replacement practice facility.
43. The 1st hole would be straightened removing the dogleg.

Practice Facility Improvements:

44. A state-of-the-art replacement practice facility is proposed to replace the existing facility, with its buildings and structures being demolished.
45. The proposed Practice facility building would comprise the following elements:
- Reception desk and shop area;
 - Toilets (male, female and disabled);
 - Offices with kitchen and rest area;
 - Office storage room;
 - Equipment store;
 - Golf cart store;
 - Practice range access corridor;
 - 12 x practice range bays; and
 - 2 x state-of-the-art teaching rooms with video software.
46. The proposed building would be 51 metres long, 19 metres wide and 5.75 metres high to the roof ridge (see **Appendix F – Proposed Practice Facility Building Layout and Elevations**). The facility would include 969 m² of floorspace.
47. The proposed building would be constructed from sheet walling, vertical and horizontal cladding, brickwork with glazed doors and windows. The

cladding would be 'Olive Green' or similar in finish. These materials would include acoustic and thermal building regulation requirements.

48. The building's roof would be finished in 'Heritage Green' and include solar panelling and noise reduction measures.
49. The driving range would be extended from 250 yards to 275 yards and would add in improved safety margins between adjoining holes. It would also involve uphill playing areas, several greens and bunkers. The range building would include technological golf training schemes.
50. The reconfiguration of the 1st hole and practice facility would, according to the applicant, improve both the playing experience and provide state of the art practice areas and experiences from the Clubhouse to the 1st tee.

Existing and Proposed Car Parking Areas:

51. The club's existing car park, situated adjacent to the existing Club House and proposed practice facility would be retained and additional parking areas added. The additional areas to be situated on the northern margin of the existing car park would include fifty-five car parking spaces, six electric car parking spaces with charging points and five disabled car parking spaces.
52. According to the applicant, the additional spaces would future proof the club by increasing parking for members and visitors (existing and future), reconfiguring parking areas to make efficient use of the land and space, secure electric charging points to encourage sustainable transport , improve access for disabled golfers and visitors and free up spaces nearest to the clubhouse to allocate for wedding parties and events' parking.

8th Hole Improvements:

53. Similar to the current 1st hole, this hole contains an overly aggressive dogleg which results in golfers either trying to cut the corner and landing in unplayable positions as well as depriving golfers of the ability to strike long, direct tee shots towards the green. A further hindrance here is the poorly managed water features and rough planting along the hole's left margin.
54. It is proposed to straighten the 8th hole and include a properly designed water feature along the hole's left margin (see **Appendix H- Proposed 8th hole layout**). From the upgraded 8th tee, the 8th hole would be visible encouraging better golfers to try direct attempts to hit the green. This would improve the enjoyability of playing this hole and its challenge.
55. The improved water feature would include shallow one metre wide areas around its periphery for health and safety reasons and no deeper than 0.3

metres maximum depth of water. The shallow margins would be preferable for ecological benefit and plant growth.

Upgrade to Short Game Area:

56. According to the applicant, this area is fairly basic in design and nature and contains only one green and two bunkers.
57. It is proposed to redesign and reconfigure this area to increase the size of the green, include several bunkers and artificial trees scattered throughout to require differing types of shot and play. Mounds, hollows, swales and ridges would all be installed to make golfing more interesting and testing within this area.
58. Once completed (following the completion of phased redevelopment works), it would provide a much more visually attractive playing area as well as providing an attractive welcome to the club for drivers arriving in the car parking areas.

Phasing of redevelopment works:

59. The proposed development works would be undertaken in three distinct phases.

Phase one:

60. Phase one (see **Appendix I - Phase one**) would comprise the following key tasks:
- Widening of existing bell mouth access to ensure Tippers and Members can enter and egress the site safely;
 - Creation of temporary compound area and temporary haul road;
 - Dismantling of existing practice facility building;
 - Creation of temporary set down area;
 - Mobile plant to be installed on site; and
 - Commencement of reprofiling within active area of works.
61. The applicant advises that supplementary tasks for Phase one in terms of any tree removal/replacement planting and landscaping etc would be encapsulated within a landscape and ecological management plan provided as part of pre-commencement conditional package which would also comprise a Construction and Environmental Management Plan (CEMP).

Phase two:

62. Phase two (see **Appendix J - Phase two**) would comprise the following key tasks:
- Retention of existing bell mouth access to ensure construction traffic and members can enter and egress the site safely;
 - Retention of temporary compound area and temporary haul road;
 - Retention of temporary set down area;

- Restoration of reprofiling active area 1 including final finishing to be undertaken by specialist golf contractor;
 - Working in new active area to the north of the practice facility as shown;
 - Construction of new Practice Facility Building; and
 - Construction of new Car Parking Area and associated drainage.
63. The applicant advises that supplementary tasks for Phase two in terms of any tree removal/replacement planting and landscaping etc will be encapsulated within a landscape and ecological management plan provided as part of pre-commencement conditional package which would also comprise a Construction and Environmental Management Plan (CEMP).

Phase three:

64. Phase three (see **Appendix K - Phase three**) would comprise the following key tasks:
- Removal of temporary haul road associated with restored areas 1 and 2;
 - Retention of compound area for Phase 3 work (this will be removed at the final stage of the project when road sweeping, and construction staff are no longer required on site and then reprofiled to accommodate new short game area);
 - Temporary access development (expected to be required for one year) with hedgerow reinstated following completion of works in Phase 3 area;
 - Relocation of temporary mobile plant from Phase 2 area to Phase 3 area;
 - Removal of vegetation and replanting (details tbc in LEMP);
 - Implementation of Mounding work; and
 - Introduction of a wildlife corridor.
65. The applicant advises that supplementary tasks for phase three in terms of any tree removal/replacement planting and landscaping etc will be encapsulated within a landscape and ecological management plan provided as part of pre-commencement conditional package which would also comprise a Construction and Environmental Management Plan (CEMP).

Vehicular Access Details:

66. Alterations and Improvements are proposed to accommodate both construction traffic and members/visitors' access and egress to and from the site and the public highway (Overton Road/ Micheldever Road).

Temporary Construction Access:

67. A new temporary access from the public highway (Overton Road/ Micheldever Road) situated south of the existing access point would be

required to complete phase three (see **Appendix D - Temporary Construction Access**).

Traffic and Vehicle Movements:

68. Phases one and two would concern the land reprofiling of the golf course across a 2.5 to 3 year period. HGV movements delivering clean, inert materials to the site would equate to 80 two-way movements per average weekday. A further 20 two-way movements on an average weekday would be from staff movements.
69. Phase three would centre on the mounding work, wildlife corridor with vegetation removal and replanting works, following the completion and restoration of phases one and two. This includes the removal of temporary haul road associated with phases one and two.
70. The temporary infrastructure and temporary facilities within the compound area would be retained until the final stages of phase three when no longer needed. Temporary access development (see **Appendix D - Temporary Construction Access**) is expected to be required for one year with hedgerow reinstated following completion of works in phase three area. Temporary mobile plant would be relocated from phase two to phase three.

Operating hours for land reprofiling works:

71. These would be limited to 08:00 to 17:00 on Monday to Friday only. HGV movements would be capped and only arrive from and depart to the south within this period also.

Construction compound and haul road:

72. This temporary compound area would be situated within the existing short game area on the northern side of the club's existing access road (see **Appendix M - Temporary Construction Compound Area and Haul Road**). It would house the site office, staff welfare facilities, staff car parking, and plant and machinery required to undertake the land reprofiling works.
73. A temporary haul road connecting the compound area with the set down area for material delivery within phases one and two would be installed until those phases were completed and restored (see **Appendices I - Phase one** and **J - Phase two**).
74. All temporary areas and roads would be reinstated and restored on completion of the land reprofiling works.
75. All documents associated with the planning application can be found on the planning application [webpage](#).

Environmental Impact Assessment (EIA)

76. The proposed development has been assessed under [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#). The proposal falls within *Schedule 2, 10 (b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas (where (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; or (iii) the overall area of the development exceeds 5 hectares)* and *Schedule 2, 11 (b) Installations for the disposal of waste (unless included in Schedule 1) (where (ii) the area of the development exceeds 0.5 hectare; or (iii) the installation is to be sited within 100 metres of any controlled waters)*.
77. Formal screening and scoping opinions under Regulations 6 and 15 of the 2017 Regulations were not undertaken. Pre-application advice was sought from the Waste Planning Authority (WPA) in 2019. Within this advice, it was stated then that due to the nature of the type/s, scale and siting of the proposed developments, the potential for the causing of significant environmental impacts and effects was high and therefore was likely to be EIA development.
78. The applicant accepted the WPA's view and the Environmental Statement (ES) accompanying the application was submitted voluntarily. The applicant indicated that the submissions met [Schedule 4 of The Town and Country Planning \(Environmental Impact Assessment\) Regulations 2017](#). The ES' submitted addresses both applications under consideration and have considered the operations as currently proposed.
79. The approach to the ES is set out in the **Environmental Statement (ES) Chapter 1 Introduction**
80. Following the initial round of public consultation on the application, the Waste Planning Authority concluded that further information was required for the purposes of determining the application. In accordance with Regulation 25 of the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#), The Waste Planning Authority issued a Regulation 25 request on 09 June 2022. This additional information was considered to be necessary to enable the full and proper consideration of the likely environmental effects of the proposed development. The request for further information is summarised as follows:
1. Need / Compliance with Waste Planning Policies;
 2. Alternatives;
 3. Traffic and Transport;
 4. Landscape and Visual;
 5. Ecology;
 6. Water Environment; and
 7. Heritage.

81. Information requested for clarification only focused on the applicant reviewing public representations received and to add to their existing section on climate change, and commenting should they wish to.
82. The applicant's Regulation 25 response was received by the Waste Planning Authority in September 2022 and was subject to thirty days public consultation in accordance with the adopted [Statement of Community Involvement \(2017\)](#).
83. Following the second round of public consultation on the application (on the above mentioned Regulation 25 response), the Waste Planning Authority concluded that further information was required for the purposes of determining the application. In accordance with Regulation 25 of the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#), The Waste Planning Authority issued a further Regulation 25 request on 01 December 2022. This additional information was considered to be necessary to enable the full and proper consideration of the likely environmental effects of the proposed development. The [request](#) for further information related to further information on ecology.
84. Information requested for clarification focused on the applicant reviewing responses received from the Local Highway Authority and the County Council's Landscape advisor as well as on the total amount of inert materials required and concerns made over lighting impacts associated with the lodges.
85. The applicant's Regulation 25 response was received by the Waste Planning Authority in December 2022 and was subject to thirty days public consultation in accordance with the adopted Statement of Community Involvement (2017).
86. As previously mentioned, the Outline planning application element was removed from consideration in January 2023. The applicant amended the application and in February 2023 submitted the amended details and documentation, which was subject to thirty days public consultation in accordance with the adopted [Statement of Community Involvement \(2017\)](#).
87. A discussion of the findings of the ES, the subsequent Regulation 25 consultations and the supporting documentation related to the amended Full planning application is set out in the relevant **Commentary** sections of this report.

Development Plan and Guidance

88. Section 38(6) of the [Planning and Compulsory Purchase Act 2004](#) requires that applications are determined in accordance with the statutory 'development plan' unless material considerations indicate otherwise. Therefore, consideration of the relevant plans, guidance and policies and

whether the proposal is in accordance with these is of relevance to decision-making.

89. The key policies in the development plan which are material to the determination of the application, are summarised below. In addition, reference is made to relevant national planning policy and other policies that guide the decision-making process and which are material to the determination of the application.
90. For the purposes of this application, the statutory development plan comprises the following.

