

**HAMPSHIRE COUNTY COUNCIL**  
**Decision Report**

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	20 March 2019
<b>Title:</b>	Application to amend conditions 2, 3, 4, 5 and 6 of planning permission 17/01876/CMA at Basingstoke AD Facility LTD., Dummer Hampshire RG23 7LW. (Hours of working, timing of HGV site access, timing of HGV access along Woodbury Road, approved Traffic Management Plan, removal of the temporary time period element relating to vehicle movements, reduction of the aggregate number of permitted vehicle movements) (No. 18/03001/CMA) (Site Ref: BA170)
<b>Report From:</b>	Head of Strategic Planning

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## 1. Recommendation

- 1.1. That planning permission be GRANTED subject to the conditions listed in integral appendix B.

## 2. Executive Summary

- 2.1. This proposal seeks to vary Conditions 2 (Hours of working), 3 (Timing of HGV site access), 4 (Timing of HGV access along Woodbury Road), 5 (Approved traffic management plan) and 6 (Vehicle movements) of planning permission [17/01876/CMA](#) at Basingstoke Anaerobic Digestion (AD) facility. This proposal was amended by the applicant in response to issues raised by the liaison panel and the local community. This is to allow for a maximum of 38 Heavy Goods Vehicle (HGV) movements per day (19 in and 19 out) on a permanent basis with a 32 HGV per day annual average and revisions to the operating and delivery times of the site.
- 2.2. Planning permission [17/01876/CMA](#) considered an amendment to Condition 7 (vehicle movements) of Planning Permission [16/00322/CMA](#). This was granted for a temporary period until 31 October 2018. This followed a previous permission (16/00322/CMA) which granted an increase in HGV movements from 22 per day to 38 per day also for a temporary period of one year. The reason for the temporary nature of the variations was to allow any impacts on the safety and capacity of the local roads to be monitored and assessed in the interest of local amenity and highway safety.
- 2.3. The site has permission for a waste management facility and so the principle of the development, its location and design, the need for the development as well as its contribution to climate change mitigation and adaptation have

already been established in accordance with relevant planning policies at that time of determination.

- 2.4. These variations have been considered against the relevant national policy and guidance, in line with the relevant paragraphs of the [National Planning Policy Framework \(2019\)](#) and associated guidance on temporary permissions, as well as the policies of the adopted [Hampshire Minerals and Waste Plan \(2013\)](#) (HMWP (2013)) and the [Basingstoke and Deane Local Plan 2011 to 2029 \(2016\)](#).
- 2.5. It is considered that the proposed variations to Conditions 2 (Hours of working), 3 (Timing of HGV site access), 4 (Timing of HGV access along Woodbury Road), 5 (Approved traffic management plan) and 6 (Vehicle movements) of planning permission 17/01876/CMA would be in accordance with the HMWP (2013), having regard to the assessment of the traffic surveys and monitoring, public representations collected during the temporary period, and the views of the Highway Authority. The safety and capacity of the local roads has been monitored and assessed and the findings demonstrate that permanent variation of the limit of daily HGV movements to 38 has no significant adverse impact on local amenity nor highway safety, in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the HMWP (2013).
- 2.6. The proposed development is not an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#).
- 2.7. It is recommended that planning permission be granted subject to the conditions listed in integral Appendix B.

### **3. The Site**

- 3.1. Planning permission [BDB/75034](#) was granted on 12 March 2012 for the construction and operation of an anaerobic digestion facility to handle food waste and agricultural slurries, and the creation of an access track to connect the site to an existing highway entrance. This was for the purpose of generating renewable energy and bio-fertiliser for local agricultural use. The development commenced operations in December 2015. This permission allowed for 22 daily HGV movements. Planning Permission 16/00322/CMA was subsequently granted, allowing for an increase in daily HGV movements to 38 for a temporary period until 30th June 2017. A further planning application (17/01876/CMA) seeking to remove the temporary nature of the increase in permitted vehicle movements to the site was made in 2017. This was granted in October 2017 again subject to a further temporary period until 31st October 2018.
- 3.2. The site is north of Farleigh Wallop and to the south of Basingstoke. The site is on land formerly known as 'The Carousel Dairy' and is located on the Portsmouth Estate on farmland. A private, shared haul road provides access to the site from Garlic Lane, over the M3. Garlic Lane links the Beggarwood / Hatch Warren housing estate to Farleigh Wallop (B3046). The M3 lies 700

metres to the north of the site, running north-east to south-west. Appendix C of this report provides a location plan.

- 3.3. The nearest residential dwellings are located at Manor Farm which is approximately 280 metres to the south-east and Kennel Farm, 580 metres to the north-west of the site. The residential areas of Beggarwood and Hatch Warren are located approximately 1 kilometre (km) to the north and are separated from the site by the M3.
- 3.4. The existing site is immediately surrounded by large arable agricultural fields with areas of ancient woodland beyond. Dummer footpaths 7 and 10 are both approximately 700 metres to the west of the site.
- 3.5. In February 2018, Biogen acquired Tarmar Energy and are now the operators of the facility.
- 3.6. The Basingstoke AD plant recycles unavoidable food waste, through local commercial collections, which would otherwise be incinerated or landfilled. The local waste collection authority does not at this time have a policy of separated food waste collection from households and so the operator and plant will seek to receive local household food waste should this policy change.
- 3.7. The plant currently generates 33 megawatt hours (Mwh) of renewable electricity per annum, fed into the local power grid providing electricity for 2,500 homes. The plant also produces 20,000 tonnes annually of bio-fertiliser, being PAS110 accredited digestate, for beneficial use on local arable land in replacement of fossil fuel derived fertilisers.
- 3.8. There is an existing site Liaison Panel associated with the site which was established following the granting of planning permission BDB/75034 in 2012.

#### 4. Planning History

3.1 The planning history of the site is as follows:

<b>Application no.</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date issued</b>
<a href="#">17/01876/CMA</a>	Application for the amendment of Condition 7 (vehicle movements) to Planning Permission 16/00322/CMA (as supplemented by additional traffic survey received 15 August 2017)	Granted	18.10.2017
<a href="#">16/00322/CMA</a>	Application for the amendment of Condition 4 (vehicle movements), Condition 14 (landscape) and Condition 15	Granted	22.06.2016

	(site layout) to Planning Permission BDB/75034		
<a href="#">BDB/75034</a>	Planning application for the demolition of existing agricultural buildings, the construction and operation of an anaerobic digestion facility to handle food waste and agricultural slurries, and the creation of an access track to connect the site to an existing highway entrance.	Granted	12.03.2012

- 3.2 In determining planning application 17/01876/CMA, the Regulatory Committee resolved to grant permission subject to a further temporary period to 31st October 2018. This followed the previous determination of planning permission 16/00322/CMA, when the committee resolved that a trial period of the increase in daily HGV movements was necessary to allow any impacts on the safety and capacity of the local roads and users to be monitored and assessed in the interest of local amenity and highway safety.
- 3.3 The site is identified as a safeguarded site as an Energy Recovery Facility in the adopted Hampshire Minerals and Waste Plan (2013) under Policy 26 (Safeguarding – waste infrastructure).

