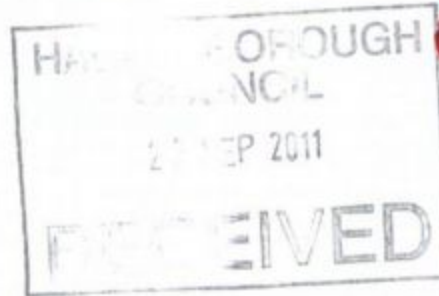


PERMIT



Hampshire
County Council

Construction of Salt Storage Facility



Former Incinerator Site, Harts Farm Way, Havant

Planning Application Supporting Statement

1 Introduction

- 1.1 This Supporting Statement sets out the proposals for the provision of two salt storage barns with associated structures and a vehicle turning area in its place. This application is to be considered with the application for the replacement of the Havant HWRC facility. The Statement provides information on the scheme design and should be read in conjunction with the included drawings.
- 1.2 The freehold of the former Havant Incinerator site is owned by Hampshire County Council (HCC). The former incinerator site is referred to in this document as the 'HCC site'.

2 Objectives

- 2.1 The primary objective of this scheme is to provide additional strategic and operational salt storage depots within the County as a result of recent severe winter conditions.

3 Planning Applications

- 3.1 It is envisaged that construction of the Household Waste Recycling Centre (Phase One) and of the salt barn complex (Phase Two) will be covered by two separate Planning Applications.

4 Constraints

4.1 Visual Impact

- 4.1.1 The appearance of the HCC site from Harts Farm Way has been considered and steps have been taken to reduce the visual impact of the salt barn complex by the use of suitable planting, fencing and by site layout and design. The two barns will be located as far from the road as practicably possible to reduce their relative size and the materials used for their construction will be selected to be compatible with the appearance of the Broadmarsh Business and Innovation Centre adjacent.
- 4.1.2 The new HWRC access road will also serve future developments on the land north and north west of the HCC site and part of the proposals include landscape screening between the salt barn complex and the HWRC and this access road.
- 4.1.3 The drawings included are
 - no. 17-509026-MASTERPLAN shows the proposed landscaping scheme.
 - General arrangements 17-005992-GA/01
 - Two views of the frontage to the site from Harts Farm Way are shown on drawings 17-509026-SK/VIEW 1 and VIEW 2.
 - Site drainage arrangements 17-005992-500/01
 - Red/blue line plan 17-005992-ga/02
 - Location map
 - Sections and elevations 17-005992-110/01
 - Vehicle swept paths 17-005992-ga/03

- Landscaping proposals (to follow by e-mail)

4.2 Highway Access

- 4.2.1 Highway access to both the salt barn complex and the new HWRC/future development land has been considered from the point of view of road safety. Access to the salt barns will be via the junction used for the existing HWRC. Both junctions have been redesigned to accommodate the type of vehicles expected to use the facilities and will be constructed with appropriate visibility splays.

4.3 Ecological and Environmental Impact

- 4.3.1 The majority of the HCC site has little or no ecological value, as beyond the existing HWRC it is comprised of hard standing and areas of gravel. These areas are partially covered with weeds. None of the existing boundary vegetation will be affected by the proposals.
- 4.3.2 There is an existing ditch which runs across the north-east corner and then southwards to Harts Farm Way. This is a part of the existing surface water drainage system for the HCC site. The redeveloped site drainage proposals include the use of this ditch in conjunction with the new pond (4.1.2 above) to attenuate surface water run-off. A control device will be used to limit surface water discharge to the watercourse on the southern side of Harts Farm Way, which is also the current outfall for all surface water from the HCC site. Environment Agency acceptance of the new HWRC drainage strategy has already been obtained.
- 4.3.3 The proposed drainage for the Salt Barn complex will follow the proven methodology used elsewhere in Hampshire for salt storage. Any saline arising from storage and/or loading of vehicles will be contained within defined areas and these areas will drain directly to the foul sewer (with the permission of the local Water Authority). This method is the standard procedure for all other depots in Hampshire where winter maintenance is carried out.
- 4.3.4 Surface water from the general depot area of the salt barn complex will be drained through a system of trapped surface water gullies and catchpit manholes and will be discharged via the same outfalls as that arising from the existing HWRC.

5 Development Concept

- 5.1 The development concept will respond to a range of sustainability issues including:

- Redeveloping 'brownfield' land thus safeguarding greenfield land resources;
- Conserving and enhancing wildlife habitats;
- Conserving and enhancing existing landscape features on the site boundary and within the site to minimise views into the site;

- Creating new landscape features and planting along the frontage of the site facing Harts Farm Way to reduce the visual impact of the new development;
- Improve the treatment of surface water run-off through the introduction of a sustainable urban drainage system while controlling the discharge rate;
- Including the use of recycled materials in construction details.