Hampshire Minerals & Waste Plan (2013) (HMWP)

91. The [HMWP \(2013\)](#) is the relevant development plan for waste planning policy issues in Hampshire. The most relevant policies are:
- 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 9: Restoration of minerals 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 25: Sustainable waste development;
 - Policy 29: Locations and sites for waste management; and
 - Policy 30: Construction, demolition and excavation waste development.

Update to the Hampshire Minerals and Waste Plan (emerging)

92. Hampshire County Council and its partner Authorities (Southampton City Council, Portsmouth City Council, New Forest National Park Authority and South Downs National Park Authority) are working to produce a partial update to the Hampshire Minerals and Waste Plan (2013) which will guide minerals and waste decision making in the Plan Area up until 2040. The partial update to the Plan will build upon the adopted Hampshire Minerals and Waste Plan (2013), eventually providing new and updated policies base on up-to-date evidence of the current levels of provision for minerals and waste facilities in the Plan Area. Plan making is currently at the [Regulation 18 draft plan consultation stage](#). The update to the Plan and its associated policies are only emerging policy. This means that the policies can only be references at this stage, and can be given no policy weight in decision making.

93. The following emerging policies are of the relevance 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: Water resources;
 - Policy 9: Protection of soils;
 - Policy 10: Restoration of minerals and waste developments;
 - Policy 11: Protecting public health, safety, amenity and well-being;
 - Policy 12: Flood risk and prevention;
 - Policy 13: Managing traffic;
 - Policy 14: High-quality design of minerals and waste development;
 - Policy 25: Sustainable waste management;
 - Policy 29: Locations and sites for waste management; and
 - Policy 30: Construction, demolition and excavation waste Development.

Basingstoke and Deane Local Plan (BDLP) 2011-2029 (2016)

94. The relevant policies are as follows:
- Policy SD1: Presumption in favour of sustainable development;
 - Policy CN6: Infrastructure;
 - Policy CN7: Essential facilities and services;
 - Policy CN8: Community, leisure and cultural facilities;
 - Policy CN9: Transport;
 - Policy EM1: Landscape;
 - Policy EM4: Biodiversity, geodiversity and nature conservation;
 - Policy EM5: Green infrastructure;
 - Policy EM6: Water quality;
 - Policy EM7: Managing flood risk;
 - Policy EM9: Sustainable water use;
 - Policy EM10: Delivering high quality development;
 - Policy EM11: The historic environment;
 - Policy EM12: Pollution; and
 - Policy EP4: Rural economy.

Overton Neighbourhood Plan 2016-2029

95. The relevant policy is:
- Policy LBE1: Landscape, built environment and local distinctiveness.
96. Supplementary Planning Documents and Guidance (SPDs and SPGs) and interim planning guidance includes:
- Design and sustainability (July 2018);
 - Heritage SPD (March 2019);
 - Landscape, biodiversity and trees (December 2018); and

- Planning obligations for infrastructure (March 2018).

97. Other plans and guidance of relevance to the proposal include:

National Planning Policy Framework (2021) (NPPF)

98. The following paragraphs are relevant to this proposal:

- Paragraph 11 (Presumption in favour of sustainable development);
- Paragraph 47 (Determination in accordance with the development plan);
- Paragraphs 55 & 56 (Planning conditions);
- Paragraphs 81- 82 & 84 - 85 (Supporting economic growth and rural economy);
- Paragraph 104 & 105 (Sustainable transport);
- Paragraphs 110 -113 (Considering sustainable transport in development proposals);
- Paragraph 126 (creation of high quality, beautiful and sustainable buildings and places);
- Paragraph 135 (Ensure quality of approved development does not diminish);
- Paragraph 152 (Contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience and encourage reuse);
- Paragraphs 174 & 182 (Conserving and enhancing the natural environment); and
- Paragraph 188 (Development appropriate for its location).

National Planning Policy for Waste (2014) (NPPW)

99. The following paragraphs are relevant to the proposal:

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

National Planning Practice Guidance (NPPG)

100. The following paragraphs are relevant to the proposal:

- Paragraphs 005, 006 and 008: [Air quality](#) (November 2019);
- Paragraphs 001. 002, 004, 009: [Climate change](#) (March 2019);
- Paragraphs 001, 009, 012, 016: [Design](#) (October 2019);
- Paragraphs 001-007: [Effective use of land](#) (July 2019);
- Paragraphs 001-053: [Environmental Impact Assessment](#) (May 2020);
- Paragraphs 001-068: [Flood risk and coastal change](#) (March 2021);
- Paragraphs 001-012: [Healthy and safe communities](#) (August 2022);
- Paragraphs 001-002, 006-064: [Historic Environment](#) (July 2019);
- Paragraphs 001-012: [Land affected by contamination](#) (July 2019);
- Paragraphs 001-007: [Light pollution](#) (November 2019);

- Paragraphs 001-043: [Natural environment](#) (July 2019);
- Paragraphs 001-017: [Noise](#) (July 2019);
- Paragraphs 001 and 003: [Open space, sports and recreation facilities, public rights of way and local green space](#) (March 2014);
- Paragraph 001-038: [Planning obligations](#) (September 2019);
- Paragraph 001-015: [Travel plans, transport assessments and statements](#) (March 2014);
- Paragraphs 001-030: [Use of planning conditions](#) (July 2019); and
- Paragraphs 001-0055: [Waste](#) (October 2015).

[Planning Practice Guidance for Waste \(15 October 2015\) \(Live\) \(PPGW\)](#)

101. The following are paragraphs relevant to the proposal:
- Who is the planning authority for waste development? (Paragraph: 001 Reference ID: 28-001-20141016 (October 2014));
 - What matters come within the scope of 'waste development'? (Paragraph: 002 Reference ID: 28-001-20141016 (October 2014));
 - How are counties and districts expected to work together in respect of waste development planning applications; (Paragraph: 045 Reference ID: 28-045-20150415 (April 2015));
 - What is the relationship between planning and other regulatory regimes; (Paragraph: 050 Reference ID: 28-050-20141016 (October 2014)); and
 - What is the main role of the environmental permit? (Paragraph: 051 Reference ID: 28-050-20141016 (October 2014)).

[Waste Management Plan for England \(2021\) \(WMPE\)](#)

102. The following are sections are relevant to the proposal:
- The Waste Management Plan and the objectives of the Waste (England and Wales) Regulations 2011;
 - Waste management in England;
 - Waste hierarchy; and
 - Waste arisings.

[Waste \(England and Wales\) Regulations \(2011\)](#)

103. The following is of relevance to the proposal:
- Part 1 General;
 - Part 2 Waste prevention programmes;
 - Part 3 Waste management plans;
 - Part 4 Waste prevention programmes and waste management plans: general provision;
 - Part 5 Duties in relation to waste management and improved use of waste as a resource;
 - Part 6 Duties of planning authorities;
 - Part 9 Transfer of waste;

- Part 10 Enforcement;
- Schedule 1- Waste prevention programmes and waste management plans;
- Schedule 2 - Amendments to the Hazardous Waste (England and Wales) Regulations 2005; and
- Schedule 3 - Amendments to the Environmental Permitting (England and Wales) Regulations 2010.

Relevant Ministerial statements:

[Resource and Waste Strategy for England \(2018\)](#)

104. The strategy's main aims are to:
- preserve our stock of material resources by minimising waste; promoting resource efficiency and moving towards a circular economy; and
 - minimise the damage caused to our natural environment by reducing and managing waste safely and carefully; and
 - deal with waste crime.
105. The strategy combines actions being taken by Government now with firm commitments for the coming years and gives a clear longer-term policy direction in line with Government's [25 Year Environment Plan](#).

[CL: AIRE - Leading Sustainable Land Reuse](#)

106. Contaminated Land: Applications in Real Environments (CL: AIRE) is a respected independent not-for-profit organisation established in 1999. It originally aimed to stimulate the regeneration of contaminated land in the UK by raising awareness of, and confidence in, practical and sustainable remediation technologies.
107. Since 1999, CL:AIRE has grown into an organisation that does more than just demonstrate remediation technologies "in real environments". The early years were very much focussed on land contamination and the processes and techniques in site characterisation, remediation and monitoring/verification. As the remediation industry has matured, CL:AIRE's activities have broadened into many areas of sustainable land reuse.
108. CL:AIRE supports a number of industry initiatives, for example, sustainable remediation and asbestos in soil, and has helped to develop more efficient regulation initiatives, such as the Definition of Waste Code of Practice for development projects and the emerging National Quality Mark Scheme.
109. CL:AIRE is recognised and supported by the Environment Agency (EA).

Consultations

110. The following responses have been received from consultees. A summary is provided below. A full record of all consultation responses is available to view on the planning application [webpages](#) under 'consultee responses'.
111. **County Councillor Henderson:** Was notified.
112. **County Councillor Porter:** Concerns raised over safety to non-motorised users of Overton Road from HGVs. Concerns also raised relating to the application's proposed travel plan, which to reduce car trips, should consider the option of collection from Overton or Micheldever railway stations. It should also make its proposed vehicle charging points available to local residents. Traffic during construction should be controlled sending vehicles north from the A303 rather than going through Micheldever station village. The traffic impact generated by the lodges is hard to quantify without data, as Overton Road traffic patterns are not back to pre-Covid levels, but speeds on this residential road are high. Micheldever Parish Council is currently working towards a safer road gateway into the village on Overton Road. Consideration of this in any financial support that could be given to the Parish Council to ensure/speed up delivery of this.
113. **Basingstoke and Deane Borough Council (Planning):** Objection on several grounds, including no demonstration of need/viability. The volume of inert materials needed is very high and greater than pre-app amount. Concerns raised over visual impacts on the local landscape through western views and contamination risk to land and water from imported materials.
114. **Basingstoke and Deane Borough Council (Environmental Health Officer (EHO)):** Risk of contamination to land and water from imported materials has not been adequately assessed. Condition requiring works to cease if contamination found during works should be imposed.
115. **Winchester City Council (Planning & Environmental Health):** No objection.
116. **Overton Parish Council:** Was notified.
117. **Micheldever Parish Council:** Agrees with the comments of County Councillor Porter in that construction should be controlled sending vehicles north from the A303 rather than going through Micheldever station village.

118. **Environment Agency:** No objection. The proposed development may require an EA issued environmental permit, a variation of an existing permit or an exemption from the environmental permitting regime.
119. **Highways England:** No objection.
120. **Network Rail:** No comments to make.
121. **Popham Airfield:** Was notified.
122. **Natural England:** No objection subject to a Construction Environmental Management Plan (CEMP) having been agreed and approved (with your authority's ecologist) and imposed through condition or obligation to be implemented prior to works commencing. Comments added concerning works not affecting local nature designations, and their fauna and flora.
123. **National Highways:** No objection.
124. **County Council Archaeologist:** No objection subject to a condition being imposed securing a programme of archaeological monitoring for the proposed works with provision made for an appropriate level of archaeological recording of any surviving remains impacted.
125. **County Council Ecologist:** No objection subject to the applicant's mitigation relating to the protection of dormice and other species being imposed, a Construction Environmental Management Plan (CEMP) being imposed and site lighting all being imposed by condition.
126. **Local Highway Authority:** No objection subject to the submission of a Construction Management Plan (CMP) to control the cleanliness of HGVs accessing and egressing the site, that imported materials are covered, that all works to accesses on to the public highway are built in accordance with approved plans and specifications all under conditions, and that legal agreements concerning HGV routeing of HGVs (to and from the south only) and surveys checking the condition of the public highway between the site and the A303 junction are entered into by all parties.
127. **County Council Landscape Architect:** No objection subject to the applicant's Landscape Environmental Management Plan (LEMP) and all planting and landscaping mitigatory works being imposed by condition. Details must include specifications describing plant species, numbers, density, sites and planting operations together with all maintenance and management works to ensure successful plant establishment. This also to

include safe working practices (risk assessment and method statements) to show how the steeper banks can be planted and maintained safely. Replacement of plants that fail to thrive in the first 5 years, should be undertaken in each and every year of that period.

