



***Planning Statement
Variation of Condition 9 of Planning
Permission APP/10/00141 (waste throughput)***

Farlington Redoubt

Prepared by



Integrated Skills

For

L&S Waste Management Limited

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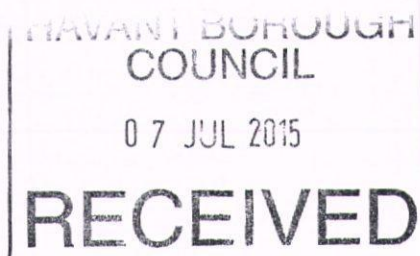
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APPENDICES

Appendix A – Transport Statement

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1. INTRODUCTION

- 1.1 This document provides the Planning Statement to accompany a planning application to vary Condition 9 of planning permission APP/10/00141 to increase the quantity of waste that can be handled at the site from 80,000 tonnes per annum to 150,000 tonnes per annum.
- 1.2 All other aspects of the operation will remain as per the current consent.
- 1.3 The need for the variation is based on changes in the management of certain wastes for which additional treatment is required to avoid disposal. It also reflects the changing business model of the applicant and the way that waste is received and managed at the site.
- 1.4 The operation continues to be regulated by the Environment Agency.

Design and Access Statement

- 1.5 A Design and Access Statement is not required for this application.





2. THE SITE

Location

- 2.1 The site is located at Farlington Redoubt, Portsdown Hill Road, Havant, Hampshire, at NGR SU686 065.

Access

- 2.2 The access to the site is via Portsdown Hill Road only. This joins the to the main motorway network via College Road and Purbrook Way, accessing the A3(M) and M27 motorways. This is the preferred route for all vehicles entering and exiting the site with the exception of local delivery vehicles and employees.
- 2.3 The routing of vehicles is controlled by Condition 19 of the planning consent. Appropriate signs are maintained by the operator informing drivers of the agreement.

Planning History

- 2.4 Planning permission 01/54301/007 was granted by Hampshire County Council (HCC) on 29 November 2001. This was for the operation of a waste transfer station. This was time limited until 31 December 2003. A subsequent application was submitted to allow the operations to continue on a permanent basis which was granted consent in 2003 (ref 03/54301/009). At the same time, planning permission was granted for the storage and processing of secondary aggregates and soils, skip storage and vehicle parking in the northern part of the site.
- 2.5 Planning permission 05/54301/013 was granted on 1 December 2005 to continue concrete crushing operations at the site previously permitted on 29 July 2004 (ref 04/54301/012).
- 2.6 In February 2006, planning permission was granted to allow waste to be brought to the site by Registered Waste Carriers and covers the whole of the site and operations (ref 05/54301/014).
- 2.7 In January 2010, planning permission was granted to vary condition 9 of consent 05/54301/014 to increase the amount of waste handled at the site from 50,000 tonnes per annum to 80,000 tonnes per annum.
- 2.8 In May 2011 planning permission was granted for minor modification to the existing waste recycling facility and the installation of a cement silo (ref 10/00141).





3. PROPOSED DEVELOPMENT

- 3.1 The site has been operated by the applicant as a waste transfer station since 2001. As set out in Chapter 2 there have been a number of planning permissions granted to reflect changes in the operation which are primarily driven by changes in waste management legislation and behavioural changes.
- 3.2 The proposed development seeks to increase the permitted throughput from 80,000 tonnes per annum to 150,000 tonnes per annum. The site will continue to be managed in the same manner as per the current consent and no other changes are proposed.
- 3.3 The same plant and machinery will continue to be used. The site will continue to be operated only at the times stated in the planning consent (condition 11). The material will be managed as per the limitations set out in Condition 10 (Stockpiles).
- 3.4 The need for the variation is to respond to changes in the applicant's business model. When the first application was submitted, Farlington Redoubt was the company's only operational site. At this time, the primary business was skip hire and management of skip waste. All skips were managed at Farlington Redoubt. L&S Waste Management now operate sites in Southampton and Fareham. This has altered the amount of skip waste being deposited at Farlington Redoubt. In addition, the two other facilities are enclosed, which are more appropriate for handling mixed skip waste. This has allowed Farlington Redoubt to become the primary site for secondary aggregate production. Mixed skip waste continues to be processed as it serves a local market, but the change in emphasis towards secondary aggregate production results in a need to change the annual throughput.
- 3.5 The original planning application in July 2001 was accompanied by a Traffic Impact Assessment which concluded that there would be no significant highway related impacts associated with the development. The original impact assessment was based on an anticipated level of HGV movements being 226 per day, averaging 22 per hour.
- 3.6 The original scheme was based on handling skip waste only which generates a higher level of movements for the tonnage being handled. At that time, the company's business was primarily skip hire and Farlington Redoubt was their only operational site. The nature of the business has changed and the applicant, whilst continuing to manage skip waste, has also invested in different types of vehicles that manage the inert material only such as soils and hardcore. This alters the pay load of the vehicle significantly when compared to the lighter skip waste. This is demonstrated in Table 1.