## 5. The Proposal

- 5.1. This proposal seeks to vary Conditions 2 (Hours of working), 3 (Timing of HGV site access), 4 (Timing of HGV access along Woodbury Road), 5 (Approved traffic management plan) and 6 (Vehicle movements) of planning permission [17/01876/CMA](#) at Basingstoke Anaerobic Digestion (AD) facility. The proposal is a Section 73 application for variations of conditions. This is to allow for a maximum of 38 Heavy Goods Vehicle (HGV) movements per day (19 in and 19 out) on a permanent basis with a 32 HGV per day annual average and revisions to the operating and delivery times of the site.
- 5.2. The applicant submitted a Supplementary Planning Statement on 7 February 2019 that sets out the proposed variations to conditions the application seeks. These are as follows:

### Condition 2

- 4.1 Condition 2 of approval 17/01876/CMA currently states:

*No waste shall be handled on site and no Heavy Goods Vehicles (vehicles over 3.5 tonne un-laden), shall enter or leave the application site, except between the hours of 0700 and 1800, Monday to Friday and between 0800 and 1300 Saturday. There shall be no waste handled and no movements on Sunday or recognised Public Holidays.*

- 4.2 This planning application proposes to amend the wording, to move forward the time the site opens for HGVs and site operations on working days, Monday to Friday, from 0700 to 0600:

*No waste shall be handled on site and no Heavy Goods Vehicles (vehicles over 3.5 tonne un-laden), shall enter or leave the application site, except between the hours of **0600** and 1800, Monday to Friday and between 0800 and 1300 Saturday. There shall be no waste handled and no movements on Sunday or recognised Public Holidays.*

### **Condition 3**

- 4.3 Condition 3 of approval 17/01876/CMA currently states:

*Notwithstanding condition 2 above, no Heavy Goods Vehicles (vehicles over 3.5 tonne un-laden) shall enter or leave the application site between the hours of 0800 and 0900 and 1500 and 1545 hours Mondays to Fridays during school term time, in accordance with the approved Traffic Management Plan (TMP 2017 rev V21.6, dated 6 October 2017), and any future revisions approved by the Waste Planning Authority).*

- 4.4 This planning application proposes to amend the wording, to increase the morning time period for which HGVs may not enter or leave the site on working days, Monday to Friday, from 0800-0900 to 0715-0900:

*Notwithstanding condition 2 above, no Heavy Goods Vehicles (vehicles over 3.5 tonne un-laden) shall enter or leave the application site between the hours of **0715** and 0900 and 1500 and 1545 hours Mondays to Fridays during school term time, in accordance with the approved Traffic Management Plan (TMP 2019 rev V21.8, dated 28 February 2019), and any future revisions approved by the Waste Planning Authority).*

### **Condition 4**

- 4.5 Condition 4 of approval 17/01876/CMA currently states:

*Notwithstanding condition 3 above, no Heavy Goods Vehicles (vehicles over 3.5 tonne un-laden) shall make use of Woodbury Road between the hours of 0815 and 0900 and 1500 and 1545 hours Mondays to Fridays during school term time, in accordance with the approved Traffic Management Plan (TMP 2017 rev V21.6, dated 6 October 2017), and any future revisions approved by the Waste Planning Authority).*

- 4.6 This planning application proposes to amend the wording, to increase the morning time period for which HGVs may not make use of Woodbury Road on working days, Monday to Friday, from 0800-0900 to 0715-0900:

*Notwithstanding condition 3 above, no Heavy Goods Vehicles (vehicles over 3.5 tonne un-laden) shall make use of Woodbury Road between the hours of **0715** and 0900 and 1500 and 1545 hours Mondays to Fridays during school term time, in accordance with the approved Traffic Management Plan (TMP 2019 rev V21.8, dated 28 February 2019), and any future revisions approved by the Waste Planning Authority).*

## Condition 5

- 4.7 Condition 5 of approval 17/01876/CMA currently states:

*The Traffic Management Plan (TMP 2017 rev V21.6, dated 6 October 2017), and any future revisions to the Plan approved in writing by the Waste Planning Authority, shall be implemented as approved and retained in place for the duration of the development.*

- 4.8 This planning application proposes to amend the wording, to allow for approval of a new Revised Traffic Management Plan [TMP], to allow it to be in accordance with the variations of conditions sought by this planning application:

*The Traffic Management Plan (TMP 2019 rev V21.8, dated 28 February 2019), and any future revisions to the Plan approved in writing by the Waste Planning Authority, shall be implemented as approved and retained in place for the duration of the development.*

## Condition 6

- 4.9 Condition 6 of approval 17/01876/CMA currently states:

*There shall be a maximum of 38 Heavy Goods Vehicle movements (vehicles over 3.5 tonne un-laden) (19 movements in and 19 movements out) on any working day in relation to the site for a temporary period expiring on 31 October 2018. At the expiry of this temporary period there shall be a maximum of 22 Heavy Goods Vehicle movements (vehicles over 3.5 tonne un-laden) (11 movements in and 11 movements out) on any working day in relation to the site. Records of vehicle movements to and from the site and the times of entry and departure and CCTV footage shall be kept and made available for inspection at the request of the Waste Planning Authority.*

- 5.3. This planning application proposes to amend the wording, to remove the temporary time period element of condition 6 and to introduce an annual average of 32 HGV movements per working day:

*There shall be a maximum of 38 Heavy Goods Vehicle movements (vehicles over 3.5 tonne un-laden) (19 movements in and 19 movements out) on any **one** working day in relation to the site. **Notwithstanding the above number of maximum vehicle movements, the annual averaged working day HGV movements shall not exceed 32 (16 movements in and 16 movements out), measured over each calendar year.** Records of vehicle movements to and from the site and the times of entry and departure and CCTV footage shall be kept and made available for inspection at the request of the Waste Planning Authority.*

- 5.4. The aim of these variations of conditions is to allow for the maximum of 38 Heavy Goods Vehicle (HGV) movements per day (19 in and 19 out) on a permanent basis. The proposed revisions to the operating and delivery times of the site have been proposed in order to address concerns raised by members of the local community and the site's Liaison panel.

