PERMIT

Tarmac

HAVANT BOROUGH COUNCIL
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VALID APPLICATION
29 NOV 2010
DIRECTOR OF ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL

Bedhampton Wharf, Havant, Hampshire

Section 73 planning application relating to Condition 6 of planning permission 25624/14

November 2010

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Section 1
Application Form

Hampshire County Council

planning@hants.gov.uk
01962 846746

Planning and Development
Ashburton Court West
Winchester, SO23 8UD

Application for removal or variation of a condition following grant of planning permission.

Town and Country Planning Act 1990.

Planning (Listed Buildings and Conservation Areas) Act 1990

You can complete and submit this form electronically via the Planning Portal by visiting www.planningportal.gov.uk/apply

ublication of applications on planning authority websites

lease note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

Please complete using block capitals and black ink.
It is important that you read the accompanying guidance notes as incorrect completion will delay the processing of your application.

1. Applicant Name and Address

Title:	
First name:	
Last name:	
Company (optional):	
Unit:	
House number:	
House suffix:	
House name:	
Address 1:	
Address 2:	
Address 3:	
Town:	
County:	
Country:	
Postcode:	

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2. Agent Name and Address

Title:	MR
First name:	BRENDAN
Last name:	KELLY
Company (optional):	TARMAC LIMITED
Unit:	
House number:	
House suffix:	
House name:	COLCHESTER QUARRY
Address 1:	WARREN LANE
Address 2:	STANWAY
Address 3:	
Town:	COLCHESTER
County:	ESSEX
Country:	U.K.
Postcode:	CO3 0NN

3. Site Address Details

Please provide the full postal address of the application site.

Unit:		House number:		House suffix:	
House name:	BEDHAMPTON WHARF				
Address 1:	HARTS FARM WAY				
Address 2:	BEDHAMPTON QUAY				
Address 3:	HAVANT				
Town:					
County:	HAMPSHIRE				
Postcode (optional):	PO9 1JN				

Description of location or a grid reference.
(must be completed if postcode is not known):

Easting: | Northing:

Description:

4. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application? ☐ Yes ☐ No

If Yes, please complete the following information about the advice you were given. (This will help the authority to deal with this application more efficiently).

Please tick if the full contact details are not known, and then complete as much as possible: ☐

Officer name: KRISTINA KING

Reference:

Date (DD/MM/YYYY): 14/10/2010
(must be pre-application submission)

Details of pre-application advice received?

SITE VISIT AND SITE MEETING.
SECTION 73 APPLICATION IS REQUIRED

5. Description Of Your Proposal

Please provide a description of the approved development as shown on the decision letter, including the application reference number and date of decision in the sections below:

THE ERECTION OF A CONCRETE BATCHING PLANT TOGETHER WITH ANCILLARY EQUIPMENT FOR THE PRODUCTION OF READY MIXED CONCRETE AT BEDHAMPTON QUAY, HARTS FARM WAY, BEDHAMPTON, HAVANT, PO9 1JN.

Reference number: 25624/14 Date of decision (DD/MM/YYYY): 06/01/1987 (date must be pre-application submission)

Please state the condition number(s) to which this application relates:

1.	6.	6.	
2.		7.	
3.		8.	
4.		9.	
5.		10.	

Has the development already started? ☐ Yes ☑ No

If Yes, please state when the development started (DD/MM/YYYY): (date must be pre-application submission)

Has the development been completed? ☐ Yes ☑ No

If Yes, please state when the development was completed (DD/MM/YYYY): (date must be pre-application submission)

6. Condition(s) - Removal

Please state why you wish the condition(s) to be removed or changed:

TO TEMPORARILY IMPORT AGGREGATE BY ROAD FOR USE IN THE CONCRETE PLANT

If you wish the existing condition to be changed, please state how you wish the condition to be varied:

IMPORTATION OF AGGREGATE BY ROAD FOR USE IN THE PLANT WILL BE ALLOWED FOR A TEMPORARY PERIOD OF FIVE YEARS FROM THE DATE OF THIS APPROVAL AFTER WHICH SUCH IMPORTATIONS SHALL CEASE. MARINE AGGREGATE LANDING AT BEDHAMPTON WHARF MAY RECOMMENCE AT ANY TIME DURING THIS FIVE YEAR PERIOD PROVIDED THAT THE IMPORTATION OF AGGREGATE BY ROAD HAS CEASED.

7. Ownership Certificates

One Certificate A, B, C, or D, must be completed with this application form

CERTIFICATE OF OWNERSHIP - CERTIFICATE A

Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/ the applicant was the owner *(owner is a person with a freehold interest or leasehold interest with at least 7 years left to run)* of any part of the land or building to which the application relates.

Signed - Applicant: [redacted] Date DD/MM/YYYY: 24/11/2010

CERTIFICATE OF OWNERSHIP - CERTIFICATE B

Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/ The applicant certifies that I have/the applicant has given the requisite notice to everyone else (as listed below) who, on the day 21 days before the date of this application, was the owner *(owner is a person with a freehold interest or leasehold interest with at least 7 years left to run)* of any part of the land or building to which this application relates.

Name of Owner	Address	Date Notice Served

Signed - Applicant: Or signed - Agent: Date DD/MM/YYYY:

CERTIFICATE OF OWNERSHIP - CERTIFICATE C

Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/ The applicant certifies that:

Neither Certificate A or B can be issued for this application

All reasonable steps have been taken to find out the names and addresses of the other owners *(owner is a person with a freehold interest or leasehold interest with at least 7 years left to run)*of the land or building, or of a part of it , but I have/ the applicant has been unable to do so.

The steps taken were:

Name of Owner	Address	Date Notice Served

Notice of the application has been published in the following newspaper (circulating in the area where the land is situated):

On the following date (which must not be earlier than 21 days before the date of the application):

Signed - Applicant: Or signed - Agent: Date DD/MM/YYYY:

7. Ownership Certificates (continued)

CERTIFICATE OF OWNERSHIP - CERTIFICATE D

Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/ The applicant certifies that:

- Certificate A cannot be issued for this application
- All reasonable steps have been taken to find out the names and addresses of everyone else who, on the day 21 days before the date of this application, was the owner *(owner is a person with a freehold interest or leasehold interest with at least 7 years left to run)* of any part of the land to which this application relates, but I have/ the applicant has been unable to do so.

The steps taken were:

Notice of the application has been published in the following newspaper (circulating in the area where the land is situated):

On the following date (which must not be earlier than 21 days before the date of the application):

Signed - Applicant:

Or signed - Agent:

Date DD/MM/YYYY

8. Agricultural Land Declaration

AGRICULTURAL LAND DECLARATION

Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

Agricultural Land Declaration - You Must Complete Either A or B

(A) None of the land to which the application relates is, or is part of, an agricultural holding.