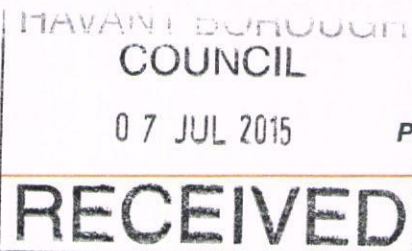
Table 1 – Typical Vehicle Movements for handling 150,000 tpa

Incoming Vehicles	Number	Average load	Tonnage
Van	4,500	1.06	4770
32t tipper	4000	16.8	67200
26t grab	2000	3.6	7200
32t roto	3,000	6.34	19020
Skip	18,000	2.7	48600
Total	31,500	31	146,790

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- 3.7 Delivering 80,000 tonnes of predominantly light skip waste per year could generate 230 HGV movements per day, whilst delivering 150,000 tonnes of predominantly inert waste per year in different vehicles, could generate 226 daily movements.
- 3.8 The company has seen a noticeable decrease in the number of skip lorries entering the site, as these are now deployed to the other facilities in Southampton and Fareham, if they are the closest sites.
- 3.9 In addition, the company has had to adapt to changes in the inert waste market, in order to treat inert waste as far as technically feasible to avoid landfill disposal. Inert waste can be used to restore quarries and for other construction projects, but both require planning permission and an Environmental Permit and are based on windfall developments coming forward. Therefore this material will be treated at Farlington Redoubt to increase the separation of soils and stones, which can then be used for producing secondary aggregates.
- 3.10 There will be no changes to the existing parking arrangements.
- 3.11 A new wheel wash has been installed and remains an effective measure for cleaning wheels and preventing mud being deposited on the highway. This will continue to be used for all HGVs exiting the site.

Sustainable Development

- 3.12 Sustainable development is the primary objective of the National Planning Policy Framework (NPPF), the National Planning Policy for Waste (NPPW) and Policy 1 of the Hampshire Minerals and Waste Plan (HMWP).
- 3.13 Development will be considered sustainable if it improves economic, social and environmental conditions. This site is an existing, safeguarded site. The proposed use seeks to improve the production of secondary aggregates and facilitate the management of inert material which can be used to restore quarries for beneficial purposes. However, such sites are generally windfall developments and in the interim period, the waste has to be managed or sent to landfill for disposal.
- 3.14 The inert waste will be treated to maximum the separation of the stone content from the soil. The stone content can then be used to produce a secondary aggregates. Depending on market conditions, soils can be used for a beneficial purpose such as landscaping, or used in recovery operations.
- 3.15 The production of secondary aggregates is sustainable as it reduces reliance on using primary aggregates. It is also recycles inert waste which is in accordance with the waste hierarchy. The movement of this waste away from landfill disposal is in accordance with national and local planning policy. This meets the environmental aspect of sustainable development.
- 3.16 The need is primarily to respond to a change in the business model of the applicant which in turn supports the economic model for the applicant. This in turn supports a local work force and contributes to the economic and social aspects of sustainable development.
- 3.17 There is policy support to utilise existing waste management sites effectively to improve secondary aggregate production. This avoids the need to find new locations for managing this waste. The site is ideally located to serve the company's business need and is suitably screened from any sensitive receptors, which reduces any local environmental impact.
- 3.18 To summarise, the sustainable development benefits are as follows:



Increase the Production of Secondary Aggregates

- 3.19 The development will maximise the recovery of soils and hardcore that will reduce reliance on the use of primary aggregates in construction projects. The site produces secondary aggregates that meet a quality protocol standard and it continues to identify methods to increase the range of aggregates available.

Increase the Recovery of Materials

- 3.20 The development will maximise the recovery of materials to ensure that they are used in construction projects and restoration schemes, and thus avoid landfill disposal.

Reduce Reliance on Landfill

- 3.21 The operation will divert waste from landfill disposal and move waste management up the waste hierarchy. It is the company's ambition to divert more waste from landfill disposal.