128. **Lead Local Flood Authority:** No objection subject to a condition being imposed securing details for the suitable diversion of a natural surface water flow path running east to west in the northern part of the site due to the proposed increase in ground levels, to ensure continuing hydraulic continuity both upstream and downstream.
129. **Public Health (Hampshire County Council):** Supportive of any increase in recreational facilities within the Basingstoke area to provide additional opportunities for activity and exercise for the local population. Negative impacts on the local area though noise and to air quality should not be created as a result.
130. **Rights of Way (Hampshire County Council):** No rights of way affected.

Representations

131. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
132. In complying with the requirements of the SCI, the County Council:
 - Published a notice of the application in the [Hampshire Independent](#);
 - Placed notices of the application at the application site and in the 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 the twenty-nine nearest residential properties within the boundary of the site, and its vehicular access points.
133. As of 1st March 2023, twenty six representations (from twenty-three representors) to the proposal had been received. One raised some concerns and the remaining twenty-two were supportive. A full record of the responses received are on the planning application [webpages](#) (see public representations tab).
134. The representation received raising concerns cited the potential impact of light pollution on neighbouring properties from the proposed eight lodges. It was asked if night-time lighting could be restricted.

135. The representations received in support cited that the proposed development would improve the facilities at an existing and popular golf club, provide new local overnight accommodation facilities and positively improve local leisure and community facilities.

136. The above issues will be addressed within the following **commentary**.

Habitats Regulation Assessment [HRA]

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

138. 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
- Ramsar.

139. 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.

140. It is acknowledged that the proposed development (through its updated ES) includes environmental mitigation essential for the delivery of the proposed development regardless of any effect they may have on impacts on European designated sites.

141. The County Council is the determining authority for Habitats Regulations Assessments [HRA]. In responding to this application, the County Council's Ecologist confirmed that:

"the nearest National Site Network site is the River Itchen Special Area of Conservation (SAC), located over 11km away from the site. Due to the large distance and confined nature of the works, no adverse impacts are anticipated. Furthermore, as the proposed lodges no longer form part of this application, there will not be any surplus on the nitrate levels entering the Special Protection Areas, no likely significant effect is likely on the integrity of the SPAs".

142. Therefore, based on the applicant's submitted information and assessments on the impact of the application on the nearest European designated sites being "*no likely significant effect is likely on the integrity of the SPAs*", the conclusions are that this application needs no further

assessment, in effect stating that a 'Shadow Habitats Regulations Assessment [HRA] has been completed and a full HRA is not required.#

143. The emerging requirements for Biodiversity Net Gain (BNG) are covered in [Ecology](#) section of the commentary section of this report, where they are relevant to the proposal.

Climate Change

144. Hampshire County Council declared a [Climate Change Emergency](#) on 17 June 2019. A [Climate Change Strategy and Action Plan](#) has since been adopted by the Council.
145. When it comes to planning decisions, consideration of the relevant national or local climate change planning policy is of relevance. The Strategy and Action Plan do not form part of the Development Plan so is not material to decision making. However, it is true to say that many of the principles of the Strategy and Action Plan may be of relevance to the proposal due to the nature of the development. This proposed development has been subject to consideration of Policy 2 (Climate change - mitigation and adoption) of the [HMWP \(2013\)](#) as well as Paragraphs 152 - 158 of the [NPPF \(2021\)](#).
146. Policy 2 (Climate change - adaptation and mitigation) of the [HMWP \(2013\)](#), states that waste development should minimise their impact on the causes of climate change. It states that where applicable, 'waste development should reduce vulnerability and provide resilience to impacts of climate change by:
- a. being located and designed to help reduce greenhouse gas emissions and the more sustainable use of resources; or
 - b. developing energy recovery facilities and to facilitate low carbon technologies; and
 - c. avoiding areas of vulnerability to climate change and flood risk or otherwise incorporate adaptation measures.
147. Policy SD1 - Presumption in favour of sustainable development - of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#) states that:
- “BDBC will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*
- Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.”*

148. A **Climate Change Assessment** was included in **ES Chapter 16 - Climate Change**. This assessment is supported by technical appendices, also included within the ES.
149. The proposal incorporates a Sustainable Drainage Systems (SuDS) solution to manage surface water runoff. The SuDS solution has been designed to accommodate a 1:100 annual probability rainfall event including a 40% increase in rainfall intensity in order to allow for climate change in accordance with Environment Agency (EA) guidance.
150. The proposal has been assessed in relation to its potential vulnerability to climate change. More detailed information on design aspects is set out in the [design](#) section the commentary.
151. The proposal has been subject to consideration of Policy 2 (Climate change – mitigation and adoption) of the [HMWP \(2013\)](#), Policy SD1 (Presumption in favour of sustainable development) of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#), and Paragraphs 152-158 of the [NPPF \(2021\)](#). This is documented in more detail in the **climate change** commentary section of this report.

Commentary

152. The commentary section provides more information on the key planning issues in relation to the proposal. These are as follows:
- [Principle of the development](#);
 - [Demonstration of need and capacity](#);
 - [Application of the waste hierarchy](#);
 - [Suitability of site location and alternatives](#);
 - [Development in the countryside](#);
 - [Design and sustainability](#);
 - [Soil protection](#);
 - [Cultural and archaeological heritage](#);
 - [Impact on public health, safety and amenity](#);
 - [Impact on ground, surface waters and flooding](#);
 - [Ecology](#);
 - [Highways impact](#);
 - [Social-economic impacts](#);
 - [Legal agreement](#);
 - [Community benefits](#).
153. The remaining commentary covers these issues.

Policy context and principle of the development

154. This first section of the commentary summarises the main policy context for the proposal and the wider principle of the development.
155. The [Town and Country Planning \(Prescription of County Matters\) \(England\) Regulations \(2003\)](#) prescribe classes of waste operations and uses of land that should be dealt with as “county matters” (Para 001, NPPGW), and by County Councils’ being the Waste Planning Authority. In this case, the major element of the proposal is for the importation of circa 281,550m³ of inert material not waste (although this ‘waste or non-waste criteria’ would be determined by the applicant and the material provider/s) to reprofile the existing 18-hole golf course. Whilst there are other elements involved - upgrade to buildings and infrastructure and potential new access road - these, whilst important in planning terms, form less significant elements of the proposal.
156. Discussions over which local planning authority should be the appropriate determining authority resulted in the County Council as the Waste Planning Authority (WPA) agreeing to lead on the proposal.
157. Policy 25 (Sustainable waste development) of the [HMWP \(2013\)](#) has been developed to facilitate the delivery of waste management development within Hampshire which accords with the waste hierarchy. Policy 25 (Sustainable waste management) sets out the long-term aim ‘*to enable net self-sufficiency in waste movements and divert 100% of waste from landfill. It indicates that all waste development should:*
- a. encourage waste to be managed at the highest achievable level within the waste hierarchy; and*
 - b. reduce the amount of residual waste currently sent to landfill; and*
 - c. be located near to the sources of waste, or markets for its use; and / or*
 - d. maximise opportunities to share infrastructure at appropriate existing mineral or waste sites.’*
158. Policy 25 also sets a provision for the management of non-hazardous waste arisings with an expectation of achieving by 2020 at least 60% recycling and 95% diversion from landfill. The [HMWP \(2013\)](#) and its targets and timescales are currently the subject of revision.
159. The proposal although not the typical ‘waste management’ development; the Waste Planning Authority usually determines, will assist the county in achieving its diversion of waste from landfill, through the importation of 281,550m³ of clean inert soils that would otherwise be discarded, and certainly not used for beneficial outcomes of improving the layout and performance of an existing golf course, as proposed.
160. As previously discussed, CL:AIRE has grown into an organisation that does more than just demonstrate remediation technologies “in real environments”. CL:AIRE supports a number of industry initiatives, for example, sustainable remediation and asbestos in soil, and has helped to

develop more efficient regulation initiatives, such as the Definition of Waste Code of Practice for development projects and the emerging National Quality Mark.

161. CL:AIRE works with and is supported by the Environment Agency (EA) and Waste and Resources Action Plan (WRAP) with both organisations working with waste producers, waste movers and prospective waste users to ensure waste materials are used sustainably and in accordance with the UK Waste Planning Policies/Regulations and the Waste Hierarchy. CL:AIRE in this instance is being used by the applicant to prove that the proposed imported inert materials are clean and as a result no longer classified as a 'waste'.
162. In helping to meet the provisions of Policy 25 (Sustainable waste development) of the [HMWP \(2013\)](#), the proposal would satisfy the long-term aim of enabling net self-sufficiency in waste movements and divert 100% of waste from landfill through a) encouraging waste to be managed at the 'highest achievable level', here via the CL:AIRE process, b) the waste materials would contribute to a reduction of this type of material/s and overall amounts of waste being sent to landfill and c) be located near to the sources of waste both in part, by reusing, and as a result, diverting unwanted soils from being disposed of, thus encouraging *'the management of waste at the highest achievable level within the waste hierarchy'*.
163. In noting c) in Policy 25, the operator currently contracted to undertake the development works is a recognised waste management company based within Hampshire who also operates existing minerals and waste sites, also within the county.
164. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policy 25 (Sustainable waste management).
165. Whether the proposal is considered to be an acceptable proposal in accordance with local and national policy and specifically paragraph 11 of the [NPPF \(2021\)](#), Policy 1 (Sustainable minerals and waste development) of the [HMWP \(2013\)](#) and Policy SD1 (Presumption in favour of sustainable development) of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#) will be considered in the remaining sections of this commentary section.

Suitability of site location and need

166. The [NPPW \(2014\)](#) seeks to protect the local environment and amenity by aiming to prevent waste facilities being placed in appropriate locations. However, it also acknowledges that proposals for waste management facilities can be controversial, acknowledging that they may not reflect the

vision and aspirations of local communities and can lead to justifiable frustrations.

167. Appendix B of the [NPPW \(2014\)](#) sets out locational criteria for the location of waste sites. Many of the criteria such as protection of water quality and resources and flood risk management (a), land instability (b), landscape and visual impacts (c), nature conservation (d), conserving the historic environment (e), traffic and access (f), air emissions, including dust (g), odours (h), vermin and birds (i), noise, light and vibration (j), litter (k) and potential land use conflict (l). The compliance of the proposal with these areas are largely covered by other parts of this commentary, so the proposals acceptability in relation to Appendix B is covered throughout this commentary section.
168. Policy 29 (Locations and sites for waste management) of the [HMWP \(2013\)](#) provides a framework to guide development of waste management facilities to suitable locations within the Hampshire. Paragraph 6.196 of the supporting text sets out that the Plan expects market led delivery and therefore it does not identify and allocate any individual sites for waste development.
169. Looking at the Policy 29's locational criteria, the proposal is located in a rural setting in central Hampshire, meaning it does not meet part 1 (i) of Policy 29, which states suitable waste management development should be located on sites in '*Urban areas in north-east and south Hampshire*'. Furthermore, Part 1 (ii) and (iii) require suitable sites to be located in '*Areas along the strategic road corridors*' and in '*Areas of major new or planned development*'. Again, neither of these criteria are met although the golf club is located approximately 2.5km north of the A303.
170. This means the proposal must meet Part 3 as the proposal with it not meeting Parts 1 and 2 of the policy. Part 3 requires that development in other locations will be supported where it is demonstrated that:
 - a) the site has good transport connections to sources of and/or markets for the type of waste being managed; and
 - b) a special need for that location and the suitability of the site can be justified.
171. In terms of compliance with 3 (a), the site has good transport connections to both sources of waste and/or inert materials and as result the markets too as it is accessed via the A303 approximately 2.5km due south, which provides direct connections to the nearby A34 and M3 and southern, western and north-eastern Hampshire.
172. With the operator currently contracted to undertake the development works being a recognised Hampshire-based waste management company (who also operates existing minerals and waste sites within the county), the operator is aware of and have access to the markets for these materials,

and their availability. Furthermore, with the material being provided through [CL: AIRE - Leading Sustainable Land Reuse](#), prospective developers can view types, locations and volumes of materials in advance. This 'register' that is kept allows the audit trail to be followed by both developers and regulators ensuring waste and/or materials are exported from and delivered to and used at the correct sites and within the correct developments.

