

Recommendation: **RAISE NO OBJECTION**

This is a County Matters application, to be determined by HCC, seeking to vary condition 12 of Planning Permission APP/13/00498 currently limiting the waste to household only, to allow the acceptance of trade waste aswell. HBC LPA are a consultee only.

The supporting information explains that the site, in 2014/15 handled 17,457 tonnes of waste, 78% of which was recycled/composted/reused and recovered. The ongoing reductions of funding have lead to a need to consider accepting business waste on a chargeable basis to generate some income, whilst also allowing local businesses to recycle their waste. It is anticipated that traders will be charged apportionmentally and then able to use the site in the same way as householders. However, following a public consultation exercise in 2014 where the issues of conflict with the household service eg capacity, increased queues etc were highlighted, it is proposed that trade customers be limited to week days only when the site is quieter.

The size of vehicles allowed would be unchanged and vehicles over 3.5 tonnes, trailers over 3m in length and horseboxes would continue to be prohibited. There is currently a permit system operated via number plate recognition and CCTV to allow householders who own vans and trailers to deposit household waste and this would continue to apply.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
DM10	(Pollution)
DM12	(Mitigating the Impacts of Travel)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
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Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Environmental Health Manager, Community Group - I have reviewed the documents, notably consisting of an EIA Scoping Opinion only; no details are provided in respect of anticipated additional volumes of waste, generated traffic, or indeed the method of controlling trade use to maintain site operations within the existing capacity of the site.

This application is similar to that for Fishery Lane, which included a more fulsome statements of proposals. With partial reference to the Fishery land application, the rationale for the Scoping Opinion is considered to be reasonable - any increase in activity not likely to be materially significant, as this application proposes to maximise usage of the existing consent / site capacity and is not seeking to either increase that capacity or expand the scope of materials accepted (in terms of hazard/risk class, or volume accepted).

Despite the lack of detail on additional traffic, the siting & accessibility are considered favourable for the acceptance of trade waste at this site - access to the trunk road network is convenient, there are no nearby (human) receptors, and as noted within the scoping opinion - the site has robust runoff management & pollution prevention measures in place to manage it's existing usage.

Road traffic is likely to increase appreciably in real terms as a result of this proposed change, however in terms of the generation potential of the site, by definition traffic will remain unchanged (against that theoretically associated with the consented use & capacity of the site, which are to remain unchanged) - traffic generation is not

considered to be a material planning consideration.

Any net increase in traffic over current actual must also be viewed in the context of other nearby consented development & the associated highways infrastructure improvements that have already been delivered (or are committed). In the environmental context of this site, any real-terms traffic impact is not thought likely to be significant in terms of its contribution to air pollution. As was previously noted under the Fishery lane application, local trades do contribute to the local problem of fly tipping, and occasionally to air pollution & nuisance caused by on-site disposal by burning - the introduction of a new, affordable & accessible alternative disposal route might help reduce these issues, and for this reason is welcomed.

No adverse comment.

Development Engineer - Highways - no details are provided in respect of anticipated additional volumes of waste, generated traffic, or indeed the method of controlling trade use to maintain site operations within the existing capacity of the site.

These details are important especially as the existing site produces long queues of vehicles on Harts Farm Way at weekends and bank holidays. The queue is on the north side of Harts Farm way stretching back from the entrance in a westerly direction blocking the Basepoint entrance and also causing tip users, visiting the site from the east, to u turn to join the end of the queue.

Guidance given in the National Planning and Policy Framework states

---"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

I need quantified details to be submitted to be assured that the impact of variation of condition 12 of Planning Permission 13/00498 will not be severe.

Follow up comment after consideration of further details: The text includes the statement – "Concerns of potential conflict with the household service (e.g. capacity, increased queues etc.) and suggestions to restrict the times when businesses could use the sites, particularly that weekends should be reserved for householders, were the main points raised by respondents to the consultation. Therefore the acceptance of trade waste will be limited to week days only when the sites are quieter. Therefore the acceptance of trade waste will be limited to week days only when the sites are quieter".

Revised Highways recommendation

I would recommend to the County that they modify the existing condition that acceptance of trade waste will be limited to week days only.

Traffic Management Team - no adverse comment

6 Community Involvement

None - the statutory publicity is undertaken by the County

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Traffic and highways
- (iii) Impact upon residential amenity and character of area

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The principle of the use of the site for household waste was established by Planning Permission in 2011.

(ii) Traffic and highways

Currently materials such as soil, rubble, plasterboard, asbestos and some types of wood such as fencing, doors, windows are defined as 'non-household' but are nevertheless accepted on a limited basis for free from members of the public. This however is to shortly change with a charge to be incurred for these items. Once chargeable, this is likely to result in a significant reduction in the volumes deposited of such waste by householders which would create capacity for traders to deposit similar materials. Therefore there would be unlikely to be a significant increase in overall capacity and usage of the site.

In terms of trips to the site, the summer months are busiest and it is known that the site has an average of 405 vehicles an hour on weekdays and 441 at weekends. Because the site is busiest at weekends, it is proposed to only allow trade use during the weekdays, Monday to Friday. There will be no change to the type and size of vehicles using the site, nor the hours of opening. The Development Engineer has been consulted and has raised no objection to the acceptance of trade waste on Mondays to Fridays only.

(iii) Impact upon residential amenity and character of the area

There are no immediate residential properties and the character of the area is industrial in nature. The introduction of trade customers during the week is considered compatible with the area and would not have any adverse harm on the amenity of the area.

8 Conclusion

It is recommended that the County be advised that the LPA raise no objection to the introduction of trade waste to the site provided this is conditioned to weekdays only.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **RAISE NO OBJECTION** for application APP/16/00373

(A)

(B) subject to the following conditions

- 1 The acceptance of trade waste shall only occur on weekdays and at no time during the weekends, nor on any Bank Holiday.

Reason: In the interests of highway and local amenity.