- 5.5. The application does not propose to make any changes to the approved vehicle route for HGVs to and from the A30 and Hampshire's strategic road network (see Appendix D). It also does not seek to change any other current operations or the associated infrastructure.
- 5.6. The operation runs under an approved Traffic Management Plan (TMP) as initially approved under Condition 6 of planning permission 16/00322/CMA. This includes measures for driver induction, compliance and investigation into any breaches of the TMP. The existing revision is v21.7, dated 19 October 2017, which was developed with the site Liaison Panel. The applicant has submitted a new revision to address the proposals of this application (TMP 2019 rev V21.8, dated 28 February 2019). This is included in Appendix E of this report. It is proposed this new revision V21.8 will be adopted, should permission be granted.
- 5.7. Heavy Goods Vehicles (HGVs) are defined as any vehicle over 3.5 tonne unladen.
- 5.8. The proposal is not an EIA Development under the Environmental Impact Assessment Regulations 2017 and an Environmental Statement has not been submitted.
- 5.9. The site has been assessed under the Habitats Regulation Assessment (HRA). There are no identified European designated sites within 10km of the site. Therefore there is no need for HRA assessment and the proposal can be screened out.

## **5. Development Plan and Guidance**

- 6.1 The following plans, guidance and associated policies are considered to be relevant to the proposal:

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

- 6.2 The following paragraphs are relevant to this proposal:

- Paragraph 11: Presumption in favour of sustainable development;
- Paragraph 55: Planning conditions;
- Paragraph 80: Support of sustainable economic growth;
- Paragraphs 102-103: Sustainable transport; and
- Paragraphs 108-111: Transport – Considering development proposals.

### **[National Planning Practice Guidance \(NPPG\)](#)**

- 6.3 The following paragraphs are relevant to the proposal:

- Paragraph 014, Section 21a: When can conditions be used to grant planning permission for a use for a temporary period only?

Taken from the NPPG on the [Use of Planning Conditions](#), Reference ID: 21a-014-20140306, revision date: 06 March 2014.

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

- 6.4 The following paragraphs are relevant to the proposal:

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

5.5 The NPPW demonstrates an ambition for the “delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy”. It also states that “waste planning authorities should consider the likely impact on the local environment and on amenity which in particular includes the suitability of the road network and the extent to which access would require reliance on local roads”.

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

5.6. The following paragraphs are relevant to the proposal:

- Paragraph 0050: (Planning and regulation).

**Hampshire Minerals & Waste Plan (2013)** (HMWP)

5.6 The following policies are relevant to the proposal:

- Policy 1 (Sustainable minerals and waste development);
- Policy 10 (Protecting public health, safety and amenity);
- Policy 12 (Managing traffic); and
- Policy 26 (Safeguarding – waste infrastructure).

**Basingstoke and Deane Local Plan 2011 to 2029 (2016)**

5.7 The following policies are relevant to the proposal:

- Policy EP4 (Rural Economy).

## **6 Consultations**

6.1. **County Councillor Reid:** Was notified.

6.2. **County Councillor McNair Scott:** Was notified.

6.3. **Basingstoke and Deane Borough Council:** No objection.

6.4. **Basingstoke and Deane Borough Council - Environmental Health:** Was notified.

6.5. **Farleigh Wallop Parish Meeting:** Was notified.

6.6. **Dummer Parish Council:** Objects to the proposal on the basis that only around 15% of digestate is spread on Portsmouth Estate land, far less than the 25% that was the basis for the 2011 overarching permission, the importation of waste from sources outside of the local area and the impact on local school children. The Parish also requests the following:



- that the 7.00 – 8.00 a.m. access time should be removed to protect children joining school buses;
- The earliest access time for HGVs to be 9.15 a.m.
- The maximum number of vehicle movements in any one day should be reduced from 38 to 32; and
- if HCC is minded to grant permission for an increased number of daily traffic movements the increase should be temporary, for twelve months only; and the conditions should be revised.

6.7. **St. Marks Primary School:** Was notified.

6.8. **Local Highway Authority:** No objection. The Highway Authority is satisfied that this proposal will not have a significant impact on the highway based upon the information contained in the application and the low level of breaches recorded during the temporary, trial periods.

6.9. **Planning Policy (Hampshire County Council):** Made comments based on relevant policies in the Hampshire Minerals and Waste Plan (2013).

## 7. Representations

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

7.2. In complying with the requirements of the SCI, the County Council:

- Published a notice of the application in the Hampshire Independent;
- Placed notices of the application on 19 October 2018 at four locations including locations along the HGV route;
- Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#);
- No residential properties are within 100 metres of the boundary of the site. However the nearest residential properties were notified by letter, this included those of Kennel Farm, approximately 500m to the north west of the site, and Manor Farm Cottages, approximately 300m to the south east of the site;
- The members of the Basingstoke AD Liaison Panel were also consulted via email; and
- A second, full consultation was carried out on 11 February 2019 for 14 days, following the submission by the applicant of a Supplementary Planning Statement on 7 February 2019 that set out proposed variations to additional conditions.

7.3. As of 25 February 2019, a total of 40 representations to the proposal had been received. All objected to the proposal.

7.4. The main areas of concern raised in the objections relate to the following:

- The agreed HGV route to the site through residential areas is inappropriate for this frequency of HGV use;

- Amenity, pollution and noise impacts associated with the HGV movements;
- HGVs park/wait on the haul road and Kennel Farm Lane outside of operating hours;
- Bunching up of HGVs before the curfew time of 8am which only serves to send many HGVs thundering through residential roads at speed in order to get to the plant and back out ahead of the curfew;
- Breaches of current permissions - Operator has failed to demonstrate that they are able to control HGV drivers accessing the site, being within time limits, speeding and routing breaches are a regular occurrence;
- HGVs contributing to wider traffic issues in the area;
- The size of the HGVs delivering to the site have increased / are too large / heavy for local roads;
- The size and weight of the HGVs are damaging the roads that were never constructed to cope with the size and frequency of these vehicles;
- Additional S106 monies should be requested from the site Operator to compensate for on-going repairs to Woodbury Road caused by the AD's HGVs;
- Who will pay for the ongoing maintenance of the estate road;
- Speeding of HGVs;
- Vehicles park up in laybys on the A30 Winchester Road overnight waiting to access the AD emitting unacceptable odours and creating traffic hazards on a main access road next to residential area;
- Lack of concern / consideration shown by drivers using residential roads;
- Risk of fatality on the road is high;
- Removing the annual requirement to renew the numbers permitted would remove any incentive for the operator to attempt to introduce any efficiencies in scheduling;
- Impacts / risks to local school children, including when waiting for buses on Woodbury Road, and the safety of those who use the route;
- Site is not being used for local waste – imports from wider area;
- Need to restrict HGV movements to after 9am / 9.15am so they don't use roads when school children are going to school;
- Need to reduce maximum number of HGVs should be reduced from 38 to 32;
- The limit of 22 vehicle journeys per working day was agreed when the AD was initially approved and built to process local waste from the Portsmouth Estate. This is now not the case;
- Biogen have not considered moving the access route to a partially built exit on the M3 between junctions 6 and 7 (southbound) that would avoid having to access Basingstoke at all and would provide direct access to the AD;
- There is no application to allow access from the B3046 via Garlic Lane that would also remove any need for the commercial vehicles to access residential areas in Basingstoke;
- HCC data of a 3-month operational period shows that there is no demonstrable reason why the site permissions should allow 38 vehicle movements per day and a lower number would be adequate;

- Traffic data shows that applicant does not need 38 vehicle movements per day in order to operate the site at the demonstrated level of activity;
- Inaccuracy of some of the traffic data / information presented in the application;
- Need for a new link road to avoid using residential areas; and
- The impact on safety to cyclists using Woodbury Road and part of the local cycling network.