173. Basingstoke Borough Council raised objection to the proposal including on the lack of demonstration of need/viability. This is noted. In terms of compliance with 3 (b), the applicant has put together a strong case that their club and their business need to modernise and diversify. Other clubs have done this within this area of Hampshire, and within the last ten to fifteen years, to maintain their golf playing standards (Professional Golf Association) and their ancillary facilities, and most importantly the teaching and practice areas for both young and improving golfers.
174. To secure the future of the club and business, and to avoid being left behind commercially, the applicant intends to undertake these improvements, upgrades and updates to the playing and all-round experience of the golf course itself, plus that of all of its ancillary facilities, buildings, structures and infrastructure. Therefore, the proposed development has justified its special need and coupled with the site being an existing golf course, it has also been demonstrated that it is a suitably located and site specific one.
175. The volume of inert materials required by the proposal was also noted as an area of concern by the Borough Council. Based on the information before the Planning Authority and the scheme proposed, the level of material is considered to be acceptable.
176. Whilst the proposal is not technically supported by Policy 29 which specifies the location of waste management facilities/sites (this is a one-off, bespoke, temporary development - to upgrade an existing golf club using unwanted inert, clean soils - and not a 'traditional' waste site or activity such as a landfill site or a waste processing facility or a waste transfer station, in terms of the proposed development's rural setting, Policy 5 (Protection of the countryside) of the [HMWP \(2013\)](#) accepts in 5 (b) *that if the nature of the waste management development is related to countryside activities, meets local needs or requires a countryside or isolated location* that certain development proposals in the open countryside can be permitted.
177. Looking at Policy 30 (Construction, demolition and excavation waste development) of the [HMWP \(2013\)](#), it is stated that *'where there is a beneficial outcome from the use of inert construction, demolition and excavation waste in developments, such as the restoration of mineral workings, landfill engineering, civil engineering and other infrastructure*

projects, the use will be supported'. This is provided that 'as far as reasonably practicable all materials capable of producing high quality recycled aggregates have been removed for recycling.'

178. As previously mentioned, the site is an existing and well-established golf course. The course is located in a countryside location, already providing a local leisure-related service in this area of central Hampshire. Therefore, the temporary nature of the waste management activities is related to '*countryside activities*' in this instance. Furthermore, the proposed landscaping and restoration works associated with the improvements to the golf course itself are expected meet Policy 5's requirements for '*the highest standards of design, operation and restoration*' once the development works are completed.
179. The inert materials and soils to be used within the proposed development are derived from the use of Construction, Demolition and Excavation (CDE) recovered soils for use within the course's reprofiling and landscaping improvements. With the material being provided through [CL: AIRE - Leading Sustainable Land Reuse](#), the source/s and status/es of materials being sought can be verified and their contribution to '*maximising the recovery of construction, demolition and excavation waste to produce at least 1mtpa of high quality recycled/secondary aggregate*' would be supported by the [HMWP \(2013\)](#).
180. Whilst the emerging [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policies 5 (Development in the countryside), 29 (Locations and sites for waste management) and 30 (Construction, demolition and excavation waste development).
181. As previously mentioned, Policy SD1 (Presumption in favour of sustainable development) of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#) sets out criteria for all new development to ensure applicants are worked with proactively to jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. This will include matters such as visual impact, arboriculture, landscaping, biodiversity enhancement and overall scheme design. Compliance on all these matters, and others, is addressed in the relevant section of the commentary.

Design and sustainability

182. The [Planning Act 2008](#) places great importance on good design and sustainability. Paragraph 126 of the [NPPF \(2021\)](#) confirms that good design is a key aspect of sustainable development and helps create better places in which to live and work to make development acceptable to communities. Paragraph 130 of the [NPPF \(2021\)](#) requires that planning

decisions ensure that developments 'will function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and are sympathetic to local character and history, including the surrounding built environment and landscape setting'. Paragraph 134 of the [NPPF \(2021\)](#) also advises that permission should be refused for development that is not well designed.

183. Policy 10 (Protecting public health, safety and amenity) protects residents from significant adverse visual impact. 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.
184. Supporting Policies 10 and 13, Policy 9 (Restoration of minerals and waste developments) of the [HMWP \(2013\)](#) requires that *'Temporary waste development should be restored to a level in keeping with the character and setting of the local area', 'to beneficial after-uses consistent with the development plan' and 'should contribute to the delivery of local objectives for habitats, biodiversity or community use where these are consistent with the development plan.*
185. Policy EM10 (Delivering high quality development) of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#) sets out criteria to ensure *'all development proposals will be of high quality, based upon a robust designed approach' and 'have due regard to the density, scale, layout, appearance, architectural detailing, materials and history of the surrounding area, and the relationship to neighbouring buildings, landscape features and heritage assets.'*
186. As previously stated, the proposed development comprises both built elements affecting existing infrastructure and works to improve the playing areas and appearance of the wider golf course itself. A **Landscape Visual Impact Assessment (LVIA)** was submitted with the planning application to assess and identify any impacts on the local landscape, and any required mitigation that would be required to make the proposed development in terms of visual impact and on landscape character.
187. Concerns were raised by Basingstoke Borough Council in relation to visual impacts on the local landscape through western views. These concerns are acknowledged.

Built development - Practice facility:

188. A state-of-the-art replacement practice facility is proposed to replace the existing facility with its buildings and structures being demolished. More information on what this comprises is set out in the [Proposal](#) section.

189. No consultees or interested third parties have raised concerns to the overall appearance, design and scale of the replacement facility building. It is replacing the existing facility, and in largely the same position, which is outdated and no longer fit for a modern functioning golf course that is seeking to upgrade itself for both existing members and to attract new ones.
190. The applicant advises that these 'green' finishes have been picked to ensure that the proposed materials and finishes are as sympathetic to this rural setting and as similar to existing 'greens' already being used. The combination of these and that the proposed Facility building is replacing another, is located fairly centrally within the wider golf club site, and with on-site established planting providing natural screens.

Car park:

191. The club's existing car park, situated adjacent to the existing Club House and proposed practice facility would be retained and additional parking areas added. Again, no objections to this aspect of the proposed development have been raised. The larger car park would be constructed from similar materials to existing (tarmac) and would not be discernible from external views being shielded behind existing and proposed buildings and established on-site planting.

Vehicular access:

192. The application proposes permanent alterations to the Golf Club's access road junction with the public highway (White Hill Road/Micheldever Road) through wider visibility splays and the installation of a temporary access road further south along the public highway to allow construction traffic access into phase three of the wider improvement works. Again, in terms of materials, finishes and scale, these would be in keeping with existing (in terms of the existing vehicular access) and minor in scale and nature. The temporary access road being removed and land restored to its former condition once it is no longer needed.

Improving the playing experience and appearance of wider golf course:

193. In terms of improvement works to the 18-hole golf course itself, there are key areas that would undergo the most significant changes, those being the driving range, 1st Hole (and adjoining practice facility), 8th Hole and Short Game Area.
194. The driving range would be extended from 250 yards to 275 yards and would add in improved safety margins between adjoining holes. It would also involve uphill playing areas, several greens and bunkers. The range building would include technological golf training schemes.

195. The reconfiguration of the 1st Hole (and adjoining practice facility) would, according to the applicant, improve both the playing experience and provide state of the art practice areas and experiences from the Clubhouse to the 1st tee.

1st Hole Improvements:

196. The current 1st hole itself has been deemed unacceptable in golfing 'form' and also contains some health and safety matters both of which require resolution. The hole contains an overly aggressive dogleg which results in golfers either trying to cut the corner and landing in unplayable positions as well as depriving golfers of the ability to strike long, direct tee shots towards the green (see **Appendix E – Existing course layout**).
197. The proposed changes would see the 1st hole swapped with the location of the current driving range, which is to be replaced by a state-of-the-art replacement practice facility. The 1st hole would be straightened removing the dogleg.

8th Hole Improvements:

198. Similar to the current 1st hole, this hole contains an overly aggressive dogleg which results in golfers either trying to cut the corner and landing in unplayable positions as well as depriving golfers of the ability to strike long, direct tee shots towards the green. A further hindrance here is the poorly managed water features and rough planting along the hole's left margin.
199. It is proposed to straighten the 8th hole and include a properly designed water feature along the hole's left margin (see **Appendix H - Proposed 8th hole layout**). From the upgraded 8th tee, the 8th hole would be visible encouraging better golfers to try direct attempts to hit the green. This would improve the enjoyability of playing this hole and its challenge. The improved water feature would include shallow one metre wide areas around its periphery for health and safety reasons and no deeper than 0.3 metres maximum depth of water. The shallow margins would be preferable for ecological benefit and plant growth.

Upgrade to Short Game Area:

200. According to the applicant, this area is situated at the front of the wider golf club adjoining the public highway and is fairly basic in design and nature and contains only one green and two bunkers. It is proposed to redesign and reconfigure this area to increase the size of the green, include several bunkers and artificial trees scattered throughout to require differing types of shot and play. Mounds, hollows, swales and ridges would all be installed to make golfing more interesting and testing within this area.

201. Following the completion of phased redevelopment works, it would provide a much more visually attractive playing area as well as providing an attractive welcome to the club for drivers arriving.

Phasing of redevelopment works:

202. The proposed development works would be undertaken in three distinct phases.
- *Phases one and two:* The applicant advises that supplementary tasks for Phases one and two (see **Appendix I - Phase one and Appendix J - Phase two**) in terms of any tree removal/replacement planting and landscaping etc would be encapsulated within a landscape and ecological management plan provided as part of pre-commencement conditional package which would also comprise a Construction and Environmental Management Plan (CEMP);
 - *Phase three:* Phase three (see **Appendix K - Phase three**) would comprise the following key tasks:
 - Removal of temporary haul road associated with restored areas one and two;
 - Retention of compound area for Phase three work (this will be removed at the final stage of the project when road sweeping, and construction staff are no longer required on site and then reprofiled to accommodate new short game area);
 - Temporary access development (expected to be required for one year) with hedgerow reinstated following completion of works in Phase three area;
 - Relocation of temporary mobile plant from Phase two area to Phase three area;
 - Removal of vegetation and replanting (details to be provided in a Landscape and Ecological Management Plan (LEMP) required under condition);
 - Implementation of Mounding work;
 - Introduction of a wildlife corridor; and
 - The applicant advises that supplementary tasks for phase three in terms of any tree removal/replacement planting and landscaping etc will be encapsulated within both their proposed Landscape and Ecological Management Plan (LEMP) provided as part of pre-commencement conditional package and also comprise a Construction and Environmental Management Plan (CEMP).
203. In terms of the views of the relevant consultees, no objections or concerns have been raised to the principle of the built aspects of the overall proposed development works in terms of design, appearance and scale. The proposed material and finishes to all proposed built development would be controlled by condition.
204. However, the landscape advisors at both the County Council and Basingstoke and Deane Borough Council require reassurances that the reprofiling and landscaping works would be integrated as sympathetically

and 'naturally' as possible into this established golf course that is situated in this rural setting.