4. ENVIRONMENTAL SETTING

Geology

- 4.1 The site is underlain by the Upper and Middle Chalk. With reference to British Geological Survey Sheet 316, the site is located on Portsdown Chalk which consists of white chalk with flints and many thin marl beds. This is underlain by Spetisbury Chalk, containing white chalk with flints.

Hydrogeology

- 4.2 The underlying geology is designated as a Principle Aquifer. The site is not located within a Groundwater Source Protection Zone.

Hydrology

- 4.3 The nearest surface water to the site is Langstone Harbour, which is approximately 1500m to the south east of the site. The site is located within Flood Risk Zone 1, which has the least probability of flooding.

Ecology

- 4.4 There are no designated sites of international or national ecological importance within or adjacent to the site. The grass verges and embankments on Portsdown Hill Road to the south of the site are designated as a Site of Importance for Nature Conservation (SINC).

Archaeology and Historic Environment

- 4.5 Fort Purbeck is a Scheduled Monument and is situated over 500m to the west of the site.

Public Rights-of-way

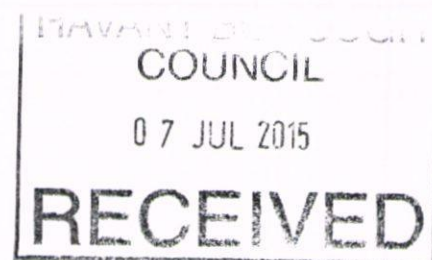
- 4.6 The application does not affect any public rights of way and is not subject to any formal landscape designations.

Residential Property

- 4.7 The nearest residential property is approximately 140m from the site access on Portsdown Hill Road.

Environmental Permit

- 4.8 The operation will continue to operate in accordance with the Environmental Permitting Regulations.





5. PRINCIPLE OF THE DEVELOPMENT

- 5.1 The need for the development is to enable the applicant to respond to changes in their business model and reflect changing waste management operations
- 5.2 The nature of the business will remain the same; that is to promote a high standard of waste management with the waste hierarchy being pivotal to the business model. It is the company's ambition to divert all waste from landfill disposal, where practicable, and to increase recycling and recovery of waste. The company continue to seek to find alternative options for waste materials. This site has become the company's preferred site for managing inert construction and demolition waste for secondary aggregate production.
- 5.3 In managing more inert waste at this site, the company hope to find more alternative uses for the material. The last resort for this waste is landfill disposal which is not sustainable and incurs significant costs in terms of vehicle driving distances and carbon emissions. The HWMP supports the use of inert waste for recovery operations, for example restoring quarry voids, but these tend to be windfall opportunities and are not readily available.
- 5.4 The Hampshire Waste Local Plan (HWLP) states "*delivering sustainable waste management involves developing strategies and devising policies which will encourage the prudent use of resources whilst also taking into account the potential for waste growth.*" It also stated "*capacity to produce high quality recycled aggregates is supported, in order to encourage better use of (hard) inert waste to produce secondary and recycled aggregates which can be used in construction and road maintenance, and reduce its use as 'fill' material or disposal to land.*"
- 5.5 The waste hierarchy is pivot to the decision making process and Policy 25 of the HWMP aims to divert 100% of waste from landfill and "*encourage waste to be managed at the highest achievable level within the waste hierarchy and reduce the amount of residual waste currently sent to landfill.*"
- 5.6 The site is safeguarded for the production of secondary aggregates as it is considered to provide strategic capacity which is essential to the delivery of the plan.
- 5.7 Policy 18 of the Hampshire Minerals and Waste Plan (HWMP) supports recycled and secondary aggregate production. To achieve this the council support improved infrastructure at the existing recycled and secondary aggregate sites. This site is safeguarded for secondary aggregate production and therefore it should be supported as it facilitates "*greater production of high quality recycled and secondary aggregate.*"
- 5.8 It is anticipated that the site could produce the following recycled aggregates which are then re-used in the construction industry:
- Type 1 crushed concrete
 - Type 2 crushed concrete
 - Type 3 crushed concrete
 - 6F2 crushed concrete
 - 6F1 Coarse Grit
 - Class 2C Granular Fill
 - Screened soil
 - 10mm Recycled Shingle
 - 20mm Recycled Shingle



- 5.9 With reference to the Annual Monitoring Report¹, the council acknowledge that there has been a year on year decrease in the (capacity for) production of high quality recycled and secondary aggregates. During 2012-13, the capacity was 2.30mt and for 2013-14, this has dropped to 2.19mt.
- 5.10 The ability for L&S to increase the productivity of their site for secondary aggregate production is in accordance with Policy 18 of the HWMP, which supports the production of high quality recycled and secondary aggregates.