Signed - Applicant: [redacted]

Date (DD/MM/YYYY): 24/11/2010

(B) I have/ The applicant has given the requisite notice to [redacted]ant who, on the day 21 days before the date of this application, was a tenant of an agricultural holding on all or part of the land to which this application relates, as listed below:

Name of Tenant	Address	Date Notice Served

Signed - Applicant:

Or signed - Agent:

Date (DD/MM/YYYY)

9. Planning Application Requirements - Checklist

Please read the following checklist to make sure you have sent all the information in support of your proposal. Failure to submit all information required will result in your application being deemed invalid. It will not be considered valid until all information required by the Local Planning Authority has been submitted.

The original and 3 copies of a completed and dated application form: ☑

The original and 3 copies of the completed, dated Ownership Certificate (A, B, C, or D - as applicable): ☑

The original and 3 copies of other plans and drawings or information necessary to describe the subject of the application: ☑

The original and 3 copies of the completed, dated Article 12 Certificate (Agricultural Holdings): ☑

The correct fee: ☑

10. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information.

Signed - Applicant: [redacted] Date (DD/MM/YYYY): 24/11/2010 (date cannot be pre-application)

11. Applicant Contact Details

Telephone numbers

Country code:	National number:	Extension number:

Country code: Mobile number (optional):

Country code: Fax number (optional):

Email address (optional):

12. Agent Contact Details

Telephone numbers

Country code:	National number:	Extension number:
01206	332248	

Country code: 07590 Mobile number (optional): 780953

Country code: Fax number (optional):

Email address (optional): BRENDAN.KELLY@TARMAC.co.uk.

13. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land? ☑ Yes ☐ No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact? *(Please select only one)* ☑ Agent ☐ Applicant ☐ Other (if different from the agent/applicant's details)

If Other has been selected, please provide:

Contact name: Telephone number:

Email address:

Town and Country Planning (Development Management Procedure) (England) Order 2010

CERTIFICATE UNDER ARTICLE 12

CERTIFICATE A*(a)*

~~I certify~~/The applicant certifies that on the day 21 days before the date of the accompanying application, nobody, except ~~myself~~/ the applicant, was the owner*(b)* of any part of the land or building to which the application relates.

Signed: [redacted]

Full Name in block capitals: BRENDAN KELLY

*On behalf of: TARMAC LIMITED

Date: 24/11/2010.

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* delete if not appropriate

(a) This Certificate is for use with applications and appeals for planning permission (articles 12 and 32 of the Order). One of Certificates A, B, C or D (or the appropriate certificate in the case of certain minerals applications) must be completed, together with the Agricultural Holdings Certificate.

(b) "owner" means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than seven years, or, in the case of development consisting of the winning and working of minerals, a person entitled to an interest in a mineral in the land (other than oil, gas, coal, gold or silver).

Town and Country Planning (Development Management Procedure) (England) Order 2010

CERTIFICATE UNDER ARTICLE 12

Agricultural Land Declaration

Whichever is appropriate of the following alternatives must form part of Certificates A, B, C or D. If the applicant is the sole agricultural tenant he or she must delete the first alternative and insert "not applicable" as the information *required* by the second alternative.

*1. None of the land to which the application/appeal relates is, or is part of, an agricultural
holding
or

~~*2. I have / The applicant has * given the requisite notice to every person other than myself/him/her* who, on the day 21 days before the date of the application/appeal*, was a tenant of an agricultural holding on all or part if the land to which the application/appeal* relates, as follows:~~

~~Tenant's *(b)* name~~	~~Address at which notice was served~~	~~Date on which notice was served~~

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Signed: [redacted]

Full Name in block capitals: BRENDAN KELLY

*On behalf of: TARMAC LIMITED

Date: 24/11/2010.

*Delete where inappropriate

(a) This Certificate is for use with applications for planning permission and appeals (articles 12 and 32 of the Order). One of Certificates A, B, C or D (or the appropriate certificate in the case of certain minerals applications) must be completed, together with the Agricultural Holdings Certificate.

Section 2
Supporting Statement

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Bedhampton Wharf - Supporting Statement

Brendan Kelly
Tarmac Limited

Introduction

Tarmac Limited is making a Section 73 application under the Town and Country Planning Act 1990 to vary condition 6 of planning reference 25624/14. The applicant seeks permission from Hampshire County Council to allow temporary importation of aggregate by road for five years from the date of consent for use in the plant.

Condition 6 of planning permission 25624/14 reads:

> "The plant and structure hereby permitted shall be used solely in conjunction with the marine aggregate landing operation at Bedhampton Wharf. No aggregate imported from elsewhere shall be used in the plant unless agreed in writing by the County Planning Authority.
> *Reason: To control lorry movements on roads in the vicinity in the interests of highway / amenity and to prevent the introduction of further commercial activities into the area.*"

The proposed variation to condition 6 of planning permission 25624/14 reads:

> "Importation of aggregate by road for use in the plant will be allowed for a temporary period of five years from the date of this approval after which such importations shall cease. Marine aggregate landing at Bedhampton Wharf may recommence at any time during this five year period provided that the importation of aggregate by road has ceased."

During this period mineral landing operations would be transferred to Burnley Wharf, Southampton (a nearby site also in the applicant's control) and concrete production would continue at Bedhampton Wharf.

Market Conditions

This application is a result of very difficult trading conditions. There has been a recent marked deterioration in aggregate sales and having the opportunity to temporarily rationalise operations would allow the retention of Bedhampton Wharf as a viable site in the long term. The applicant has requested a temporary period of five years to permit the immediate continued operation of the concrete plant and the long term operation of the entire site.

The table below displays the total tonnages sold through Bedhampton Wharf per year for the previous five full years and year to date for 2010.

Year	Tonnes
2005	237,000
2006	257,000
2007	246,000
2008	191,000
2009	127,000
2010 (Year To Date)	112,000

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In the second half of 2008 just 73,000 tonnes of material was sold as the market showed its first signs of weakening. Lower sales volumes increases the production cost per tonne of aggregate which in turn reduces the economic viability of the wharf. As discussed below the applicant feels there is no alternative but to seek this temporary variation to condition 6.

In the proposed condition there is provision for a reversion to the originally permitted scheme within a five year timeframe. Therefore five years is the maximum term the applicant is seeking a variation for.

Tarmac Limited does not see the market improving for a few years for a number of reasons. These are indicated below.

1. The Emergency Budget announcement in June 2010 was unfavourable to the industry. Aggregates Levy is increasing to £2.10 from April 2011. This is the first increase in two years. VAT increases from January 2011 to 20% and the already implemented hike in Capital Gains Tax to 28% are also discouraging to the construction industry.
2. In July 2010 the Mineral Products Association produced a report on the outlook of the aggregates industry. This report forecasts a 14% reduction in mineral production from 2010 – 2013. This drop is partly explained by an anticipated 30% reduction in asphalt production over the same period.
3. Through the Comprehensive Spending Review announced by the Chancellor in October 2010, Public Investment will decline by 21% by 2014/2015. To achieve this council budgets are being reduced by 7% per year. Simon van der Byl, Executive Director of the Mineral Products Association said in November 2010: "the market outlook over the next two years looks very depressed... the possibility that many construction materials sectors and construction in total may experience a double dip recession during 2011 and beyond cannot be ruled out."