205. It must be acknowledged that the golf club is an existing golf club seeking improvements to its facilities and situation rather than an entirely new golf club being proposed in this location. That said, it is important that both its physical and built alterations and changes to its playing areas and topography do not create unacceptable features in the landscape, affecting local landscape character particularly with the wider golf club's western boundary being the most open.
206. The applicant has engaged the services of Westenberg Golf to redesign the playing areas at the club, removing health and safety and playing issues such as the problem dog legs and to also make the course more challenging as players' performances and skill levels have developed significantly over the last several years. At the same time, the appearance of the golf course needs to remain as natural looking as is possible to ensure this aspect of the playing experience is married into the setting.
207. Landscape advisors at both the County Council and Basingstoke and Deane Borough Council have requested that gradients to areas of mounding between holes and particularly along the wider course's western boundary with Whitehill Road/ Micheldever Road in phase three (see **Appendix K - Phase three**) are suitably graded and appropriately planted with gradients not steeper than 1:2 and preferably 1:3 or less.
208. Furthermore, mitigatory planting measures including protection of retained planting are all proposed to be employed by the applicant throughout the three phases of improvement works. In order to ensure an appropriate level of planting is secured and achieved as well as an appropriate topography is delivered, the applicant has proposed that any removal of vegetation and replanting, the implementation of mounding work and the introduction of a wildlife corridor would all be controlled under and/or influenced by their both their proposed Landscape and Ecological Management Plan (LEMP) provided as part of pre-commencement conditional package and also comprise a Construction and Environmental Management Plan (CEMP), which would be imposed by condition. These controls would make the development acceptable in terms of appearance and ensuring that the reprofiling and landscaping works would be integrated as sympathetically and 'naturally' as possible into this established golf course that is situated in this rural setting. As a result, the proposed development would not cause an unacceptable adverse visual impact and would maintain and enhance the distinctive character of the landscape. Conditions are also included in **Appendix A** in relation to the restoration and aftercare of the site. On this basis, the proposal is therefore considered to be in accordance with Policies 13 (High-quality design of minerals and waste development), 10 (Protecting public health, safety and amenity) and 9 Policy 9 (Restoration of minerals and waste developments) of the [HMWP \(2013\)](#) and Policy

EM10 (Delivering high quality development) of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#).

209. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policies 13 (High-quality design of minerals and waste development), 10 (Protecting public health, safety and amenity) and 9 Policy 9 (Restoration of minerals and waste developments).

Ecology

210. Policy 3 (Protection of habitats and species) of the [HMWP \(2013\)](#) requires that *'waste development should not have a significant adverse effect on, and where possible, should enhance, restore or create designated or important habitats and species.'* It further states that *'Development which is likely to have a significant adverse impact upon such sites, habitats and species will only be permitted where it is judged, in proportion to their relative importance, that the merits of the development outweigh any likely environmental damage. Appropriate mitigation and compensation measures will be required where development would cause harm to biodiversity interests.'*
211. Where the policy refers to *'designated habitats and species'*, there is a hierarchy of significance and importance as follows:
- a) *internationally designated sites including Special Protection Areas, Special Areas of Conservation, Ramsar sites, any sites identified to counteract adverse effects on internationally designated sites, and European Protected Species;*
 - b) *nationally designated sites including Sites of Special Scientific Interest and National Nature Reserves, nationally protected species and Ancient Woodland;*
 - c) *local interest sites including Sites of Importance for Nature Conservation, and Local Nature Reserves;*
 - d) *habitats and species of principal importance in England;*
 - e) *habitats and species identified in the UK Biodiversity Action Plan or Hampshire Authorities' Biodiversity Action Plans.*
212. The closest statutorily designated nature conservation areas (b.) are the Micheldever Site of Special Scientific Interest (SSSI) located adjacent to the southern edge of the site and the River Test SSSI approximately 3.3km north-west of the site, the site does provide habitat and habitat potential for European Protected Species' (dormice and reptiles). Without appropriate assessments and mitigation a proposed waste development could cause adverse effects to these legally protected areas and/or habitats and species.

213. The closest non-statutorily designated site (c.) is Cobley Wood North Site of Importance for Nature Conservation (SINC) and Ancient Woodland, located 80m east of the application site, separated from the site by the mainline railway.
214. The nearest National Site Network site (a.) is the River Itchen Special Area of Conservation (SAC) located over 11km away from the site. Due to the large distance and confined nature of the works, no adverse impacts are anticipated. Furthermore, following the amendment of the originally submitted 'Hybrid' application and the removal of the proposed eight lodges and that there will not be any surplus on the nitrate levels entering the Special Protection Areas (Southampton and Solent (SPA)) beyond the River Itchen Special Area of Conservation (SAC), no likely significant effect is likely on the integrity of the SPAs in the view of both Natural England and the County Council's Ecologist. Therefore, impacts and effects on the nature conservation and biodiversity value and status of the application site itself and its immediately adjoining areas are the chief concern here.
215. The application was accompanied by several **Surveys** and **Assessments** concerning the status, protection and management of nature conservation and biodiversity within and connected to the application site. Proposed mitigatory measures based on the completed site surveys and investigations were also included, in the form of a proposed Landscape and Ecological Management Plan (LEMP) and a proposed Construction Environmental Management Plan (CEMP). These are set out as conditions in **Appendix A**.
216. In response to the submitted Surveys and Assessments and accompanying mitigation, the County Council's Ecologist queried the application's justifications concerning the lack of mitigation proposed for nearest statutory designated site is Micheldever Spoil Heaps Site of Special Scientific Interest (SSSI) and the loss of 0.4ha of suitable dormouse habitat loss. Natural England had already confirmed that the Council's Ecologist was the lead ecological consultee on this application now following the removal of the lodges.
217. The applicant resubmitted their Assessments, which included **updated habitat, protected species' and landscape mitigation** including additional compensation areas associated with their **proposed Landscape and Ecological Management Plan (LEMP)** and **Construction Environmental Management Plan (CEMP)**, both of which had been updated. In response to the submitted updated Assessments and accompanying mitigation, the County Council's Ecologist removed their concerns stating to avoid the application having an adverse effect on this Micheldever Spoil Heaps Site of Special Scientific Interest (SSSI) the Construction Environmental Management Plan (CEMP) is secured via a pre-commencement condition to detail the measures to be implemented to ensure no direct or indirect impacts as a result of the proposed works

during the construction phase of the development. These measures should include but not be limited to the storage of construction materials, chemicals and equipment, dust suppression, surface water runoff from the site such as chemical and/or fuel run-off into nearby watercourses, waste disposal, noise impacts, accidental encroachment onto the SSSI.

218. Commenting further on notable habitats, the Council's Ecologist noted that the habitats on site include ponds, woodland, hedgerows, grassland, scrub, buildings and areas of hardstanding. There will be a loss of areas of grassland, scrub and hedgerows and in the absence of compensation measures, there will be an overall net loss in biodiversity. Therefore, a pre-commencement planning condition has been recommended to ensure no net loss and an overall net gain in biodiversity. Whilst the applicant has queried the wording of sections of this proposed condition, its need and justification has been accepted.
219. Commenting further on protected species, the Council's Ecologist noted that reptiles and dormice have been recorded to be present on site and therefore if unmitigated, the works are likely to result in habitat loss/damage, accidental killing/injury and disturbance of protected species. Therefore, the same pre-commencement planning condition previously recommended to ensure no net loss in biodiversity should be secured to ensure these adverse impacts are avoided, minimised and mitigated. This has been accepted by the applicant.
220. The County Ecologist also requested that a sensitive lighting strategy be installed on site, where lighting is required, again to ensure these adverse biodiversity impacts are avoided, minimised and mitigated. This has been accepted by the applicant.
221. The imposition of the above LEMP, CEMP and sensitive lighting strategy through conditional controls would make the development acceptable in terms of protecting and enhancing nature conservation and biodiversity. The proposal is therefore considered to be in accordance with Policy 3 (Protection of habitats and species) of the [HMWP \(2013\)](#) and Policy EM4 (Biodiversity, Geodiversity and Nature Conservation) of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#). The required conditions are set out in **Appendix A**. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policy 3 (Protection of habitats and species).

Soil protection

222. Policy 8 (Protection of soils) of the [HMWP \(2013\)](#) requires that '*waste development should ensure the protection of soils during construction and, when appropriate, recover and enhance soil resources.*'

223. All affected soils within the golf course that are subject to disturbance as result of the proposed reprofiling works would be required to be stored safely and retained within the site and reused within the proposed works, and not exported off-site. This would be achieved via condition.
224. Firstly, it is important that local soils are retained as this ensures native soils and their native properties are retained at source and secondly, it also helps reduce the need for additional soils and materials being imported beyond that already being sought. Soils are therefore protected and effectively managed as part of the development.
225. With the proposal involving the importation and use of 281,550m³ of clean inert soils, this would ensure that soil resources are being recovered rather than disposed of.
226. The proposal is considered to be in accordance with Policy 8 (Protection of soils) of the [HMWP \(2013\)](#).
227. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policy 8 (Protection of soils).

Cultural and archaeological heritage

228. Policy 7 (Conserving the historic environment and heritage assets) of the [HMWP \(2013\)](#) requires that waste development should protect and, wherever possible, enhance Hampshire's historic environment and heritage assets, both designated and non-designated, including the settings of these sites. The Policy further states that waste development should preserve or enhance the character or appearance of historical assets unless it is demonstrated that the need for and benefits of the development decisively outweigh these interests.
229. Whilst the County Archaeologist was not initially satisfied with the applicant's submitted archaeological desk-based assessment, the amended versions provided under Regulation 25 did provide sufficient evidence that the wider golf club had historically been subject to earth-moving works and likely disturbance of and impact to any archaeological deposits present.
230. The Council's Archaeologist further contended that where similar works to alter topography and fill using inert soils are proposed as part of this development scheme, that the submitted 'existing and proposed topography plan' does show that the proposed works are generally taking place within areas of the course that are now shown to have been previously impacted and are low in risk.

231. Based on this position, the Council's Archaeologist concurs with the applicant's view that a programme of targeted archaeological monitoring and recording during construction groundworks within the footprints of the cropmarks identified prior to establishment of the current golf course would be a proportionate mitigation response.
232. This programme, to be required via condition, would allow the significance of the impact upon any buried archaeological remains to remain moderate as any archaeological remains would still be removed. This condition is included in **Appendix A**. The monitoring and recording of any remains would be considered to off-set that harm, through retaining archaeological evidence that otherwise would be lost without record and enhancing our archaeological and historical understanding.
233. There are no other heritage assets situated within close proximity of the proposed development works that would be adversely affected through the changes sought to the existing golf course, whether temporarily during the operations or afterward following the completion of the works.
234. On the basis of the proposed mitigation and conditions, the proposal is in accordance with Policy 7 (Conserving the historic environment and heritage assets) of the [HMWP \(2013\)](#) and Policy EM11 (The Historic Environment) of the [Basingstoke and Deane Local Plan \(BDLP\) 2011-2029 \(2016\)](#).
235. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policy 7 (Conserving the historic environment and heritage assets).

Impact on public health, safety and amenity

236. Any application that includes the importation by HGV of significant volumes of inert materials (here clean soils) for use in large-scale landscaping and reprofiling works has the potential to adversely affect local public health, safety and amenity.
237. Policy 10 (Protecting public health, safety and amenity) of the [HMWP \(2013\)](#) requires that waste development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. The potential cumulative impacts of waste development and the way they relate to existing developments must be addressed to an acceptable standard.
238. In responding to the application, neither the Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council nor the Environment Agency (EA) raise objections in terms of impacts through noise or to air quality as a result of developmental impacts. Lighting impacts, in the main due to temporary construction activities, are not raised as a concern by the

EHO either due to the site's remote location. The golf club and existing buildings and ancillary facilities are all already lit.