8.5 The above issues will be addressed within the following commentary. The issues identified below are considered not relevant to the decision and are included as a factual record for clarification:

- Wrong location for this type of site; – the principle of the site and its location was already determined through planning permission BDB/75034;
- Removal of restrictions will mean lorries will have access at any time of day, increasing risks, noise and pollution around an area designed for living; – this application does not seek removal of any of the restrictions to the times in which HGVs can access the site or Woodbury Road;
- The site’s operational license should be reviewed on a 12-month basis to ensure that the site operator / contractors adhere to the planning conditions and so that they can be monitored by the residents of Hatch Warren and Beggarwood Estates; – the principle of the site and its location was already determined through planning permission BDB/75034; and
- No environmental or commercial benefit of this plant to the local community; – the principle of the site and its location was already determined through planning permission BDB/75034.

## **8. Commentary**

### Principle of the Development

9.1 The Anaerobic Digestion Plant was initially granted permission in March 2012 (planning permission BDB/75034). This means that the principle of this waste management facility has already been established in accordance with relevant planning policies at that time. The site is safeguarded as an Energy Recovery Facility under Policy 26 (Safeguarding – waste infrastructure) of the adopted HMWP (2013).

9.2 In June 2016 Planning Permission 16/00322/CMA was granted which allowed an increase in vehicle movements to the site for a temporary period until 30th June 2017. This was followed by a subsequent permission (17/01876/CMA) which sought to amend Condition 7 (vehicle movements) of Planning Permission 16/00322/CMA. This was granted for another temporary period. The considerations for this application relate solely to whether the proposed variations to the number of HGV movements and operating times should be permitted on a permanent basis. This follows a

two year period in which the impacts of the 38 HGV movements per day have been tested and monitored under temporary permissions.

8.3 This proposal seeks to vary Conditions 2 (Hours of working), 3 (Timing of HGV site access), 4 (Timing of HGV access along Woodbury Road), 5 (Approved traffic management plan) and 6 (Vehicle movements) of planning permission [17/01876/CMA](#). The objective is to allow for a maximum of 38 Heavy Goods Vehicle (HGV) movements per day (19 in and 19 out) on a permanent basis with a 32 HGV per day annual average and additional revisions to the operating and delivery times of the site as concessions to concerns raised by members of the local community and the site's Liaison panel. The [Supplementary Planning Statement](#) submitted by the applicant on 7 February 2019 sets out these proposed variations to conditions. In summary, this proposed development is for:

- A maximum of 38 Heavy Goods Vehicle (HGV) movements per day (19 in and 19 out) on a permanent basis with a 32 HGV per day annual average;
- To move forward the time the site opens for HGVs and site operations on working days, Monday to Friday, from 0700 to 0600;
- To increase the morning time period for which HGVs may not enter or leave the site and so not make use of Woodbury Road, on working days, Monday to Friday, from 0800-0900 to 0715-0900; and
- To approve a revised Traffic Management Plan [TMP] (TMP 2019 rev V21.8, dated 28 February 2019), to allow it to be in accordance with the above proposed changes.

8.4 It is proposed that with respect to the proposed Condition 6 (HGV movements), the annual average number of HGV movements per day will be calculated as the mean average of the annual total number of HGV movements over the total number of days the site operated that year.

8.4 The reason given by the applicant for the need for the proposed permanent limit of 38 HGV movements per day is:

- The importation of waste to the site is limited by Condition 1 (Tonnage). The applicant does not seek to vary this limit. The ability to have up to 38 HGV movement per day on a permanent basis would provide the delivery flexibility the site requires, as demonstrated by the traffic monitoring survey, to allow for sustainable renewable energy generation through the economic operation of the site. Information provided by the applicant in the '[Applicant response to the issues raised in consultation](#)' (submitted 3 December 2018) demonstrates the need for this flexibility and how the Planning Permission conditions and economic, efficient delivery management prevents unnecessary HGV movements. This practice is further reinforced by the operator's co-operation in tightening the HGV conditions during the determinations of Permissions 17/01876/CMA and 16/00322/CMA.

- 8.5 The justification provided by the applicant for the acceptability of the proposed permanent limit of 38 HGV movements per day is:
- The temporary period (for which the site has operated with a 38 HGV movements per day limit) has had no known or reported incidents attributable to traffic associated with the site and highway safety was not compromised during the period;
  - During the temporary period, the operator has demonstrated an appropriate level of condition compliance of vehicle movements and action when any breaches occur. The data for this is included below in the Highways Issues section;
  - The change of company ownership to Biogen, part way through the second temporary permission period has enhanced the management of the site in relation to the planning conditions. The centralised strategies that Biogen adopt, and increased national strength and influence over suppliers and sub-contractors offer further benefits and ability to control suppliers for the site. This includes:
    - The operation of a process of central management of waste resources, enabling the plant to be kept at optimum operating level not peaks and troughs;
    - Biogen are the largest AD operator in the UK, with central haulier contracts – Biogen have bigger ‘clout’ with their suppliers who have more to lose by not complying with the rules governed by planning condition; and
    - Biogen have reduced the number of different hauliers supplying this site and so have a better ability to ‘police’ vehicle movements associated with the site.
  - The Traffic Survey carried out in July 2017 demonstrated that the proportion of vehicle movements associated with the site is a very small percentage of the overall vehicles movements on Woodbury Road;
  - The operator of the site works with the local community, through liaison panel meetings, and with the Waste Planning Authority, to implement and improve the agreed traffic management strategies; and
  - The agreed measures to control site access routes, timings, and to resolve any breaches continue to be effectively managed and reported.
- 8.6 As part of the application, the applicant submitted the results of the Traffic Monitoring Survey conducted by Hampshire County Council and analysis of the breaches that have occurred during the second temporary permission period. These are discussed in the Highways Issues section below.
- 8.7 The application also highlights the high level of engagement the operator has had throughout the first and second temporary permission periods in support of the Liaison Panel and local residents.
- 8.8 The applicant submitted the additional information in the form of an [‘Applicant response to the issues raised in consultation’](#) on 3 December 2018. This addresses numerous concerns raised by the public representations received.