The wording of the proposed condition would allow marine landing and processing at Bedhampton Wharf to recommence prior to the five year expiry should these forecasts be pessimistic. At such a time the applicant would cease importing aggregate by road and revert to the importation by sea. Aggregates will not be imported using both methods simultaneously.

Company Background

Tarmac Limited is a market leader in the production and supply of aggregates, mortar, concrete and asphalt. The company has been operational for over one hundred years and continues to have a strong presence in the south of England. Tarmac Limited is a wholly owned subsidiary of Anglo American; a multi national mining corporation.

Bedhampton Wharf and Burnley Wharf are accredited under the Internal Standards Environmental Management System ISO 14001. In response to the requirements of ISO 14001 the applicant has created an Environmental Policy Statement. Environmental Policy 2010 is enclosed in Appendix 4. ISO 14001 requires the holder to demonstrate compliance with all statutory and other obligations.

Bedhampton Wharf - Supporting Statement

Brendan Kelly
Tarmac Limited

Location

Bedhampton Wharf is located south of the A27 Havant Bypass in Bedhampton Quay. Bedhampton Quay is a relatively small industrial park on the south coast of Hampshire County to the northern end of Langstone Harbour. Havant town is immediately to the north, Portsmouth is seven miles south west, Southampton is twenty miles west and Brighton is approximately forty miles to the east.

Site Background

The applicant has freehold possession of the site.

Bedhampton Wharf is an important site for the importation, processing and onward distribution of aggregate. The concrete batching plant is owned and operated by the applicant. To assist these operations there is on site car parking, a weighbridge and associated office facilities.

Tarmac Limited's site was granted planning consent on 06th January 1987 by Hampshire County Council. Havant Borough Council granted consent for a concrete batching plant on an adjoining site in December 1976 under planning permission 25624/2. Planning permission 25624/2 has no known restrictions on aggregate importation by road. This site is currently operated by Hanson Aggregates.

Bedhampton Wharf currently directly employs six workers. Planning consent for this temporary variation should allow the applicant to retain the services of all of these employees. Should this temporary variation not being granted, the site may have to cease all operational activity. It is likely this will have a detrimental effect on staff retention.

Landscape

Residing in Bedhampton Quay, the site is naturally surrounded by other industrial uses. Harts Farm Way provides access into Bedhampton Quay from the A27. This road borders the site to the north. A small access road to the east runs from Harts Farm Way to an area of land owned by Hampshire County Council. This area and a strip further south are currently occupied by Havant Sea Angling Club. A large site occupied by Havant Waste Water Treatment Works is further to the east. Hanson Aggregates occupies a concrete batching plant on the south eastern edge of the site. To the immediate south is Langstone Harbour. A channel feeding directly from Langstone Harbour runs along the western perimeter. A site location plan is enclosed in Appendix 1.

A Landscape Impact Assessment is deemed to be unnecessary for this application.

Layout

There is one entrance to Bedhampton Wharf which is from Harts Farm Way. This provides both vehicular and pedestrian access. This entrance is shared with Hanson Aggregates for access to their independently operated concrete batching plant. The Tarmac concrete batching plant is to the north while

stockpiles for the plant are to the north west. The main car park, the weighbridge and the offices are to the east. The southern end of Bedhampton Wharf is entirely used for the marine aggregate landing operations. This constitutes a dredger discharge point, mineral processing plant and stockpiles. There is also a small store / workshop in this area.

A site plan is enclosed in Appendix 2.

Access – Vehicle and Transport Links

The Hurlstone Partnership has independently compiled a Transport Assessment to compliment this planning application. Tarmac Limited is satisfied this proposal will have no adverse impact on the roads in the vicinity. The report is included in Section 3.

Access - Inclusive

Traffic once within Bedhampton Wharf is contained in designated routes as are already in use. Vehicles will discharge aggregate into the stocking area to the north west of the site. The aggregate will continue to be fed to the plant by an underground hopper and conveyor. Traffic routing would not change from what is currently permitted but the fewer on site vehicle traffic movements would naturally lead to a safer environment.

In order to allow Tarmac employees and visitors to move around safely, pedestrian routes are clearly identified, with the appropriate Safety Signage. Suitable barriers or guardrails are provided at entrances to, and exits from, buildings and at corners of buildings to prevent pedestrians walking into traffic routes. Where pedestrians and vehicles have to use the same road, the road is wide enough to allow vehicles to pass pedestrians safely. Fixed barriers are located to segregate the pedestrian route. Where pedestrian and vehicle routes cross, dedicated crossing places are provided. Where necessary, barriers are provided to physically prevent pedestrians crossing at particularly dangerous points. At crossing points where there is a high volume of traffic, the provision of additional hazard warning lights or traffic lights can be considered.

Sustainability

The applicant considers sustainability to be a very important issue. Economic, environmental and social considerations are at the forefront of every decision the company takes. Tarmac Limited's Sustainability Policy 2010 is enclosed in Appendix 5. Tarmac Limited also publishes their own annual Sustainability Report which details the sustainability related achievements of the previous year.

Tarmac Limited won the BES 6001 sustainability award earlier in 2010. A 'VERY GOOD' rating in the Responsible Sourcing of Construction Products across four categories including aggregates is the highest achievement awarded to date for this award. Dr Martyn Kenny, Head of Sustainability at Tarmac Limited writes:

> *"Responsible sourcing is an increasingly important issue for our customers and the Government. These accreditations show that we're*

taking it seriously. Sustainability is core to Tarmac's business strategy, and our affiliation to these schemes gives our clients added, independent reassurance and confidence that they are sourcing their materials responsibly."

Tarmac Limited's vehicles meet all relevant National and EU legislation. The 'European Emission Standards' outlines emission targets the applicant's lorries must adhere to. All lorries currently purchased by the company meet either Euro 4 or Euro 5 standard; the top two standards currently available.

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Section 3
Highways Matters

The Hurlstone Partnership

Seven Oaks Farm, Crew Green, Shrewsbury SY5 9AS

Tel: 01743 884849 e-mail: office@hurlstones.com Fax: 01743 884947

Mr. B. Kelly
Tarmac Quarry Materials
Colchester Quarry
Warren Lane
Stanway
Colchester
Essex
CO3 0NN



Our Ref: JPH/jph/101102

12 November 2010

Dear Brendan

BEDHAMPTON WHARF, HARTS FARM WAY, BEDHAMPTON QUAY, HAVANT, PO9 1JN

Further to your recent instructions, we are pleased to write and confirm the findings of our assessment of the proposal to temporarily import aggregate supplies to the Tarmac facility at Bedhampton Wharf by road rather than by sea.

We understand that Tarmac is to request permission from Hampshire County Council to import aggregate by road in accordance with planning condition number 6 of Permission 25624/14 (HV026), which states:

"The plant and structure hereby permitted shall only be used in conjunction with the marine aggregate landing operation at Bedhampton Wharf. No aggregate imported from elsewhere shall be used in the plant unless agreed in writing by the County Planning Authority.

Reason: To control lorry movements on roads in the vicinity in the interests of highway safety / amenity and to prevent the introduction of further commercial activities into this area."