239. The EHO notes that the site is remote with no near neighbours likely to be affected during the construction period. The EHO recommends that a number of matters are imposed by condition, those being contamination testing of soils delivered to site, a scheme to deal with unsuspected contamination found during works, hours of construction (07:30 to 18:00 hours on Mondays to Fridays and 08 00 to 13 00 hours on Saturdays) and a Construction Environmental Management Plan (CEMP) to cover issues such as noise levels at the site boundary, vibration air quality and dust management, public relations and site lighting controls. These are set out as conditions in **Appendix A**.
240. Irrespective of the EHO's conditional requirements, the applicant has proposed mitigation relating to the control of noise, such as from HGVs and plant and machinery movements as well as the landscaping and reprofiling operations, and the control of dust, hours of use all proposed to be captured and delivered within a conditioned Construction Environmental Management Plan (CEMP).
241. In considering the EHO's requirements for the contamination testing of soils delivered to the site, this required condition is considered to be unreasonable and does not meet the tests for a condition as set out in [[Use of planning conditions - GOV.UK \(www.gov.uk\)](#)]. The proposed materials are clean, inert soils only. This is ensured and effectively guaranteed through CL:AIRE - which ensures waste materials are no longer classified as 'waste' materials - and is a process supported by the Environment Agency (EA), who being the Permitting Authority would seek to control waste type/s and classification through this regime. The Planning regime does not need to duplicate this process, a point also made by the applicant in stating that this would also incur financial costs that were not justified.
242. The local Public Health Authority at the County Council whilst supporting the application, has also commented that the proposed development should not cause harm to air quality or through unacceptable levels of noise that would undo or undermine its benefits as a modern and updated leisure-related development that would bring extra facilities into this part of Basingstoke and Deane.
243. Whilst the use of HGVs to import clean soils to the site for a temporary period of up to three years would undoubtedly generate noise and impacts to local air quality, these have not been raised by consultees as being significantly adverse or harmful to existing conditions at and near to the application site that further assessments and mitigation are required.
244. On the basis of the proposed mitigation and conditions, the proposal would not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts, either individually or cumulatively. The proposal,

is therefore, considered to be in accordance with Policy 10 (Protecting public health, safety and amenity) of the [HMWP \(2013\)](#).

245. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policy 11 (Protecting public health, safety, amenity and well-being).

Impact on ground, surface waters and flooding

246. Policies 10 (Protecting public health, safety and amenity) and 11 (Flood risk and prevention) of the [HMWP \(2013\)](#) require that waste development should protect and maintain both the quality and quantity of groundwater and surface waters, and where possible reduce overall flood risk, within Hampshire.
247. The application site is located within Flood Zone 1, the least sensitive flood risk zone to development. It overlies a principal aquifer (chalk), which is classed as 'highly vulnerable' to polluting activities, with its northern margin situated within the groundwater source protection zone 3 (SPZs), which were designated to protect potable sources of groundwater.
248. The application was accompanied by several **Assessments** concerning the protection and management of the water environment. This included a flood risk assessment, a drainage design statement and a surface water management plan.
249. The importation and use of 281,500m³ of inert soils within the three phases of the golf course improvement works would include changes to ground conditions and to existing topography including to water features and established planting. What the proposal must not do is restrict natural and existing drainage conditions in and around the application site and creates risks through flooding and through causing pollution to the surface water features and the underlying groundwater.
250. In response, neither the Environment Agency (EA) nor the Lead Local Flood Authority (LLFA) raised objections to the proposed development, with the former content that that water quality (of the surrounding surface water bodies and underlying principal aquifer) would be protected during reprofiling and landscaping works largely through the Permitting regime (and CL:AIRE here), and the latter requiring further information to fully assess impacts on the control of water movement and flood risk, as well as some water quality criteria-based checks.
251. As part of the proposed development, and in the main as a consequence of the changes to the 18-hole golf course itself through the importation and use of inert soils rather than the built elements, alterations to the site's ability to store and convey water will inevitably result. The submitted

Assessments do examine both man-made and natural drainage measures and systems within the application site.

252. Looking at the 'built' elements, which include the new practice facility building, other ancillary structures/buildings and the extended car park, the submitted **Assessments** propose the use of SuDS (Sustainable Urban Drainage Systems) would ensure the safe and clean management, disposal and reuse, where possible, of surface water run-off. The proposed SuDS are also accompanied with maintenance schedules to ensure the continuing operational effectiveness of the systems.
253. Looking at the works to the 18-hole golf course itself, the remodelling of certain holes and areas to improve the playing experience, with additional mounding and other topographical changes also incorporated throughout, the submitted **Assessments** proposed the use of a purpose built, lined 1456m³ pond situated within Hole 8 that caters for run-off across the northern area of the wider golf club, including from piped 'man-made' SuDS connections that are draining the impermeable areas around the new practice facility building, other ancillary structures/buildings and the extended car park.
254. Forming the perimeter of the pond is a 557m² infiltration area. This allows both controlled and excess surface water run off a means to naturally drain and permeate back into the underlying chalk aquifer and the water table. This is both a safe and sustainable example of water resource management.
255. In their initial response, the Lead Local Flood Authority requested infiltration testing, groundwater monitoring, a drainage layout accompanied by hydraulic calculations and exceedance flow routes, and water quality measures all be provided.
256. In updating their submission under Regulation 25, the applicant did undertake infiltration testing and the slowest (i.e. most conservative) rates were used for the design calculations. In response, whilst the Lead Local Flood Authority accepted the testing and design calculations, criticism was made as the location of each test point was not clear, plus confirmation was outstanding to ensure that the correct rate has been applied for the individual infiltration structures. Groundwater monitoring had not been undertaken, however, the pits dug for infiltration testing were dry when excavated to 2.5m below ground level in winter (usually shallowest levels expected). Infiltration structures 1.5m deep should not be affected by groundwater.
257. Despite the incomplete information, the Lead Local Flood Authority concluded that *"the drainage design incorporates green roofs, infiltration trenches and an infiltration basin with a lined portion. Hydraulic calculations have been provided for all necessary storm events, showing that flooding*

should not be experienced for those events. Exceedance flow routes show that there is minimal risk if surface water drainage features were to fail.”

258. They further conclude that *“Water quality has been assessed and SuDS selection is appropriate for the pollution hazard level. Operation and maintenance details have also been included.*
259. Their final comment *“Please note that the imported material to the north of the site will cause the realignment of a natural surface water flow path (as shown on the EA flood map for surface water). We require evidence that a suitable surface water flow path will be retained around this imported material with connectivity to the original surface water flow path upstream and downstream”* would be required by the imposition of a prior to the commencement of development condition and would ensure that both the surface water environment and groundwater quality too are managed and protected responsibly, and throughout the life of the development. This condition is included in **Appendix A**.
260. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council has raised concerns that the imported soils could contain contaminants that could affect the quality of the local water environment. As previously stated, the imported soils would all be inert and uncontaminated in nature. Checks on the sources of these materials (including building and construction projects) would be undertaken at source as part of [CL: AIRE - Leading Sustainable Land Reuse](#) . All source/s and status/es of materials being sought can be verified and their contribution to *‘maximising the recovery of construction, demolition and excavation waste to produce at least 1mtpa of high quality recycled/secondary aggregate’* established.
261. Furthermore, imported soils would all be stored in designated area prior to their use within all three phases of the golf course reprofiling and landscaping works. This would ensure issues such as dispersal due to the effects of wind and/or water would be controlled and associated potential impacts mitigated.
262. The Planning and Permitting regimes, and here the CL: AIRE regime too, are designed to work together and complement one another not to conflict. Controls in relation to protecting air, land and water quality from and within a proposed operational development should be discussed and agreed between the two regulators, the Waste Planning Authority and the Environment Agency, to ensure any controls imposed are correct and appropriate, and work with other regimes.
263. To address the potential concerns raised by the Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council, a condition requiring that all works must cease should unsuspected contamination be found would be imposed and is set out in **Appendix A**.

264. Other water-related mitigation measures, including the applicant's **Surface Water Management Plan**, avoiding groundwater during works and protecting it from operations, if encountered, HGV cleaning, HGV loads covered, and careful storage and use of oils/chemicals etc, would all be controlled by conditions.
265. On the basis of the proposed mitigation and conditions, the proposal would not generate significantly adverse impacts to the water environment, and is therefore, considered to be in accordance with Policies 10 (Protecting public health, safety and amenity) and 11 (Flood risk and prevention) of the [HMWP \(2013\)](#).
266. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policies 11 (Protecting public health, safety, amenity and well-being) and Policy 12 (Flood risk and prevention).

Environmental Permitting

267. The operational activities associated with the proposed importation and use of inert soils within the wider golf club site would usually require an Environmental Permit or an exemption to a Permit, issued and regulated by the Environment Agency (EA). However, with the material being provided through [CL: AIRE - Leading Sustainable Land Reuse](#), and it being classified as soils rather than waste, the need for securing a Permit from the EA to operate may not be required. This does not affect the planning position currently being taken.
268. The Permitting regime and Planning regime should work together and complement each other not duplicate or conflict. Permitting controls the operational impacts and effects of a development whereas the planning concerns the acceptable use of the land.
269. The Permit contains controls on waste / materials' type/s allowed on site, pollution control measures and the protection of air, land and water from emissions. Any changes to the Permit would be provided to the Waste Planning Authority, who would assess the materiality of any changes to the relevant extant planning permission.

Highways impact

270. Vehicular access to the golf club is via a purpose built internal site road connecting its car park to its junction with the White Hill Road/Micheldever Road. This would remain unchanged both during and following the completion of the proposed development works.
271. Policy 12 (Managing traffic) of the [HMWP \(2013\)](#) requires 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.

272. Alterations and improvements are proposed to accommodate both construction traffic and members/visitors' access and egress to and from the site and the public highway (White Hill Road/Micheldever Road).
273. A new temporary access from the public highway White Hill Road/ Micheldever Road) situated south of the existing access point would be required to complete phase three (see **Appendix D - Temporary Construction Access**).
274. Phases one and two would concern the land reprofiling of the golf course across a 2.5 to 3 year period. HGV movements delivering clean, inert materials to the site would equate to 80 two-way movements per average weekday. A further 20 two-way movements on an average weekday would be from staff movements.
275. Phase three would centre on the mounding work, wildlife corridor with vegetation removal and replanting works, following the completion and restoration of phases one and two. This includes the removal of temporary haul road associated with phases one and two.
276. The temporary infrastructure and temporary facilities within the compound area would be retained until the final stages of phase three when no longer needed. Temporary access development (see **Appendix D - Temporary Construction Access**) is expected to be required for one year with hedgerow reinstated following completion of works in phase three area. Temporary mobile plant would be relocated from phase two to phase three.
277. HGV movements would be limited to 08:00 to 17:00 on Monday to Friday only. HGV movements would be capped and only arrive from and depart to the south (and the A303) within this period also. These matters are covered by condition as set out in **Appendix A**.
278. A temporary compound area would be situated within the existing short game area on the northern side of the club's existing access road (see **Appendix M - Temporary Construction Compound Area and Haul Road**). It would house the site office, staff welfare facilities, staff car parking, and plant and machinery required to undertake the land reprofiling works.
279. A temporary haul road connecting the compound area with the set down area for material delivery within phases one and two would be installed until those phases were completed and restored (see **Appendices O - Phase one** and **Appendices P - Phase two**).