- 8.9 The information submitted, including the transport surveys and assessments, demonstrate no significant detrimental impact would be caused by making the 38 HGV movements per day limit permanent. Therefore the application is considered to be in accordance with the policy of the presumption in favour of development set out in Paragraph 11 of the National Planning Policy Framework (NPPF) 2019.

#### Highways Issues

- 8.10 Policy 12 (Managing traffic) requires minerals and waste development to have a safe and suitable access to the highway network and where possible minimise the impact of its generated traffic through the use of alternative methods of transportation. It also requires highway improvements to mitigate any significant adverse effects on highway safety, pedestrian safety, highway capacity and environment and amenity.
- 8.11 [The National Planning Policy Framework](#) (NPPF) (2019), paragraph 109 states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'* Paragraph 110 says that in this context, applications for development should create places that are safe, secure and attractive, which minimise the scope for conflict between users, and to allow for the efficient delivery of goods.
- 8.12 The operator has carried out public engagement, including attending the Liaison Panel, using this to agree and monitor the approved Traffic Management Plan (TMP) and the Driver Briefing Document.
- 8.13 In order to demonstrate the significance of any impact, during the first and second periods of temporary permission, the following work has been carried out to gather evidence:
- A Hampshire County Council commissioned Automatic Number Plate Recognition (ANPR) Traffic Monitoring Survey;
  - A review of the Waste Planning Authority's monitoring of public enforcement complaints for the site; and
  - An operator commissioned traffic movement day survey by Tamar, carried out in July 2017 (in support of the previous application 17/01876/CMA).
- 8.14 The route of the HGV access to and from the site has been agreed in previous permissions for the AD plant and is not a material consideration for this application. A Section 106 legal agreement requiring the applicant to pay a highway contribution was part of the original permission (BDB/75034). This sum was identified to contribute specifically to the maintenance and improvement works required as a result of vehicles associated with the development passing along Woodbury Road. This financial contribution has now been used by the Local Highway Authority for highway improvement works including the refreshing of anti-skid surfacing carried out on Woodbury Road. The operator also entered into a further Section 106 agreement to

provide a financial contribution to the purchase of the ANPR cameras. Notwithstanding the concerns expressed by some in the local community, it is considered that there is no planning justification for any further developer contribution associated with this application.

- 8.15 There have been a number of concerns raised by the public regarding the highway safety issues of the traffic generated by the development. The [Supplementary Planning Statement](#) submitted by the applicant on 7 February 2019 sets out additional variations to conditions in order to address a number of these concerns.
- 8.16 Hampshire County Council commissioned a traffic monitoring survey in 2017 in order to ascertain whether HGVs visiting the site were taking the correct route within the conditioned time periods.
- 8.17 This survey consisted of an Automatic Number Plate Recognition (ANPR) Camera being set up on 6 March 2017 near the junction with Centurion Way on Woodbury Road. This location was selected as the optimum location to identify vehicles taking the correct, agreed route in both directions. Following the installation of an additional camera, this survey equipment commenced full operation in June 2017. The survey was completed in October 2018. The equipment is still in place but is not currently operational pending the determination of this application.
- 8.18 The survey was co-ordinated with the Local Highway Authority in order to ensure they were satisfied with the method and accuracy of data collection. Weekly results were collected.
- 8.19 The Waste Planning Authority (WPA) collated and combined the results of the traffic monitoring survey with the site weighbridge records, provided by the site operator, on a monthly basis throughout the duration of the survey to generate a record of traffic numbers and potential breaches by HGVs travelling to and from the site. Typically, all potential breaches identified from the site weighbridge were identified by the operator who notified the WPA before being identified by the WPA or the public. The WPA also responded to any public complaints regarding the site. The operator responded rapidly to any potential breaches, investigating and co-operating with the WPA investigations. The operator has carried out strict enforcement in accordance with the approved TMP, including banning drivers and haulage companies from using the site.
- 8.20 The results of the traffic monitoring survey undertaken during the period of the current (second) temporary permission period, between 23 April 2018 and 26 October 2018, are shown in Table 1 below.
- 8.21 Table 1 also shows the Public complaints and issues raised with the WPA's Monitoring and Enforcement Team during the temporary time period. Those complaints that result in verified breaches are also included. The Monitoring

and Enforcement Team makes the operator aware of all complaints received by the WPA.



	2018										
Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	Total
Total HGV movements from weighbridge	456	430	374	464	404	372	384	398	332	428*	4042
Average HGV movements / day	20	20	18	22	16	16	18	18	17		
max HGV movement on any one day	38	38	32	34	32	32	24	38	38		
<b>Site weighbridge:</b>											
Potential breaches - timing	2	2	**	3	1	0	2	0	0	2	12
Potential breaches - routing	0	0	**	1	0	0	0	0	0	0	1
<b>ANPR traffic monitoring:</b>											
Potential breaches - Timing identified by ANPR	2	3	**	13	5	9	12	9	7	6	66
Potential breaches - routing identified by ANPR	0	0	**	7	3	3	4	4	1	8	30
<b>Public complaints:</b>											
Complaints reported to WPA	12	4	0	7	1	1	1	0	2	2	30
Complaints confirmed by WPA	0	1	0	4	1	0	0	0	0	1	7
Total confirmed breaches identified by WPA	2	3	0**	20***	6	12	16	13	8	14	94

\*value taken from ANPR survey, rather than weighbridge numbers.

\*\*ANPR system fault from 8th to 29th March. No breaches recorded 'at the gate'.

\*\*\*Due to w/c 30th April some reported breaches for May have been recorded in April.

## Summary of Results

Total number of HGV movements to and from the site between Jan and Oct 2018	Total number of confirmed breaches of conditions	Percentage (%) of HGV movements that are breaches
<b>4042</b>	<b>94</b>	<b>2.3%</b>

*Table 1: Results of the traffic monitoring survey and public complaints for the site*

8.22 The traffic monitoring survey has a number of limitations, described below:

- The survey excludes all farm traffic (tractor and bowser) and digestate tankered direct to Portsmouth Estate;
- The accuracy of the ANPR traffic survey is limited, affected by weather, vehicle cleanliness, and occasional periods of malfunction;

- It should be noted that there is a common pattern to the confirmed breaches; on numerous occasions, after investigation by the operator, a cluster of breaches would be found to be by one particular driver. On these occasions the driver would be trained or banned from the site. The applicant discusses this in the information provided by the applicant in the 'Applicant response to the issues raised in consultation' (submitted 3 December 2018).