Based on the wording of the condition, it is clear that there is a concern that importation of aggregate by road rather than via the Wharf could introduce additional HGVs to the area than would otherwise be travelling on the network. In the circumstances where there is a resulting increase in HGV activity there could potentially be unacceptable adverse impacts on amenity and safety depending upon the scale of the increase and standard of the road network.

In order to allow the County Council, as Highway Authority, to assess the impact of the proposed revisions to the existing operations, it has requested confirmation of HGV activity within the site under existing and proposed scenarios, together with confirmation of the vehicle type used to transport the aggregate, the source and destination of trips, plus confirmation that the vehicles could safely manoeuvre within the site itself. The Highway Authority also requested confirmation regarding any restrictions imposed on vehicular movements associated with the Hanson operation at Bedhampton Wharf. Tarmac is not aware that there any specific restrictions imposed on Hanson in terms of HGV movements.

Information has been provided by Tarmac's District Manager (Home Counties South), which identifies the output from the site over the 12 month period October 2009 to September 2010. A copy of the spreadsheet table is enclosed for information. This confirms that during this period a total of 128,305 tonnes of material left the site either within a concrete mix or as 'dry' aggregate. It also confirms the destination of materials by postcode and area.

The third column of the table confirms the tonnages to each destination, whilst the fourth column provides the average load size. By dividing the third column by the fourth column the number of loads in the fifth column is established.

27,459 tonnes of aggregate was delivered in average load sizes of 20 tonnes. 27,459 / 20 = 1373 loads. As there are no imports of aggregate by road to the Tarmac site, there will be no back-hauling of material. Therefore for each load there would be an inbound and outbound trip resulting in two movements per load.

By referring to the "Total" row at the bottom of the main table it is apparent that a total of 8,755 loads transported the 128,305 tonnes of aggregate in its various forms from Bedhampton Quay over the period considered, which would have resulted in 17,510 HGV movements. Based on 280 working days per annum (Monday to Friday plus Saturday mornings excluding public holidays and shutdown) it is apparent that this equates to an average of 31 loads/62 movements per day.

From the table, it is apparent that most loads are relatively large. However, there were 5,006 tonnes distributed in average payloads of 5 tonnes, which were collected from site. These comprise the direct sales which are typically transported in smaller HGVs with a capacity of between 3.5 and 7.5 tonnes. These loads are typical of demand by local builders, contractors etc.

As you will see from the Table, these are identified as "Collected from site" in the first column on the eighth row of data. The third and fourth rows are also annotated in the same way but these represent the aggregate tonnage distributed via the Hanson and Tarmac concrete plants which operate from the site. The total tonnages of 15,846 and 12,774 respectively are distributed in concrete truck mixers with capacities of either 6 or 8 m^3, giving an average payload of 10 tonnes.

Based on the information within the table, it is apparent that in order to supply the concrete plants and collect trade from Bedhampton Wharf a total of 15,846 + 12,774 + 5,006 = 33,626 tonnes is required, which equates to 26.2% of the total throughput.

Under the proposed scenario, only the 26.2% of aggregate identified above would be imported to the site to satisfy the requirements of the concrete plants and collect trade sales. All of the other aggregate would be delivered direct to its destination from Burnley Wharf at Southampton, where it, and that to be transported to Bedhampton Wharf, is to be sourced.

The route from Burnley Wharf to Bedhampton Wharf would be via the M27 Motorway, its continuation east along the A27 before taking the exit slip onto the A3(M) then immediately taking the first exit at the Bedhampton Hill / Havant Road roundabout. At the roundabout, vehicles would effectively make a U turn to travel south across the "Teardrop Junction" with / above the A27 Havant Bypass and into Harts Farm Way to travel east before turning right into the site. Vehicles making the return trip would turn left out of the site and travel west along Harts Farm Way to the southern section of "Teardrop Junction" where a left turn links directly to the westbound slip road of the A3(M) to continue west along the A27/ M27 towards Southampton.

The route via Harts Farm Way to the west of the site is that currently used by the majority of vehicles leaving the Bedhampton Wharf site, other than those making local deliveries. This route and the "Teardrop Junction" provide direct connections to the A27 to travel east and west plus the A3(M) to the north via the roundabout junction with Bedhampton Hill / Havant Road.

By removing the sales of 'dry' aggregate from Bedhampton Wharf, other than the direct sale element, 73.8% of the existing aggregate volumes would be removed. However, this does not correlate with a comparable reduction in vehicle movements as the output of aggregate via the concrete plants and direct sales, which would continue, is distributed in relatively small payloads.

Based on the assumption that recent sales patterns from Bedhampton Wharf are maintained during the temporary period of aggregate importation by road from Burnley Wharf, the concrete and direct sales would continue to attract 3,863 loads / 7,726 movements per annum, which equates to 14 loads / 28 movements per day on average. This assumption is made on the basis that the justification for the temporary importation of aggregate by road is because the current output from the plant is insufficient to justify delivery by water. When the output increases towards the historic levels, it is intended that delivery over the wharf would resume, hence the application for a temporary variation to existing operations.

In addition to these movements, there would be additional HGVs delivering aggregate to the site from Burnley Wharf. In order to minimise transportation costs by reducing the number of vehicle and trips required to transport the aggregate, articulated HGVs with a larger average payload of 25 tonnes would be used. Based on the consumption of 33,626 tonnes per annum by the concrete plants and direct sales, a total of 1,345 loads at 25 tonnes would be required. Assuming there is no back-hauling of a full or partial load on the return trip in order to represent the worst case scenario, it is apparent that the delivery of aggregate to Bedhampton Wharf would result in 2,690 HGV movements per annum, which equates to 10 movements per day (5 loads) on average.

Therefore, in combination, the proposed importation and ongoing distribution of aggregate from Bedhampton Wharf would result in a total of 19 loads / 38 movements per day on average.

By comparing the existing and proposed scenarios, it is apparent that temporarily suspending importation of aggregate via Bedhampton Wharf would result in an average reduction in HGV activity at the site of 12 loads/24 movements per day, assuming there is no back-hauling of material.

In terms of the ability of the local road network and internal site layout to accommodate the associated vehicles, the reduction in movements would have a slight beneficial impact, although in practical terms this is not considered to be significant given the low number of movements involved. In physical terms, similar sized vehicles currently visit the site to transport aggregate and also deliver cement to the concrete plants. As these are easily catered for within the site area the deliveries of aggregate would not result in compromised safety.

Having considered the foregoing, it is concluded that the proposal to import aggregate by road for a temporary period, as provided for under condition 6 of the existing planning permission (subject to agreement in writing by the County Planning Authority) would reduce existing HGV flows in the vicinity of the site and would have no adverse impact in terms of highway matters. Therefore in terms of highway considerations it is concluded the request should be approved.

We trust the foregoing and attached provide sufficient information to enable agreement to be reached with the County Council. However, should you have any queries, or require any further assistance, please do not hesitate to contact the undersigned.