280. The applicant submitted a **Transport Assessment** with the planning application, which looked at traffic and accident data (slight and serious collision records) on the local road network, and specifically the public highway between the golf club's access road's junction with White Hill Road/Micheldever Road and the A303 junction approximately 2.5km south of the site. Impacts on other modes of transport within the locality, including non-motorised users and pedestrians, close to the site and its vehicular access point with White Hill Road, were also assessed.
281. The **Transport Assessment** also contained technical drawings and details pertaining to the junction improvements - incorporating widening of the club's existing vehicular access and enlarged visibility splays to allow turning HGVs to move in and out safely- and a new temporary access from the public highway (White Hill Road/Micheldever Road) situated south of the existing access point required to complete phase three (see **Appendix D - Temporary Construction Access**).
282. In response, the Local Highway Authority requested that amendments involving certain drawings to be updated. They also requested that speed surveys should be undertaken, and an assessment of trees adjoining certain sections of the public highway being needed. A number of technical drawings showing the swept path turning geometries for the largest HGVs that could potentially deliver soils to the site, plus confirmation of visibility splays' dimensions for both accesses were also requested. In response, the **Transport Assessment** was updated and was re-submitted with the updated information requested by the Local Highway Authority.
283. Highway concerns were also raised by Councillor Porter in relation to the safety to non-motorised users of Overton Road from HGVs routing alongside other matters. These concerns are acknowledged.
284. Traffic associated with the new built facilities, including the enlarged car park, and the predicted additional members and visitors to the golf club were all accepted by the Local Highway Authority. Following the submission of the new information, the Local Highway Authority accepted that the dimensions of the altered visibility splays at the golf club's existing vehicular access could be achieved safely as could those of the proposed temporary construction access further south. They would be installed on land under the control of the applicant and within the public highway and would be subject to being delivered through imposed conditions and legal agreements. The temporary construction access would be removed and the land adjoining the public highway restored to a condition acceptable to the Local Highway Authority.
285. The Local Highway Authority also confirmed that the additional information in the form of a swept path analysis for a Large Tipper vehicle has now been provided, together with an assessment of existing locations where two such vehicles can pass. They advised that it demonstrated that the

vehicular movements could be accommodated on the existing highway layout, that the construction vehicles can either pass oncoming vehicles within the carriageway width, or where required there is sufficient forward visibility to allow drivers to stop on wider sections of the public highway between the golf club's existing access and the A303 junction further south and allow vehicles to pass.

286. Concerns initially raised by the Local Highway Authority over the bridge over the railway line being particularly narrow, have been satisfied as there are wider sections on approach, and vehicles, including HGVs, are able to wait in these areas safely before crossing.
287. The applicant is also proposing that their temporary contractor's compound area would be used to inspect HGVs for cleanliness before departing the site and the covering of loaded HGVs would be imposed by condition to ensure spillages during transport did not happen.
288. Overall, it has been demonstrated to the Local Highway Authority that the proposed waste-related development would have a safe and suitable access to the highway network. Furthermore, it also requires highway improvements to mitigate any potential significant adverse effects on highway safety, pedestrian safety, highway capacity and environment and amenity, that could arise without them, throughout the temporary period that these works would be progressing.
289. Highway safety measures required by the Local Highway Authority would be required to be in-situ prior to development works commencing. They would be imposed via a combination of conditions and legal agreements, including the plans and particulars showing the detailed proposals for the site access works (including junction radii and visibility splays) and a Construction Traffic Management Plan (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). The proposed conditions are included in **Appendix A**.
290. In addition, it will be necessary to secure the details of the Road Condition Survey and any associated mitigating requirements via a planning obligation. An obligation can also be used to secure the agreed construction vehicle route via the A303 and to prevent access from the north.
291. The Local Highway Authority's final requirement to ensure continuing levels of road safety during the development works, is the completion of a road condition survey on the section of public highway between the site's access road junction with White Hill Road/ Micheldever Road Fawley Road down to the junction with the A303. This would be secured through the proposed legal agreement. This would need to be undertaken and the road's condition agreed prior to the additional HGVs travelling to and from the site between the A303.

292. National Highways have raised no objection to the proposal.
293. In light of the updated Transport Assessment, and its revised safety and capacity analyses, and detailed design measures associated with vehicular accesses as well as the proposed planning conditions, the HGV traffic proposed is not deemed to be unacceptable in terms of road capacity or safety. Therefore, the proposal is in accordance with Policy 12 (Managing traffic) of the [HMWP \(2013\)](#).
294. Whilst the [update to the HMWP](#) cannot be given any policy weight in decision making (as it is emerging and only at a very early stage in the process), the proposal is considered to meet the provisions of emerging Policy 12 (Managing traffic).

Social-economic impacts

295. **Chapter 15 of the ES** considers socio-economic impacts of the proposal. The conclusions of the study are as follows:
- the effect on the local economy within Basingstoke and Deane is likely to be beneficial due to the creation of new jobs at the site and support for the local supply chain, but not significant;
 - the effect on the local Public Rights of Way network during the construction and operation phases would be not significant; and
 - the effect on local businesses during the construction and operation phases would not be significant.
296. As set out in the [Policy context and principle of the development](#) section, the facilities at Test Valley Golf Club need updating. Furthermore, the applicant has indicated that the course needs to make more of its natural environment and the contours of its surrounding landscapes. The combination of the above issues has made the Club fall behind its local competitors, jeopardising its longevity and stability. The owners of the course have decided to prepare this application to address some of the existing issues and ensure the long-term survival of the club.
297. Impacts of improving the golf course include those to the applicant themselves in terms of enhanced playing and training experiences, increased use and potentially membership, and commercial and financial improvement and success. The applicant in recognising that other local golf clubs had sought and secured similar improvements, realised that to attain PGA recognition and accreditation of their highest standards of training and playing.
295. Impacts of improving the golf course include those to the local population through providing enhanced and improved facilities that would allow and encourage leisure and recreation-related activities.

Legal agreement

298. The recommendation is based on the completion of a legal agreement on the following matters:
- that all alterations to vehicular access points are built and installed to current road safety standards;
 - HGVs involved in the delivery of imported materials are routed southward only; and
 - that a pre-commencement road survey of the section of public highway between the site's access - White Hill Road junction to Micheldever Road's junction with the A303, to be used by HGVs, is undertaken.

Community engagement and benefits

299. Paragraph 5.59 of the [HMWP \(2013\)](#) states that there is an expectation that all 'major' waste development will be accompanied by a site Liaison Panel. It is recognised that this is a slightly different proposal to the normal waste sites that liaison panels would be a requirement for. However, the Waste Planning Authority supports the establishment of a panel here, as required, to facilitate effective engagement with stakeholders in the interests of promoting communication between the site operator and local community for the duration of the development. An informative is included in **Appendix A** on the establishment of a panel for the duration of the development.
300. Available electric vehicle charging points will be installed at the golf course as part of the proposal, which may have wider community benefits.
301. Community benefits package which may or may not be offered by the applicant outside of the planning application cannot be taken into account in decision making.

Conclusions

302. There is a clear and demonstrated 'site-specific' and 'special' need for the development works proposed within this planning application, to support the long-term survival of the golf course by allowing its modernisation. Whilst it is recognised that the site is in a countryside location, it is an existing golf course which will use inert soils to reprofile the site (Policy 5). Proposed ecological mitigation measures means that the proposal is considered to be acceptable from an ecological perspective (Policy 3). The proposed design, associated mitigation measures and construction environmental management of the site will help to mitigate this impact of the proposed development (Policies 10 and 13). Surface water, groundwater and flood management are considered to meet requirements

(Policies 10 and 11). The proposal will not have a severe impact on the safety or operation of the local highway network, subject to the conditions proposed and legal agreement (Policy 12). The proposal is not considered to have a significant impact on the historic environment (Policy 7). Taking all matters into consideration, on balance it is considered that the proposal would be in accordance with the relevant policies of the adopted [HMWP \(2013\)](#), Basingstoke and Deane Local Plan (BDLP) 2011-2029 (2016) as well as the relevant paragraphs of the [National Planning Policy Framework \(2021\)](#) and associated guidance and is therefore considered to be a sustainable development in accordance with paragraph 11 of the NPPF (2021) and Policy 1 (Sustainable minerals and waste development) of the HMWP (2013). It is therefore recommended that planning permission be GRANTED subject to the conditions listed in **Appendix A** and the completion of a legal agreement on the matters outlined below.

Recommendation

303. That planning permission be GRANTED subject to the conditions listed in **Appendix A** and the completion of a legal agreement requiring:

- that all alterations to vehicular access points are built and installed to current road safety standards;
- HGVs involved in the delivery of imported materials are routed southward only; and
- that a pre-commencement road survey of the section of public highway between the site's access - White Hill Road junction to Micheldever Road's junction with the A303, to be used by HGVs, is undertaken.

Appendices:

Appendix A – Conditions

Appendix B – Committee Plan

Appendix C - Site Layout Plan

Appendix D - Temporary Construction Access

Appendix E – Existing course layout

Appendix F – Proposed Practice Facility Building Layout and Elevations

Appendix G - Existing and Proposed Car Parking Areas

Appendix H - Proposed 8th hole layout

Appendix I - Phase one

Appendix J - Phase two

Appendix K - Phase three

Appendix M - Temporary Construction Compound Area and Haul Road

Other documents relating to this application:

<https://planning.hants.gov.uk/Planning/Display/HCC/2021/0762>

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.

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

22/00104/CMA
BA178

Hampshire County Council

Full planning application for the demolition of existing practice facility and subsequent erection of replacement state-of-the-art practice facility building comprising office, store, shop (with reception), toilets, storage for equipment and golf carts, x2 teaching rooms and x12 practice bays, existing access upgrades, temporary compound area, car parking and drainage improvements with the importation of 281,550m³ of clean inert soils to facilitate safety improvements, reprofiling of practice ground and associated wider course improvements including a temporary southern access to facilitate the creation of ecological, landscape and amenity areas with associated tree planting, wildlife corridor and mounding at Test Valley Golf Club" at Test Valley Golf Club, White Hill Road, Overton RG25 3DS

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.

OR Delete below if not applicable

2. Equalities Impact Assessment:

See guidance at <https://hants.sharepoint.com/sites/ID/SitePages/Equality-Impact-Assessments.aspx?web=1>

*Inset in full your **Equality Statement** which will either state*

- why you consider that the project/proposal will have a low or no impact on groups with protected characteristics or*
- will give details of the identified impacts and potential mitigating actions*

CONDITIONS

Reasons for Approval

On balance, the proposal is considered to meet the relevant policies of the development plan. There is a clear and demonstrated 'site-specific' and 'special' need for the development works proposed, to support the long-term survival of the golf course. Whilst it is recognised that the site is in a countryside location, it is an existing golf course which will use inert soils to reprofile the site (Policy 5). Proposed ecological mitigation measures means that the proposal is considered to be acceptable from an ecological perspective (Policy 3). The proposed design, associated mitigation measures and construction environmental management of the site will help to mitigate this impact of the proposed development (Policies 10 and 13). Surface water, groundwater and flood management are considered to meet requirements (Policies 10 and 11). The proposal will not have a severe impact on the safety or operation of the local highway network, subject to the conditions proposed and legal agreement (Policy 12). The proposal is not considered to have a significant impact on the historic environment (Policy 7). The proposal, on balance is therefore considered to be a sustainable development in accordance with paragraph 11 of the National Planning Policy Framework (2021) and Policy 1 of the Hampshire Minerals & Waste Plan (2013).

Conditions

Timescale

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

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

2. The development hereby approved shall be completed no later than three years from the date of the commencement of development as notified under condition 1.

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

Pre commencement

3. Prior to commencement of the development hereby approved, plans and particulars showing detailed proposals for the offsite highways works shown in principle on drawings existing access improvements (north) TVGC/008rev 1 (March 2022) and temporary construction access (south) TVGC/009rev 1 (March 2022) (and any subsequent approved plans) shall be submitted to and approved in writing by the Waste Planning Authority.

The details shall be implemented as approved in conjunction with the highway access improvements before any development may take place on site.

Reason: In the interests of highway safety in accordance with Policy 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013) and Policy CN9: Transport of the Basingstoke and Deane Local Plan 2011-2029 (2016). This is a pre-commencement condition as such details need to be considered to ensure the completion of highway works in advance of development commencing and thus go to the heart of the planning permission.