8.23 The 2018 survey gives the following results:

- 2.5% of HGV movements were in breach (either routing or timing) during the 38 week period, an average of 2.5 per week; and
- A total of 30 public complaints during the 38 week period, resulting in 7 confirmed breaches resulting in an average of 0.2 breaches per week.

8.24 Information provided for the previous planning permission 17/01876/CMA included the results of the Traffic Monitoring Survey for a 13 week period between June 2017 and September 2017, and a record of complaints and breaches between June 2016 and September 2017. The applicant also commissioned and submitted a Traffic Survey for Woodbury Road, carried out on 5 July 2017. A summary of the 2017 results are:

- The traffic monitoring survey provided a value of 6.1% of HGV movements were in breach during that 13 week period, an average of 5 per week;
- A total of 88 complaints during a 65 week period, resulting in 39 confirmed breaches resulting in an average of 0.6 breaches per week; and
- The 5 July Traffic Survey stated that all HGVs using Woodbury Road make up only 0.7% of the road's total traffic flow. At the proposed 38 HGV movements per day, the HGV movements to and from the Basingstoke AD site contribute around 30-45% of this total HGV contribution, and therefore the Basingstoke AD HGVs make up approximately 0.3% of total traffic flow. It should be noted that bus movements are not included in the figures for HGVs.

8.25 Conclusions drawn from the above findings are:

- The number of breaches from HGVs traveling to and from the site has halved between 2017 and 2018; from an average of 5 per week to 2.5 per week, and from 6% to 2.5% of the total HGV movements;
- The average number of vehicle movements per day is approximately 19-20 (10 HGVs to and from the site), with a maximum number on any one day being 38 (there have been no breach of the maximum number of movements per day); and
- The rate of complaints by the public, and the number of those complaints being confirmed as breaches has fallen between 2017 and 2018; from an average of 0.6 per week to 0.2 per week.

8.26 Conclusions drawn from the traffic surveys are:

- The volume of HGV movements proposed is not a significant proportion of the traffic using Woodbury Road;
- The compliance of the operator to the conditions of the site's planning permission has significantly improved from 2017, up to 97.5%;
- The level of breaches occurring at the site is considered by the WPA to be a high level of compliance with this type of planning condition;
- The operator continues to improve their high level of cooperation with the public and the WPA in monitoring and enforcing their site operations in accordance with the conditions of the planning permission; and
- The traffic data collected demonstrates that daily numbers can vary significantly, but average between 16 to 22 daily HGV movements, depending on the number of working days in the month, and also on seasonal variations. The logs demonstrate that in some months there are a small number of days during the temporary period when the number of HGV movements have been up to, or close to, the currently permitted limit of 38. Considered with the monthly averages, this demonstrates that the daily number of HGV movements varies greatly and justifies the need for the proposed daily maximum HGV movement number of 38 to allow for sustainable operation of the site to generate renewable energy.

8.27 The operator is being proactive in addressing any breaches, including advising the Council themselves of breaches and promptly responding in accordance with procedures of the agreed Traffic Management Plan (TMP), revision v21.7, dated 19.10.17 (see appendix E). It is the view of the WPA that the operator has been acting in an appropriate manner to address issues with vehicle movements. It is noted that clusters of recorded breaches are caused by the same driver causing repeat offences before the operator and/or the WPA identify and stop the driver. The operator's response is to either train or ban the driver from the site.

8.28 Using the combined findings of the surveys and monitoring, the evidence demonstrates that HGVs visiting the site are taking the correct route at the correct times of the day to a reasonable and acceptable level of compliance; the ANPR survey suggests a 97.5% compliance by HGV movements to the conditions and the agreed Traffic Management Plan. The data is considered sufficiently robust and accurate to confirm that the operator is in general compliance with the conditions of the planning permission and that the number of breaches is within levels of tolerance considered acceptable by the WPA, having regard to the aims and limitations of the conditions. This is supported by the consultation response received from the Highways Authority. It is considered that the conditions have been successful in managing HGV traffic movements as intended, bearing in mind that the operator does not have direct control over most of the HGV traffic visiting the site and an expectation of 100% compliance is unrealistic.

8.29 The Local Highway Authority responded to consultation on the application and the additional information submitted by the operator and the findings of the surveys. The Local Highway Authority reviewed the information

contained in the application, particularly the low level of breaches recorded during the temporary period and the enforcement measures taken by the applicant, and is satisfied that this proposal will not have a significant impact on the highway. The Local Highway Authority therefore raises no objection to this application, and raised no objection to the previous applications considered at the site.

- 8.30 The WPA Monitoring and Enforcement team will continue to monitor the site for any breaches of planning conditions or the TMP. This includes vehicle numbers, routing breaches, and use of the agreed route within the daily time periods specified.
- 8.31 It has been suggested that the ANPR monitoring should remain in place, either temporarily or permanently, for continued monitoring and to act as a deterrent. There would be a public cost associated with this ongoing monitoring and there are no other examples of continued monitoring at other waste or minerals sites across the County. It is considered there are no exceptional circumstances in this case that would justify it. The Local Highway Authority has also not requested its retention.
- 8.32 The concerns raised in representations relating to the level of HGV movements are noted. The requests to reduce the level of movements are also noted.
- 8.33 One of the reasons the conditions relating to HGV movements were applied was to minimise the potential for conflict with pedestrians going to and from the local school. It is noted that the school has made no complaints about the use and have raised no objection to this application.
- 8.34 It is concluded that the proposal is considered in accordance with Paragraphs 108-111 of the NPPF (2019) and Policy 12 (Managing traffic) of the adopted Hampshire Minerals & Waste Plan (2013) as the increase in daily HGV movements to 38 (in and out) from the previously permitted 22 daily HGV movements has not caused a significant impact on public amenity and highway safety.

#### Impact on Health and Amenity

- 8.35 Policy 10 (Protecting public health, safety and amenity) of the HMWP (2013) requires that any development should not cause adverse public health and safety impacts, and unacceptable adverse amenity impacts. Also, any proposal should not cause an unacceptable cumulative impact arising from the interactions between waste developments and other forms of development. As detailed in the representations section, there have been concerns raised over adverse impacts to local amenity and health.
- 8.36 No objection to the proposal was received from Basingstoke and Deane Borough Council and its Environment Health Team.