Yours sincerely

Jeremy Hurlstone
for THE HURLSTONE PARTNERSHIP

Encl.

Vehicle Movement Analysis - Tarmac - Bedhampton Quay
October 2009 - September 2010 Actual

Aggregate Material Delivery Address (Postal code)	Aggregate Material Delivery Address (Area / Location)	Delivery Ex Bedhampton (T)	Average Load Size (T) (Estimated)	Number of Vehicle Loads	Comment
GU35	Bordon	27,459	20	1,373	
PO13	Gosport	20,413	20	1,021	
Collected from site	Hanson Concrete Plant - Bedhampton	15,846	10	1,585	Delivery using concrete truck mixers
Collected from site	Tarmac Concrete Plant - Bedhampton	12,774	10	1,277	Delivery using concrete truck mixers
PO19 / PO20	Chichester	10,131	20	507	
BN16 / BN17 / BN18	Littlehampton	7,678	20	384	
PO9	Bedhampton	5,863	20	293	
Collected from site	Unknown	5,006	5	1,001	Includes cash sales
GU14	Farnborough	4,919	20	246	
PO16 / PO14	Fareham	3,482	17	205	
GU1 / GU10	Guildford	2,557	17	150	
PO21 / PO22	Bognor Regis	2,430	17	143	
GU8	Hindhead	2,366	17	139	
GU31 / GU32	Petersfield	1,519	17	89	
PO10	Portsmouth	870	17	51	
SO15 / SO18 / SO30 / SO40	Southampton	758	17	45	
BN18	Arundel	519	17	31	
PO7 / PO8	Horndean	515	17	30	
RG25	South of Basingstoke	447	17	26	
GU34	Alton	376	17	22	
PO11	Hayling Island	306	17	18	
RH14	Newbury	297	17	17	
GU28	Petworth	236	17	14	
GU30	Liphook	177	17	10	
GU9	Farnham	176	17	10	
PO1 / PO5 / PO6	Portsmouth	151	17	9	
PO18	Funtington	150	17	9	
SO24	Alresford	150	17	9	
PO10	Emsworth	122	17	7	
SO32	Bishops Waltham	104	17	6	
GU27	Haslemere	98	17	6	
RH20	Storrington	65	17	4	
SO53	Chandlers Ford	55	20	3	
RH20	Burghclere (Newbury)	55	20	3	
SO22	Winchester	45	20	2	
GU7	Godalming	42	20	2	
GU33	Liss	38	20	2	
GU29	Midhurst	37	20	2	
GU31	Harting	19	20	1	
RG21	Basingstoke	19	20	1	
RG29	Odiham	18	20	1	
GU5	Bramley (Guildford)	16	17	1	
Total		**128,305**		**8,755**	

Approximate Loads into / out of Bedhampton Quay Per Annum	**8,755**
Average Loads Per Day	**31**

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HAMPSHIRE COUNTY COUNCIL

Section 4
Planning Policy

Bedhampton Wharf - Planning Policy

Brendan Kelly
Tarmac Limited

Introduction

In the pre application letter from Hampshire County Council dated 21 October 2010 it is suggested concentration should be focused on planning policy. The following three documents were specifically highlighted.

- Hampshire Minerals and Waste Core Strategy (July 2007) – Policy DC6 Highways
- Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan (December 1998) – Saved Policy 21
- Needs Assessment for Wharves and Rail Depots in Hampshire (September 2009)

Mineral Policy Statement 1 makes regard of the importance of safeguarding wharves. This has been transcribed into the Minerals and Waste Core Strategy 2007 which is considered herein. Regional Spatial Strategies are in the process of being repealed and as such are not considered in this application.

Hampshire Minerals and Waste Core Strategy (July 2007)

Policy DC6 – Highways states:

> *"Major mineral extractions, landfills and 'strategic' recycling, aggregate processing and recovery and treatment facilities, will be permitted provided they have suitable access / route to the minerals and waste lorry route as illustrated on the Key Diagram.*
>
> *In all cases, minerals and waste development will only be permitted if it pays due regard to the likely volume and nature of traffic that would be generated by the proposal and the suitability of the proposed access to the site and of the road network that would be affected. Consideration should be given to highway capacity, road and pedestrian safety, congestion and environmental impact and whether any highway improvements are required and whether these could be carried out satisfactorily without causing unacceptable environmental impact."*

Bedhampton Wharf applies to DC6 as a marine aggregate landing operation and a concrete batching plant is encompassed by "aggregate processing / treatment facility." Bedhampton Wharf is in close proximity to the 'minerals and waste lorry route' identified in "Appendix 5: Key Diagram" of the 2007 Core Strategy. The "Key Diagram" is enclosed in Appendix 6 of this application with the subject site annotated in red. On the "Key Diagram" the lorry routes are delineated by a black line. Bedhampton Wharf uses two important lorry routes from the "Key Diagram." The A27 Havant Bypass leads west towards Portsmouth or connecting with the M27 and M3 it continues towards Southampton. When travelling east the A27 continues along the south coast. Vehicles can also travel along the second defined lorry route; the A3(M) which leads to the A3 and onward to the M25.

The applicant believes there is distinct and adequate access onto this defined lorry route. DC6 requires consideration for "highway capacity, road and pedestrian safety, congestion and environmental impact" of the proposed development. As discussed further in the Transport Assessment (Section 3),

(iii) *Any other sites where permission is granted for the establishment of an aggregates wharf or a rail-head aggregates depot or where such use is established without the need for planning permission."*

The applicant realises the importance of this policy and in no way wishes to seek permission on this site which would be detrimental to the long term viability of this wharf. Bedhampton Wharf has been an active wharf from the 1970s and this policy highlights its importance to the region.

This temporary variation would permit the applicant to continue using the site for the next five years and beyond. As the site would remain operational, the future viability of the site is secured, enabling a presence in the area to be maintained. Were the site to shut for the same period, costs associated with reopening could ultimately question the viability of the site. Therefore, when the market sufficiently improves the wharf can recommence marine landing and processing at the earliest opportunity.

The applicant cannot stress enough the importance of Bedhampton Wharf's long term utilisation as a marine landing operation. As required by Saved Policy 21, this temporary variation would not "prevent or prejudice" the site as a marine landing operation but would help to ensure its long term viability.

Needs Assessment for Wharves and Rail Depots in Hampshire (September 2009)

Land and Mineral Management Limited were commissioned by the relevant Local Authorities in 2009 to undertake a needs assessment for wharves and rail deports in Hampshire. The final report was published in September 2009. This is an advisory document for the replacement of quashed policies S13, S14 and DC18 (relating to wharves and rail depots) of the Hampshire Minerals and Waste Core Strategy (July 2007).

Section 3 of the study: 'Establishing Future Needs and Meeting the Needs for Wharves and Rail Depots' considers the future viability of wharves to 2026. It is calculated that even with the closure of a small and a medium sized wharf before 2026 there is still enough capacity to achieve the required aggregate supply for the region. The applicant is not seeking permission for an activity that will reduce aggregate supply to the region but rather temporarily supply this from a nearby site. The applicant is keen to ensure Bedhampton Wharf does not close entirely as it still has a very important role in the future of marine handling in Hampshire County.