6 Design of the Proposals

6.1 Salt Barn complex(Phase Two)

- 6.1.1 The County Council wishes to improve both the salt capacity resilience and the operational response in the South-East of Hampshire through the construction of a satellite depot facility. This facility will incorporate two salt storage barns of 4000 tonnes capacity each, a small office facility for up to 6No. staff and necessary material storage bays to facilitate minor routine highways repairs and emergency responses. Only one storage barn will be designated for operational use by the 3No. spreaders that currently cover the Havant/Hayling Island areas. The other will be purely a strategic storage facility in case of extended extreme winter weather conditions to improve the stock resilience for the County.
- 6.1.2 The two salt barns will have curved roof construction and will be clad externally in suitable materials so as to create a visual appearance compatible with the Broadmarsh Business and Innovation Centre adjacent. They will each have an unobstructed opening in front for entry by the delivery vehicles and will have internal lighting strips.
- 6.1.3 The barns will be set back as far as possible from Harts Farm Way, within the allocated redevelopment area. There will be a macadam parking and vehicle turning area to the south, directly accessed from Harts Farm Way through the existing HWRC entrance. This entrance will be redesigned for the type of vehicles expected to use the facility. The parking area will provide demarcated spaces for up to 10No. cars and 3No. grit spreading vehicles and will have adequate room to accommodate the movements of salt delivery vehicles. The depot area will be floodlit during hours of darkness when works are being carried out.
- 6.1.4 At the rear of the complex there will be a brine saturation tank and pump, enclosed within a low concrete bund. The bund will be constructed to have 110% of the capacity of the storage tank (in accordance with E.A guidelines) to ensure no brine contamination will occur in case of accidents. Power and water will be supplied to this area.
- 6.1.5 A vehicle washdown area with suitable falls for drainage will be provided adjacent to the brine saturator. This facility will drain into the foul sewer as outlined in 4.3.3.
- 6.1.6 There will be a self contained office and welfare unit of modular construction located within the eastern salt barn and this will be accessed from the eastern external face of the barn. It will be sized to accommodate a maximum of 10 staff and will not be visible from either Harts Farm Way or the HWRC access road.

- 6.1.7 Foul drainage from the office and welfare unit, together with run-off from the vehicle washdown point and from the area immediately in front of each barn will be directed to the existing foul sewer noted in paragraph 6.1.12 above.
- 6.1.8 All other surface water run-off will be directed to the same watercourse outfall as that from the existing HWRC. There will be no increase in the impermeable area of this part of the site.
- 6.1.9 The visual impact of the salt barn complex from both Harts Farm Way and the HWRC access road will be reduced by the use of suitable, approved planting and fencing, as noted in paragraph 4.1 above.
- 6.1.10 Although the depot will operate continuously during severe weather events, the expected traffic impact of the new depot on the adjacent highway network is felt to be minimal, with less than 50 lorry movements per day expected even during the winter months. The majority of these movements will be outside heavily trafficked periods, due to the very nature of the winter operations being carried out when other road traffic is minimal.

7 Policy

7.1 The proposals at Harts Farm Way have been developed, and are in general accordance with the following policy context:

- Waste Strategy for England 2007.
- Planning Policy Guidance Note 10: Planning and Waste Management.
- The South East Plan 2009.
- Hampshire, Portsmouth, Southampton and New Forest National Park Authority Minerals and Waste Core Strategy 2007.
- Havant Borough Council Local Development Framework – Core Strategy 2011.

7.2 The objective of current waste planning policy, as set out in Policy S1 of the Hampshire Portsmouth, Southampton and New Forest National Park Authority – Core Strategy 2007, is to deliver new waste management facilities that facilitate the efficient use of resources through;

- Designs and layouts that allow the effective sorting, recycling and composting of waste;
- Design principles and construction methods that minimise primary aggregate use and encourage the use of high quality building materials made from recycled and secondary sources;
- Construction and demolition methods that minimise waste production and re-use / recycle materials, as far as practicable on –site.

7.3 Key planning policy considerations are that:

- The site falls within an area where employment development or redevelopment could be permitted;

- The site falls within the Havant and Emsworth Coastal Plain Landscape Character Area. Development affecting the landscape character of that area will not be permitted;
- To the south of the site is the Solent Maritime SAC and Chichester & Langstone Harbour SPA, where development that would have an adverse effect on the area, particularly in respect of potential noise disturbance and potential pollution of the Brent Geese habitats;
- To the west of the site lies a watercourse and SINC which is used by Brent Geese
- A small chalk stream runs in the vicinity of the site.