- 8.37 The potential health and amenity impacts associated with HGV movements have already been discussed in the previous section of the report. Taking into account the small proportion of total traffic that the HGVs visiting the site are, it is considered that the noise impact, pollution from vehicle emissions and the amenity impacts on residents from the HGVs through the residential estate are not significant.
- 8.38 The additional variations to conditions 2, 3, 4 and 5 set out in the [Supplementary Planning Statement](#) submitted by the applicant on 7 February 2019 are considered to have no significant adverse impact on amenity and health. No objections have been received during consultation for the change in the site's start time for operations, moving from 0700 to 0600 Monday to Friday.
- 8.39 Exceeding the speed limit set on the highway is not within the regulatory remit of the WPA and so is not a material consideration. This is a highway safety matter which lies within the jurisdiction of the Police.
- 8.40 The first section of the site's haulage road is a shared access with Kennel Farm. The safe driving of HGVs is a matter of highway safety. The operator has demonstrated a pro-active approach to addressing issues through the use of the Liaison Panel, continued review of the Traffic Management Plan and the use of clearer signage.
- 8.41 It is considered that any impact on public health and amenity from the proposed number of HGVs visiting site is not significant. Therefore the proposal is considered to be in accordance with Policy 10 (Protection of public health, safety and amenity) of the adopted Hampshire Minerals & Waste Plan (2013).

#### Responses to Public Representations

- 8.42 The following comments are made in response to concerns raised in the public representations:
- The approved HGV route via Woodbury Road is considered the most appropriate route to and from the site. Alternatives are considered unsuitable as they result in traffic travelling down rural minor roads considered unsuitable for HGVs;
  - The number of HGVs that serve the AD plant are not a significant contribution to the vehicles that use Woodbury Road, 30-45% of HGVs (excluding buses) and 0.3% of overall vehicles;
  - Taking into account the small proportion of total traffic that the HGVs visiting the site make up, it is considered that the noise impact, pollution from vehicle emissions and the amenity impact on residents from the HGVs through the residential estate is not significant;
  - The application demonstrates the operator is more than 97% compliant with the current planning conditions relating to HGV movements. This demonstrates satisfactory compliance with the current planning permission;

- The conduct of road users is not within the regulatory remit of the WPA and so is not a material consideration;
- With respect to public concern for an increase in HGV size and the safety and the highway damage effects these may have; the Highway Authority raise no concern for the suitability of using HGVs of this size on Woodbury Road. No part of the route has any highway limits to vehicle weights or sizes;
- Wear and tear caused to the highways has been considered by the Local Highway Authority. Contribution has already been sought from the applicant in Planning Permission BDB/75034 and further contributions would be considered disproportionate to the development being sought by this application;
- The operator previously provided a new directional sign at the junction of the haulage road with the road to Kennel Farm to further clarify the route for site visitors and reduce any visitors taking the wrong road to Kennel Farm. The operator continues to engage with residents to monitor and improve the signage;
- The limit of HGV movements stated by condition in a planning permission is required to be greater than the average number of daily movements, in order to allow reasonable flexibility to allow for sustainable operation of the facility;
- The site operator sources waste from as local an area as possible; it would not make economic sense to not do so. Should the local waste collection authority enable collection of domestic food waste, the local provision of suitable waste for the site would increase;
- The need for a 38 HGV daily movement limit is for the operator to demonstrate on the grounds of sustainable business operation. The HCC data demonstrates that the operator has complied with the temporary limits for daily HGV movements during the period of the survey; and
- The need for a new link road avoiding residential areas is beyond the scope of this application.

### Summary

8.43 The traffic surveys and level of material complaints received by the WPA during the temporary period granted by planning permission 17/01876/CMA demonstrate that the operator is working to comply with the conditions of the permission and the existing approved Traffic Management Plan (revision v21.7, dated 19.10.17) with approximately 97.5% of HGV movements being compliant. Breaches of the agreed Traffic Management Plan, usually due to route or timing errors, are within a reasonable and acceptable proportion of the movements, bearing in mind the limitations on the enforceability of the conditions. The operator is being proactive in liaising with the community, enforcing their own permission and Traffic Management Plan and improving their working practices.

8.44 The work of the Liaison Panel, in improving the Traffic Management Plan and the Driver Briefing Sheet (revision v21.7) (see Appendix F) and in

reporting potential breaches to the Council, has had a positive effect in improving the operator's management of the HGV traffic and this will continue.

- 8.45 The traffic movement day survey and ANPR survey demonstrate that, although the HGVs visiting the site are a significant number of HGVs using the route (approximately 30-45%), they are not a significant number of total vehicles using the route (approximately 0.3%). The Local Highway Authority has again raised no objection to the proposal.
- 8.46 The revised proposal submitted in the [Supplementary Planning Statement](#) to also vary Conditions 2, 3, 4 and 5 as well as Condition 6 of planning permission [17/01876/CMA](#) has raised no objections and are considered to have no significant adverse impacts.
- 8.47 It is therefore considered, on balance, that the proposal to vary Conditions 2 (Hours of working), 3 (Timing of HGV site access), 4 (Timing of HGV access along Woodbury Road), 5 (Approved traffic management plan) and 6 (Vehicle movements) of planning permission 17/01876/CMA at Basingstoke Anaerobic Digestion (AD) facility to allow for a maximum of 38 Heavy Goods Vehicle (HGV) movements per day (19 in and 19 out) on a permanent basis with a 32 HGV per day annual average and revisions to the operating and delivery times of the site on a permanent basis is in accordance with the relevant policies of the adopted Hampshire Minerals & Waste Plan (2013). Information and evidence collected shows that the temporary increase in permitted daily HGV movements to 38 (in and out) during 2017 and 2018 by Planning Permissions 16/00322/CMA and 17/01876/CMA, from the previously permitted 22 daily HGV movements by Planning Permission BDB/75034, has not caused a material impact on highway safety or public amenity. Therefore the proposal is in accordance with Policies 10 (Protecting public health, safety and amenity) and 12 (Managing traffic) of the HMWP (2013).

## **9. Recommendation**

- 9.1. That planning permission shall be GRANTED subject to the conditions listed in integral Appendix B.

Appendices:

Integral Appendix A – Corporate or Legal Information;

Integral Appendix B – Conditions;

Appendix C – Location Plan;

Appendix D – Map showing agreed HVG access route and survey locations; and

Appendix E – Traffic Management Plan and Driver Briefing Sheet, revision v21.8, dated 28.02.19.

Other documents relating to this application:

The Planning Application can be found at the below link:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=18267>



**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

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

**Section 100 D - Local Government Act 1972 - background documents**

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

DocumentLocation

18/03001/CMA  
BA170

Hampshire County Council

Basingstoke AD Plant, Dummer, Basingstoke  
RG23 7LW

(Application to remove the temporary time period element of Condition 6 (vehicle movements) of planning permission

17/01876/CMA

## CONDITIONS

### Tonnage

1. There shall be no more than 40,000 tonnes per year of waste delivered to the site.

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

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

### Hours of Working

2. No waste shall be handled on site and no Heavy Good Vehicles (vehicles over 3.5 tonne un-laden), shall enter or leave the application site, except between the hours of 0600 and 1800, Monday to Friday and between 0800 and 1300 Saturday. There shall be no waste handled and no movements on Sunday or recognised Public Holidays.