Section 3.91 of the study offers the following guidance:

"Greater efficiencies and improved sustainability could mean combining two or more operator's sites, sharing wharf facilities, sharing one large aggregate processing plant... reducing dependence on smaller older dredgers and maximising use of more recent larger dredgers etc."

This phrase details precisely what the applicant is hoping to achieve with the temporary sharing of resources between the applicant's two sites; Bedhampton Wharf, Havant and Burney Wharf, Southampton. That is, "greater efficiency and improved sustainability."

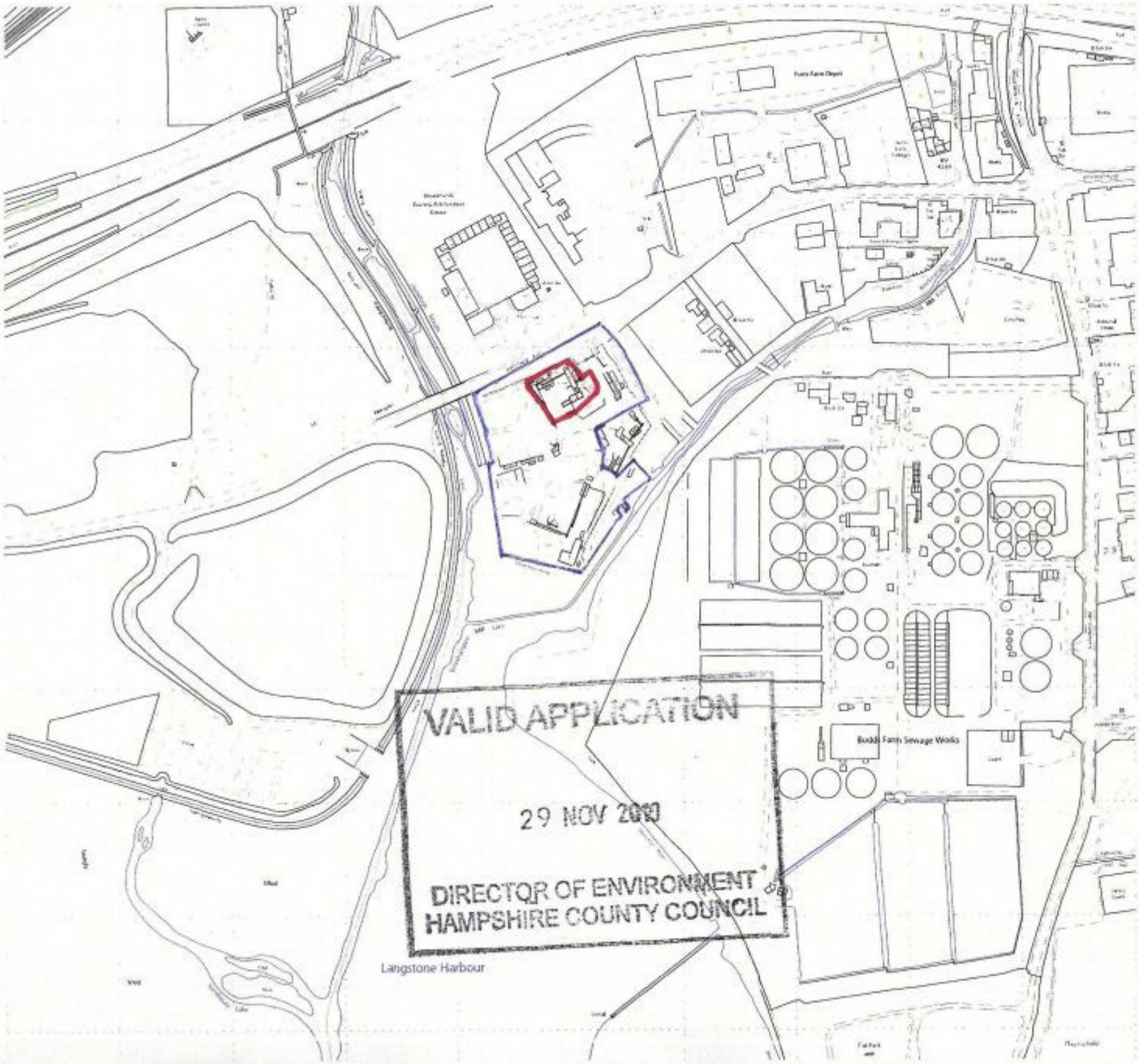
Section 4.5.9 relates to 'Preferred Redevelopment and Alternative Use Options for Unviable Wharves.' This section realises that wharves may not always be viable so any redevelopment (permanent or temporary) of a safeguarded wharf should be reversible to return to the shipping-related activities. The following excerpt from this section relates to temporary alternative uses of a safeguarded wharf:

> *"These should be permitted if the operator / can ensure that investment in the wharf is maintained and image problems are minimised for the wider area. Temporary uses must maintain the existing cargo-handling infrastructure to a specified standard, be limited by a temporary permission with a specific end date and priority should be given to uses which require a waterside location."*

Bedhampton Wharf fulfils this criterion of Section 4.5.9 on three important grounds. Firstly, the applicant assures Hampshire County Council the wharf infrastructure would be retained. Secondly, the applicant is seeking a temporary variation to an existing permission with a specific end date; that is, five years from the date of approval. Finally the applicant is seeking retention of the concrete batching plant here ("waterside location") so the marine landing operation at the wharf can recommence when market forces permit.

Appendix 1
Site Location Plan





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Legend

Site bounday

Land under control of the Applicant

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www.Tarmac.co.uk

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Tarmac Limited

Bedhampton

Site Location Plan

Drawn By	Scale
B.K.	1:5000 @A4
Date	Drawing No
November 2010	837 / 01

Appendix 2
Site Plan

Centre

WB

El Sub Sta

Hermitage Stream

Coping masonry

HARTS FARM WAY

Tank

Hopper

Tanks

WB

Works

Tanks

Drain

SM

Sloping masonry

MHW

H Sub Sta

Hopper

Mean High Water

El Sub Sta

El Sub Sta

Wor

Weir

Tra

El

Legend

Planning application boundary

Land under control of the applicant

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Tarmac Southern Limited

Bedhampton

Site Plan

Drawn By	Scale
B.A.S. / G.L.W.	1:1250
Date	Drawing No.
August 2003	837 / 13

Appendix 3
Hampshire County Council Pre Application Letter

VALID APPLICATION

29 NOV 2010

DIRECTOR OF ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL

Hampshire County Council

Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD
Tel: 0845 603 5638 *(General Enquiries)*
0845 603 5633 (Roads and Transport)
0845 603 5634 (Recycling Waste & Planning)
Textphone 0845 603 5625
Fax 01962 847055
www.hants.gov.uk

Brendan Kelly – sent via email

Enquiries to	Kristina King	*My reference*	PLAN/KK/HV026
Direct Line	01962 846496	*Your reference*	PRE/2010/0288
Date	21 October 2010	*Email*	planning@hants.gov.uk

Dear Mr Kelly,

Variation of Condition 6 of planning permission 25624/14 (HV026) - Pre-Application advice at Bedhampton Wharf

I am writing in response to the pre-application meeting that was held at the above site on 15 October 2010.