4. No development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Waste Planning Authority. This should include the following details:
 - a. provision to be made on site for contractor's parking, construction traffic access;
 - b. the turning of delivery vehicles and HGV routing;
 - c. provisions for removing mud from vehicles;
 - d. construction Plan Directional signage (on and off site);
 - e. traffic management provisions;
 - f. provision for emergency vehicles;
 - g. details of the area(s) subject to construction activity to include provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials;
 - h. provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
 - i. details of measures to prevent mud and other such material migrating onto the highway from construction vehicles; and
 - j. a programme of works.

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 & Waste Plan (2013) and Policy CN9: Transport of the Basingstoke and Deane Local Plan 2011-2029 (2016). This is a pre-commencement condition as such details need to be

approved to ensure the satisfactory use of the highway during construction and thus go to the heart of the planning permission.

5. Prior to commencement, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Waste Planning Authority. The CEMP should cover the following matters:
 - a. drainage, water quality and hydrology;
 - b. measures to control dust, emissions and odours;
 - c. control of noise and vibration during the construction period;
 - d. Measures to prevent sediment run-off from the site;
 - e. Measures to mitigate visual impacts during construction;
 - f. storage of plant and materials used in constructing the development;
 - g. storage of oils, fuels or chemicals used in constructing the development;
 - h. measures for the protection of trees, shrubs and hedges;
 - i. Details of measures to protect soils (A Management Plan should be prepared in accordance with the DEFRA Code of Practice for Sustainable Use of Soils in Construction and include information relating to finished soil depths);
 - j. details of temporary (and sensitive to ecological receptors) lighting (if required);
 - k. details of an archaeological investigation and monitoring scheme (to include provisions made for an appropriate level of archaeological recording of any surviving remains impacted).
 - l. Details on the management of any contaminated material.

The approved CEMP shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works. The works shall be carried out in accordance with the approved plan for the duration of the development.

Reason: In the interests of nature conservation and local amenity in accordance with the Habitats Regulations and Policies 3 (Protection of habitats and species), 7 (Conserving the historic environment and heritage assets) and 10 (Protecting public health, safety and amenity) of the Hampshire Minerals and Waste Plan (2013) and Policies Policy EM4: Biodiversity, geodiversity and nature conservation and CN9: Transport and EM11: The historic environment of the Basingstoke and Deane Local Plan 2011-2029 (2016). This is a pre-commencement condition as such details need to be considered to ensure the acceptable construction of the developments and thus goes to the heart of the planning permission.

6. Prior to the commencement of development, a Landscape Environmental Management Plan (LEMP) shall be submitted to and approved by the Waste Planning Authority in writing. The scheme shall specify the following:
 - a) the types, size and species of all trees and shrubs to be planted;

- b) details of all trees to be retained;
- c) details of fencing/enclosure of the site, phasing and timescales for carrying out the works;
- d) the provision for future maintenance; and
- e) details on safe working practices (risk assessment and method statements) to show how the steeper banks can be planted and maintained safely.

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.

Reason: In the interests of visual amenity in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste developments) of the Hampshire Minerals & Waste Plan (2013) and Policy EM1: Landscape of the Basingstoke and Deane Local Plan 2011-2029 (2016). This is a pre-commencement condition as landscaping details need to be agreed prior to the commencement of the development and thus goes to the heart of the planning permission.

7. Prior to commencement of the development hereby approved, full details of all ecological mitigation, compensation and enhancement measures (to be informed as necessary by up-to-date survey and assessment and use of the most up to date version of the Defra Metric) shall be submitted for approval to the Waste Planning Authority in the form of an Ecological Mitigation, Enhancement and Management Strategy. The extent of habitat loss shall be clearly quantified with the relevant Habitat Condition Assessment, along with plans showing the location of the affected habitats. The extent, type, location and proposed condition of any restored and/or new habitats shall be clearly quantified and shown on appropriate plans. The extent of habitat loss and compensation for dormice shall also be clearly detailed and shown on appropriate plans, with a full list of species to be planted.

Full details of the Reptile Mitigation Strategy shall also be included in this document. Such details shall be in accordance with the outline ecological mitigation, compensation and enhancement measures detailed within the submitted Environmental Statement (Chapter 10 Ecology) by SLR and subsequent additional information provided under Regulation 25 and following the amendment to the application (dated 01 February 2023).

Any such approved measures shall thereafter be implemented in accordance with the agreed details and with all measures maintained in perpetuity.

Reason: In the interests of nature conservation in accordance with the Habitats Regulations and Policy 3 (Protection of habitats and species) of the Hampshire Minerals & Waste Plan (2013) and Policy EM4: Biodiversity, geodiversity and nature conservation of the Basingstoke and Deane Local Plan 2011-2029 (2016). This is a pre-commencement condition as such details need to be considered and agreed prior to the commencement of the development and thus goes to the heart of the planning permission.

8. Prior to the commencement of the development hereby approved, details for the suitable diversion of a natural surface water flow path running east to west in the northern part of the site are required due to the proposed increase in ground levels has been submitted by the applicant and approved in writing by the Waste Planning Authority. This should include information on how a suitable diversion can be achieved with connectivity to the original surface water flow path upstream and downstream.

The scheme shall be implemented and maintained as approved for the duration of the development and after the development has been completed.

Reason: To ensure adequate protection of controlled waters in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013) and Policies EM6: Water quality and EM12: Pollution of the Basingstoke and Deane Local Plan 2011-2029 (2016). This is a pre-commencement condition as such details need to be considered and agreed prior to the commencement of the development and thus goes to the heart of the planning permission.

Operational Conditions

9. Prior to the commencement of each phase with inert soils / materials and on completion of phase 3, an up-to-date topographical survey of the relevant phase shall be submitted to the Waste Planning Authority.

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

10. No plant or machinery or unloading of inert soils / materials associated with the development hereby approved shall be operated except between the following

hours: 08:00 to 17:00 Monday to Friday. There shall be no working on Saturday, 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) and Policy EM10: Delivering high quality development of the Basingstoke and Deane Local Plan 2011-2029 (2016).

11. All vehicles, plant and machinery operated within the site hereby approved 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) and Policy EM10: Delivering high quality development of the Basingstoke and Deane Local Plan 2011-2029 (2016).

12. Only inert soils / material shall be imported to the site.

No more than 281,550 m³ of inert soils / material shall be imported to the site throughout the duration of the development.

A written record of material entering the site associated with the permission hereby granted shall be kept onsite and shall be made available to the Waste Planning Authority for inspection upon request.

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) and Policy EM10: Delivering high quality development of the Basingstoke and Deane Local Plan 2011-2029 (2016).

13. No screening, crushing or washing of inert soils / materials shall take place on site.

There should be no export of inert soils / material from the 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) and Policy EM10: Delivering high quality development of the Basingstoke and Deane Local Plan 2011-2029 (2016).

14. There shall be no burning of waste or materials on site.

Reason: In the interests of 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).

Highways

15. Access to the site shall only be from the access shown on existing access improvements (north) TVGC/008rev 1 (March 2022) and temporary construction access (south) TVGC/009rev 1 (March 2022) or any subsequently approved plans as set out in condition 3.

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 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) and Policy CN9: Transport of the Basingstoke and Deane Local Plan 2011-2029 (2016).

16. All Heavy Goods Vehicles entering the site loaded with clean soils / inert materials shall be securely sheeted.

Reason: In the interests of highway safety to prevent the deposition of material on the public highway in accordance with Policies 10 (Protecting public health, safety and amenity) and Policy 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013) and Policy CN9: Transport of the Basingstoke and Deane Local Plan 2011-2029 (2016).

17. 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.

Reason: In the interests of highway safety in accordance with Policies 10 (Protecting public health, safety and amenity) and Policy 12 (Managing traffic) of the Hampshire Minerals & Waste Plan (2013) and Policy CN9: Transport of the Basingstoke and Deane Local Plan 2011-2029 (2016).

18. The visibility splays at both accesses (as shown on existing access improvements (north) TVGC/008rev 1 (March 2022) and temporary construction access (south) TVGC/009rev 1 (March 2022)) and any subsequent plans approved (as set out under condition 3) shall be kept free of obstacles at all times and maintained for the duration of the development.

Reason: In the interests of highway safety in accordance with Policy 12 (Managing traffic) of the Hampshire Minerals and Waste Plan (2013) and Policy CN9: Transport of the Basingstoke and Deane Local Plan 2011-2029 (2016).

Contamination

19. If, during the development hereby approved, contamination not previously identified is found to be present at the site, then no further development shall take place until a Remediation Strategy is submitted to and agreed in writing by the Waste Planning Authority. This should include details of how contamination will be managed.

The Strategy should be agreed prior to the recommencement of any further works.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013) and Policies EM10: Delivering high quality development and EM12: Pollution of the Basingstoke and Deane Local Plan 2011-2029 (2016).

Lighting

20. Prior to the erection of any external lighting associated with the development hereby approved, a sensitive Lighting Scheme shall be submitted to and approved in writing by the Waste Planning Authority. The scheme shall:

- a. set out details of all proposed construction and operational external lighting;
- b. Include timings of lighting operation;
- c. Include a lighting plan showing locations and specifications of all proposed lighting;
- d. Demonstrate that light spill into adjacent habitats has been minimised and avoided.

The scheme shall be implemented as approved for the duration of the development.

Reason: In order to minimise impacts of lighting on the ecological interests of the site and in the interests of visual and landscape impact 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) and 3 (Protection of habitats and species) of the Hampshire Minerals & Waste Plan (2013) and Policy EM10: Delivering high quality development of the Basingstoke and Deane Local Plan 2011-2029 (2016).

Drainage

21. No solid matter shall be deposited so that it passes or is likely to pass into any watercourse and on site water features.

Reason: To ensure adequate protection of the groundwater in accordance with Policy 10 (Protecting public health, safety and amenity) of the Hampshire Minerals & Waste Plan (2013) and Policies EM6: Water quality and EM12: Pollution of the Basingstoke and Deane Local Plan 2011-2029 (2016).

Restoration and Aftercare

22. Should works on any part of the site subject of this permission, for any reason, cease to operate for a period of more than three months, a scheme to ensure the completion of the site shall be submitted for approval in writing to the Waste Planning Authority within one month of the closure.

The revised scheme shall be implemented to a timetable to be agreed in writing with the Waste Planning Authority as part of the submission and associated approval process.

Reason: In the interests of the landscape character, amenity and Nature Conservation Interests of the area in accordance with Policies 3 (Protection of habitats and species), 5 (Protection of the countryside) and 9 (Restoration of minerals and waste developments).

23. An aftercare scheme requiring such steps as may be necessary to bring each phase of the land restored to the required standard shall be submitted to the Waste Planning Authority for approval. An aftercare scheme for each phase shall be submitted within 3 months of the completion of each phase.

Each approved aftercare scheme shall be implemented as approved.

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

24. The development hereby permitted shall be carried out in accordance with the following approved plans: **TVGC-001, TVGC-002.0, TVGC-003.1, TVGC-004.3, TVCG-005.0, TVCG-006.2, TVGC-007Rev1 TVGC-008Rev1, TVGC-009Rev1, TVGC-010Rev0, TVGC-011Rev0, TVGC-012Rev0, TVGC 013, TVGC- 014.0, TVGC 014 RevP0, TVGC-015.0, TVGC-016.0, TVGC-017.1, TVGC-018Rev0, TVGC-22.**

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

Note to Applicant

1. In determining this planning application, the 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 (2021), 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.
3. For the purposes of matters relating to this decision Heavy Goods Vehicles (HGVs) are defined as vehicles over 3.5 tonne un-laden).
4. It is recommended that a Liaison Panel should be setup 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. [Guidance](#) is available on the establishment of panels.
5. There is a legal agreement associated with this permission relating to alterations to vehicular access points are built and installed to current road

safety standards, HGVs involved in the delivery of imported materials are routed southward only and that a pre-commencement road survey of the section of public highway between the site's access - White Hill Road junction to Micheldever Road's junction with the A303, to be used by HGVs, is undertaken.