¹ Annual Monitoring Report 2013-14



6. ENVIRONMENTAL IMPACTS AND CONTROLS

- 6.1 The following section assesses the potential environmental impacts associated with the proposed development.
- 6.2 Whilst the application seeks permission for an increased throughput, it is considered unlikely to lead to any significant environmental impacts.

Release of Emissions

- 6.3 Condition 14 of current permission requires the approved dust scheme to be implemented for the duration of the site.
- 6.4 The approved scheme is based on the following measures:
- All trucks delivering or collection loose materials will be sheeted.
 - Speed restrictions of 10mph on vehicles travelling in yard area and on haul road.
 - Dampening down stockpiles as appropriate.
 - Hardstanding maintained to prevent the accumulation of soils.
 - Roads and hardstanding maintained to prevent potholes.
 - Minimise drop heights of waste material during loading and unloading.
 - Visual monitoring of dust by Site Manager and operatives and implementation of appropriate measures when necessary.
- 6.5 These measures have been successfully carried out since 2003 and L&S records show that during regular inspections of the facility, Hampshire County Council monitoring officers have been satisfied with the measures in place. The site is well screened within the Redoubt and this together with the control measures employed on site helps to prevent any dust generated escaping beyond the site boundary.
- 6.6 In addition, the company has prepared an Environment Management System as part of its obligation under the Environmental Permitting Regulations. This includes a specific set of procedures for dust management. The company has recently installed a number of rain guns to target specific areas of the site including the aggregate storage bays. A copy is provided in Appendix B.
- 6.7 The proposed development will not alter the likelihood of dust generation and measures are in place to provide effective dust control.

Noise and Vibration

- 6.8 It is not proposed to change the type of plant or machinery being used at the site. As part of the company's Management System, the plant and machinery are checked on a daily basis and any defects are reported and repaired. This is to ensure that the machinery continues to operate effectively.
- 6.9 Condition 13 of the current consent controls the noise levels and this will continue to remain effective for the proposed operation.
- 6.10 The proposed development will not alter the likelihood of noise generation and measures are in place to provide effective noise control.



Litter

- 6.11 The primary objective of the application is to support an increase in the production of secondary aggregates. This has a low likelihood of litter generation and the current controls will continue to remain effective for preventing litter escaping beyond the site boundary, as per condition 16 of the current consent.

Highway Matters

- 6.12 Condition 3 of the current consent relates to maintaining the highway verge. This will continue to be managed.
- 6.13 Condition 4 requires warning signs. These are provided and maintained in good order.
- 6.14 Condition 5 requires that wheel cleaning facilities are implemented for the duration of the development. A new wheel wash was installed at the site and is used by all vehicles leaving the operational area. The vehicles must pass through the wheel wash before exiting via the 'out' weighbridge.
- 6.15 In terms of the proposed increase in tonnage, as set out in Chapter 3, the increase does not equate to an increase in the number of HGVS using the site. The change in emphasis to increase the production of secondary aggregates results in different vehicles being used, which have different pay loads.
- 6.16 An assessment of the existing highway conditions has been carried, and is provided in Appendix A.
- 6.17 This concluded that the proposals would not materially change traffic flows from the site.

Other Issues

- 6.18 It is considered that due to the proposed nature of the activities, the site location and the existing established use of the site, there are no implications in terms of biodiversity, flood risk, the historic environment or visual amenity.



7. CONCLUSION

- 7.1 This application seeks permission to increase the annual throughput of waste handled at Farlington Redoubt.
- 7.2 This is primarily a result of a change in the business model since operations commenced. The focus for this site has shifted from skip hire and waste treatment, to secondary aggregate recycling. Whilst skip hire continues from this site, it is to serve a local need, whilst the applicant's other two sites serve different geographical areas.
- 7.3 The increase in throughput at the site will not lead to a noticeable change in vehicle movements. This is due to the nature of the waste being handled in different types of HGV. The inert waste used for secondary aggregate recycling will typically be delivered in HGVs with a higher payload than a skip vehicle. As demonstrated in the Supporting Statement, different tonnages can be managed by the same number of HGV movements.
- 7.4 It is considered that the site is suitable for this purpose. The operator has a proven track record operating three successful sites within Hampshire. The operator is keen to develop this site for secondary aggregate production which is in accordance with national and local plan policy.