Tarmac seek a variation of condition 6 of planning permission 25624/14 (HV026) – concrete batching plant to allow the importation of aggregate from Burnley Wharf in Southampton for a temporary period of time.

Condition 6 states:
The plant and structure hereby permitted shall be used solely in conjunction with the marine aggregate landing operation at Bedhampton Wharf. No aggregate imported from elsewhere shall be used in the plant unless agreed in writing by the County Planning Authority.
Reason: To control lorry movements on roads in the vicinity in the interests of highway safety / amenity and to prevent the introduction of further commercial activities into this area.

Bedhampton Wharf has been an active wharf since the 1970's, and is safeguarded by the saved policy 21 of the Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan: Adopted December 1998.
http://www3.hants.gov.uk/planning/mineralsandwaste/planning-policy/documents-2/other-documents/local-plan.htm
Following the completion of a needs assessment for Wharves and Rail Depots in Hampshire one of the recommendations was to safeguard existing sites.
http://www3.hants.gov.uk/planning/mineralsandwaste/planning-policy/documents-2/core-strategy/wharves_and_rail_depots.htm

Certificate No FS 21845

INVESTORS IN PEOPLE

Director of Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

It is therefore imperative that the use of the site as a wharf remains and this policy will be considered when determining an application.

If a planning application was submitted, highways would be the main issue for consideration due to a potential increase number of lorries on the road network. The relevant policy document is the Hampshire Minerals and Waste Core Strategy – Policy DC6 (Highways) http://www3.hants.gov.uk/hampshire_core_strategy-3.pdf

To ensure that the Highways Authority have the appropriate information to enable a decision to be made on the proposal, I recommend the following information is included.

- The number of vehicles currently entering and leaving the site (as a whole – therefore including Hanson vehicle movements)
- The number of proposed vehicle movements (in and out)
- The types of vehicles
- Where the vehicles are coming from and going to
- Whether there are any vehicle number restrictions on the Hanson site
- Assurance that vehicles will be able to manoeuvre safely on site

When submitting the planning application the National Validation requirements must be met and Hampshire County Council require a supporting planning statement and any plans to address the main issues (if appropriate). I would like to see Planning Policy addressed and the assurance that the wharf use of the site will not be lost. It is also essential that the temporary period that is being sought is specified and justified.

If you have any further questions please do not hesitate to contact me on 01962 846496. or kristina.king@hants.gov.uk.

Yours sincerely,

Kristina King
Development Control Officer

Appendix 4
Tarmac Limited Environmental Policy 2010

sustainability



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29 NOV 2010
DIRECTOR OF ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL

environmental policy

Tarmac aims to achieve outstanding performance in environmental practice by minimising the environmental impact of all its operations, preventing pollution and striving for continual improvement in its environmental performance whilst working towards more sustainable operating practices.

We also aim to optimise our use of natural resources, reduce waste generated by our operations and develop sustainable opportunities to use recycled materials. At Tarmac, protection of the environment is a line management responsibility of prime importance. The management of each business is responsible for ensuring that appropriate arrangements are made for the fulfilment of this policy and for monitoring its implementation and effectiveness.



To achieve these aims we will:

- Meet and, where possible, exceed applicable legal requirements, regulations and standards of the country of operation
- Record, report, investigate and take action to address environmental incidents and community complaints
- Measure and manage energy use and carbon emissions and set improvement targets
- Demonstrate the efficient use of natural resources to minimise waste and to re-use or recycle materials
- Make a positive contribution to conserving biodiversity by active stewardship of land using Biodiversity Action Plans and preserve heritage through archaeological investigation and protection.
- Work in partnership with local communities and be a responsible neighbour
- Work to improve the environmental standards of the sectors in which the company operates
- Enhance environmental awareness of employees through structured training
- Encourage the adoption of sound environmental principles amongst contractors, suppliers and customers
- Report performance to stakeholders, review environmental impacts of the businesses' operations
- Allocate adequate resources to fulfil this policy

current targets

- *Reduce specific energy consumption by 25% by 2014 based on a 2004 baseline*
- *Reduce CO_2 per unit of production by 15% by 2014 based on a 2004 baseline*
- *Reduce litres of mains water per cubic metre of concrete, concrete products and mortar by 45% by 2012 based on a 2004 baseline*
- *Reduce waste sent to licensed disposal by 75% by 2012 based on 2004 baseline*
- *Measure potable and abstracted water consumption at all operational locations*
- *Maintain community engagement plans at all operational locations*
- *Maintain EN ISO 14001 certification at all operational locations and implement EN ISO 14001 at all new operational locations to manage our impacts on air, water, land and people*
- *Maintain Biodiversity Action Plans and implement at all new active mineral operations*

Karim Hajjar
Managing Director Tarmac Limited

July 2010

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Appendix 5
Tarmac Limited Sustainability Policy 2010

sustainability



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29 NOV 2010
DIRECTOR OF ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL

sustainability policy

Tarmac is the leading supplier of heavy building materials in the UK. We are a business committed to operating to continuously improving social, economic and environmental standards, while offering quality products and services that contribute positively to the creation of sustainable communities.

We believe in the importance of taking a whole life approach to understand the true sustainability performance of our materials and products, from the extraction of raw materials to the end-of-life of the building, structure or product in which they are used.

We are committed to open and honest reporting of our performance to and actively seek the views of all our stakeholders.

To achieve our aim we use the Tarmac Sustainability Framework.

Tarmac Sustainability Framework

Established through consultation with stakeholders, the Tarmac Sustainability Framework is the means through which we integrate, manage, communicate and improve sustainable practices throughout our organisation. The Framework has been built around four main themes, under each of which our stakeholder consultation has identified clear priority issues.



SUSTAINABLE PRODUCTS

- RESPONSIBLE SOURCING
- PRODUCT QUALITY MANAGEMENT
- SUSTAINABLE PRODUCT PERFORMANCE



CLIMATE CHANGE

- ENERGY MANAGEMENT
- GREENHOUSE GAS MANAGEMENT



NATURAL RESOURCES & THE ENVIRONMENT

- ENVIRONMENTAL PROTECTION
- EFFICIENT USE OF NATURAL RESOURCES



PEOPLE & COMMUNITIES

- BUSINESS PERFORMANCE
- HEALTH & SAFETY
- BE A RESPONSIBLE & ETHICAL BUSINESS
- STAKEHOLDER ENGAGEMENT

Tarmac is committed to continuously improving our performance against each of these priority issues and this improvement is driven through individual policies, standards, metrics and targets which are regularly reviewed and updated. These policies are described in more detail overleaf.

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SUSTAINABLE PRODUCTS

Responsible sourcing

We will work with our suppliers to promote responsible practices throughout our supply chain and our own operations, so that our customers can be confident of fulfilling their own obligations to source responsibly.