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

3. Notwithstanding condition 2 above, no Heavy Good Vehicles (vehicles over 3.5 tonne un-laden) shall enter or leave the application site between the hours of 0715 and 0900 and 1500 and 1545 hours Mondays to Fridays during school term time, in accordance with the approved Traffic Management Plan, TMP 2019 rev V21.8, dated 28 February 2019, or any future revisions approved in writing by the Waste Planning Authority.

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

4. No Heavy Good Vehicles (vehicles over 3.5 tonne un-laden) shall make use of Woodbury Road between the hours of 0715 and 0900 and 1500 and 1545 hours Mondays to Fridays during school term time, in accordance with the approved Traffic Management Plan, TMP 2019 rev V21.8, dated 28 February 2019, or any future revisions approved in writing by the Planning Waste Planning Authority.

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

## Highways

5. The Traffic Management Plan, TMP 2019 rev V21.8, dated 28 February 2019, or any future revisions approved in writing by the Waste Planning Authority, shall be implemented as approved and retained in place thereafter.

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

6. There shall be a maximum of 38 Heavy Goods Vehicle [HGV] movements (vehicles over 3.5 tonne un-laden) (19 movements in and 19 movements out) on any one working day in relation to the site. Notwithstanding the above number of maximum HGV movements, the mean average of HGV movements per working day shall not exceed 32 (16 movements in and 16 movements out), measured over each calendar year. Records of vehicle movements to and from the site and the times of entry and departure and CCTV footage shall be kept and made available for inspection at the request of the Waste Planning Authority.

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

7. A maximum of 4 movements of Heavy Good Vehicles (vehicles over 3.5 tonne un-laden) carrying digestate may leave the site turning right on any working day. Records of vehicle movements to and from the site and the times of entry and departure shall be kept on site and be made available for inspection at the request of the Waste Planning Authority.

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

8. The access junction to the site shall be maintained as approved (Plans 11011/105 Rev A and 11011/106 Rev B dated 11/06/12, approved under planning permission BDB/75034) for the duration of the development.

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

9. Visibility splays of 4.5 metres by 160 metres at the junction of the access road with the public highway shall be kept free from obstacles for the duration of the development.

Reason: In the interest of highway safety in accordance with Policy 12 (Managing Traffic) of the Hampshire Minerals and Waste Plan (2013).

10. The haul road shall be maintained as detailed on Plan E001-04-02Rev2 (approved under planning permission BDB/75034) for the duration of the development.

Reason: In the interests of securing an appropriate access road to in the interest of highway safety in accordance with Policy 12 (Managing Traffic) of the Hampshire Minerals and Waste Plan (2013).

11. All vehicles entering and leaving the site shall use the haul road as detailed on Plan E001-04-02Rev2 (approved under planning permission BDB/75034).

Reason: In the interest of highway safety in accordance with Policy 12 (Managing Traffic) of the Hampshire Minerals and Waste Plan (2013).

12. The wheel cleaning measures in the Vehicle Management Strategy (E004-01 dated November 2011, approved under planning permission BDB/75034) shall be maintained for the duration of the development. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

Reason: In the interest of highway safety in accordance with Policy 12 (Managing Traffic) of the Hampshire Minerals and Waste Plan (2013).

## Landscape

13. Any trees or shrubs planted in accordance with the approved landscaping scheme hereby approved (Proposed Planting Scheme (1518 / P103 Rev P1, approved under planning permission 16/00322/CMA) 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 approved scheme shall be implemented as approved.

Reason: In the interests of visual amenity and in accordance with Policies 5 (Protection of the countryside), 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals and Waste Plan (2013).

14. The portal framed waste reception building shall remain clad in profiled steel sheeting. The digesters and associated plant shall remain grey in colour (RAL7038) and remain in perpetuity.

Reason: In the interests of visual amenity and to secure a satisfactory development that is in keeping with the local character and in accordance with Policies 10 (Protecting public health, safety and amenity) and 13 (High-quality design of minerals and waste development) of the Hampshire Minerals and Waste Plan (2013).

## Storage

15. There shall be no outside storage of waste.

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

## Lighting

16. The lighting scheme as detailed in drawing E004-01 Lighting (approved under planning permission BDB/75034) shall be maintained for the duration of the development.

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

## Restoration

17. At such time as the development is no longer used for the waste uses as hereby approved, or any subsequent primary planning permission on the site that supersedes this hereby approved, ceases to operate effectively or the development fails to produce renewable energy for a continuous period of six months or more, the anaerobic digestion facility including the buildings and associated plant, infrastructure, underground equipment, associated machinery and waste shall be removed from the site and the land restored back to agricultural use. The restoration details for the site shall be submitted within three months of the cessation of use for written approval by the Waste Planning Authority. The restoration shall be completed in accordance with the approved details within six months of approval.

Reason: To prevent the retention of a development in the countryside that is no longer providing a benefit in sustainability terms and contributing to reducing the reliance on fossil fuels and offsetting the associated environmental impacts in accordance with the relevant paragraphs of the National Planning Policy Framework as well as Policies 5 (Protection of the countryside) and 9 (Restoration of minerals and waste developments) of the Hampshire Minerals and Waste Plan (2013).

## Plans

18. The development hereby permitted shall be carried out in accordance with the following approved plans: **1518 / P101 Rev P2, 1518 / P102 Rev P1, 1518 / P103 Rev P1, E001-04-04 Rev 1, E001-04-05 Rev 2, E001-04-06 Rev 1, E001-04-07 Rev 1, E001-04-09 Rev 2, E001-04-10 Rev 3, E001-04-11 Rev 0, E001-04-14 Rev 1, E001-04-SLR Rev 2, 20008-13 Rev 0, 11011/105, E004-01 Lighting Rev 1.**

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

## Notes to Applicant

1. In determining this planning application, the Waste Planning Authority has worked with the applicant in a positive and proactive manner in accordance with the requirement in the National Planning Policy Framework (2019), as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. For the purposes of matters relating to this decision Heavy Goods Vehicles (HGVs) are defined as vehicles over 3.5 tonne un-laden.
3. The applicant is encouraged to ensure that the site Liaison Panel, established following the grant of planning permission BDB/75034, shall continue to meet on a regular basis at an appropriate venue and that the panel membership includes all relevant representatives of the local community and other interested parties.

4. Driver briefing will be provided by the operator to ensure the timing restriction related to school drop-off / pick-up is applied to Woodbury Road in addition to arriving and leaving the site entrance.
5. 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.