Product quality management

We aim to deliver quality products and services through an understanding of our customers' needs and the operation of best practice in quality management systems.

Sustainable product performance

We aim to provide products and services that contribute positively to the whole life sustainability performance of the buildings and infrastructure we help to create and maintain and to the many other applications in which they are used.



CLIMATE CHANGE

Energy and greenhouse gas management

We will proactively improve our energy efficiency, reduce our greenhouse gas emissions and actively manage the transportation of our goods.



NATURAL RESOURCES AND THE ENVIRONMENT

Environmental protection

We will work to achieve outstanding performance in environmental practice by minimising the impacts of our business on air, water, land and people and by conserving biodiversity and protecting heritage.

Efficient use of natural resources

We will work to optimise our use of natural resources, reduce waste generated by our operations and work with our customers to develop sustainable opportunities to use recycled materials.



PEOPLE AND COMMUNITIES

Business performance

We will govern our business to ensure that we continue to be legally compliant and develop responsibly, creating value for our shareholders, employees, customers and other stakeholders.

Health and safety

Tarmac aims to achieve and maintain the highest standards of safety and health for all employees, contractors and members of the public and is committed to continual improvement in its health and safety performance by progressively removing injury and ill health resulting from our activities.

Being a responsible and ethical business

We will manage our business ethically and with integrity, be understanding, straightforward, responsive and reliable in our dealings with employees, customers, suppliers and other stakeholders and play an active role in the many communities in which we operate. We aim to continuously develop the talented and diverse workforce critical to the success of our business.

Stakeholder engagement

We will conduct ourselves in an open and ethical manner and proactively engage with our communities and other stakeholders.

[redacted]

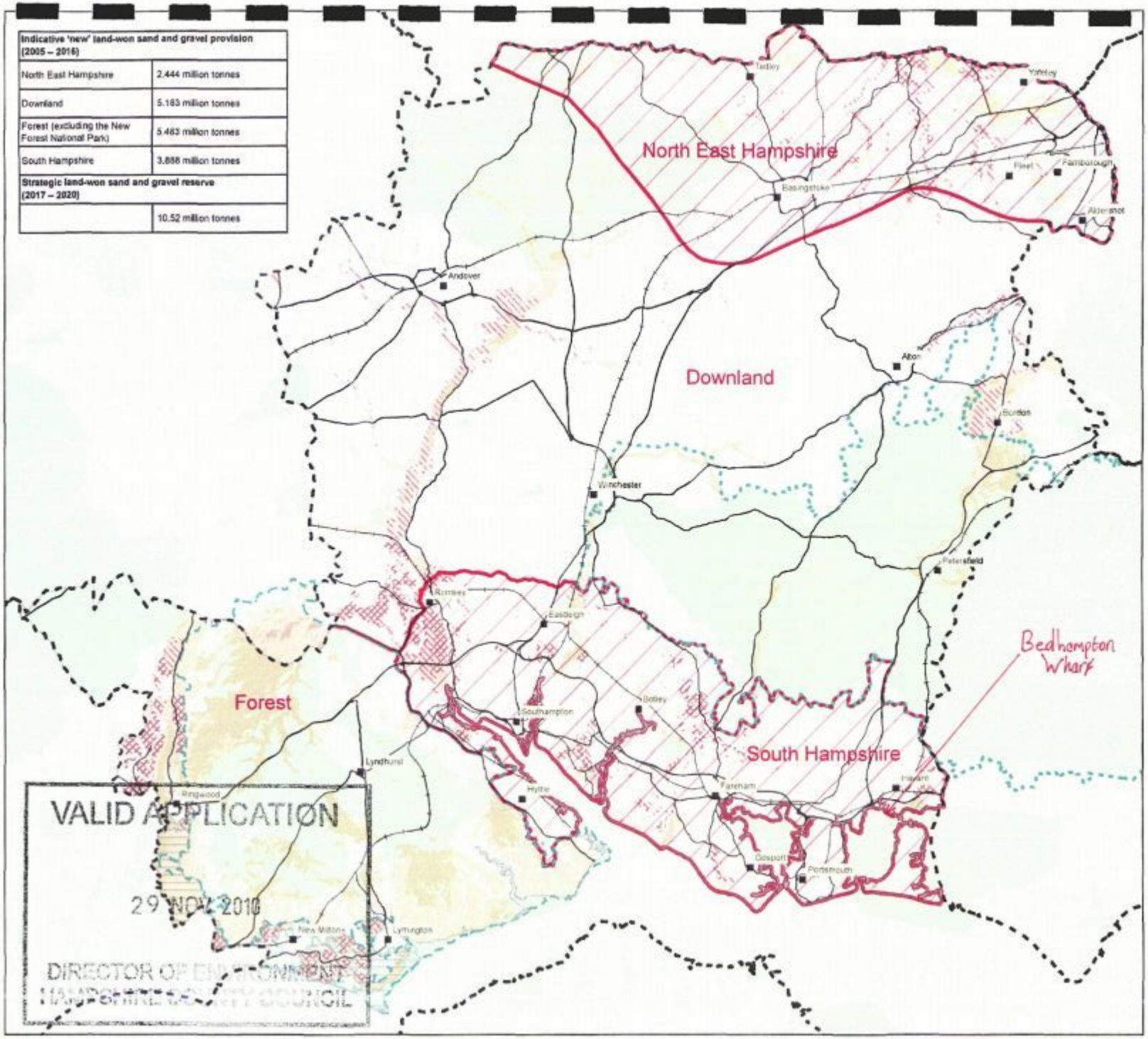
Karim Hajjar
Managing Director Tarmac Limited

July 2010

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Appendix 6
Key Diagram

Indicative 'new' land-won sand and gravel provision (2005 – 2016)	
North East Hampshire	2.444 million tonnes
Downland	5.183 million tonnes
Forest (excluding the New Forest National Park)	5.463 million tonnes
South Hampshire	3.888 million tonnes
Strategic land-won sand and gravel reserve (2017 – 2020)	
	10.52 million tonnes



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29 NOV 2016
DIRECTOR OF ENVIRONMENT
HAMPSHIRE COUNTY COUNCIL

Hampshire Minerals and Waste Development Framework

Appendix 5 - Key Diagram

Revised June 2007

Legend

- Minerals and Waste Lorry Routes
- Railway
- Town or City
- County Boundaries

Policy Proposals

- Safeguarded Sand and Gravel Deposits (Policy S15)
- Mineral Resource Area (Policy S6 & S8)
- Landfill Potential Area (Policy S6)
- Strategic facilities - Area of search (Policy S16)

Constraints

- International and National Environmental Constraints
- Green Belt - South West Hampshire
- New Forest National Park Boundary
- South Downs National Park Boundary (proposed)

This Key Diagram is illustrative.
It should not be used to identify individual sites.
The boundaries of the Safeguarded Sand and Gravel Deposits, Mineral Resources Area and Landfill Potential Areas will be defined on an Ordnance Survey base layer in the subsequent Hampshire Minerals Plan.

N

0 5 10 Km

1:275,000

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