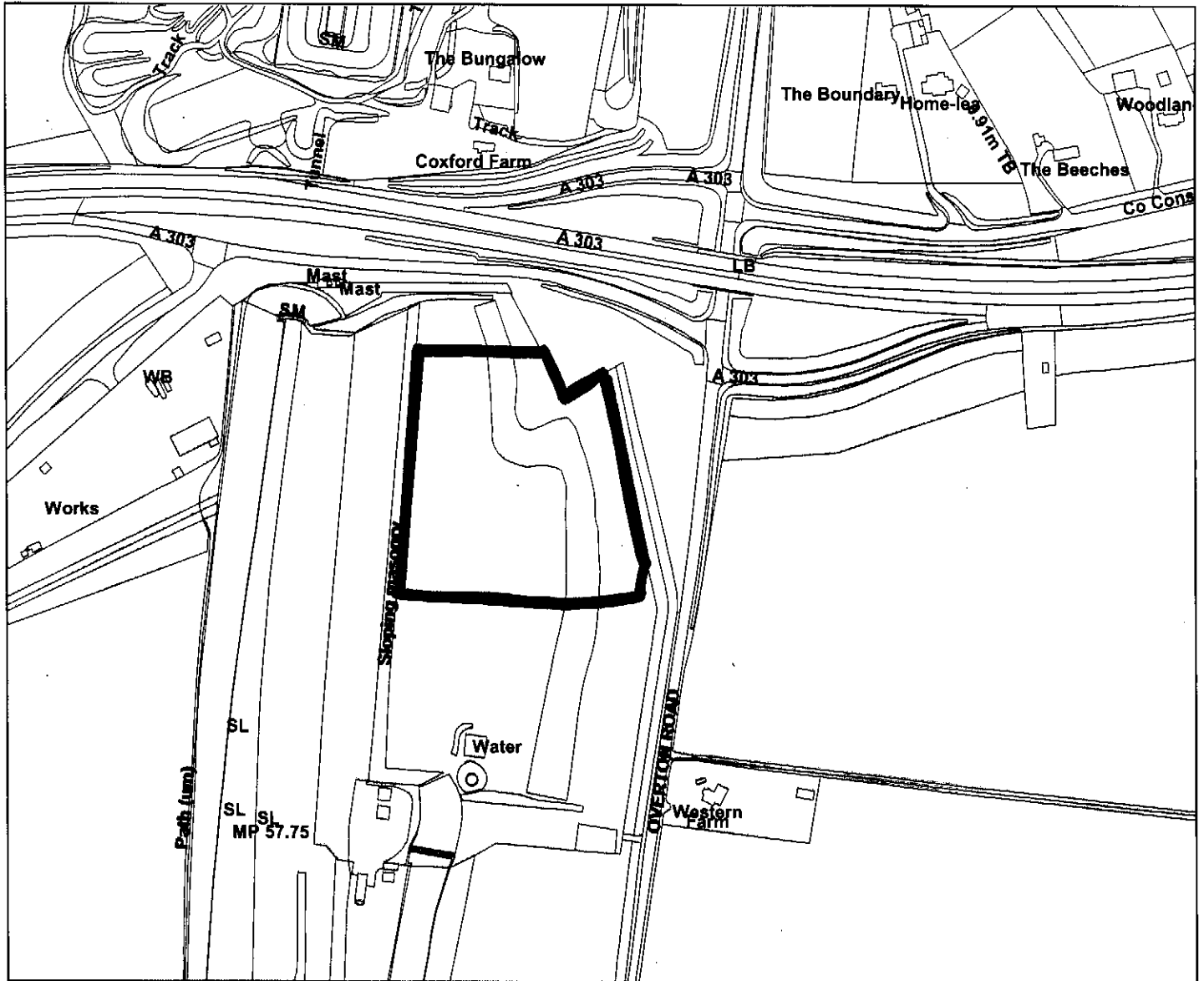


Proposed Waste Management Site, Overton Road

12/02013/HCS



Legend

Scale:



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Organisation	Winchester City Council
Department	Winchester GIS
Comments	
Date	28 November 2012
SLA Number	100019531

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No: 1
Case No: 12/02013/HCS / W22610/01
Proposal Description: Construction and operation of a 8 MWE pyrolysis advanced conversion technology plant including a 2 MWE anaerobic digestion plant, associated office, visitor centre with new access road and weighbridge facilities, solar panels, associated landscaping and surface water attenuation features (THIS APPLICATION WILL BE DETERMINED BY HAMPSHIRE COUNTY COUNCIL)
Address: Proposed Waste Management Site Overton Road Micheldever Station Hampshire
Parish, or Ward if within Winchester City: Micheldever
Applicants Name: SLR Consulting Ltd
Case Officer: Mrs Jill Lee
Date Valid: 20 September 2012
Site Factors: Contaminated Land
SINC
Recommendation: Objection raised

General Comments

This application is reported to Committee at the request of Councillors Lipscomb, Wright and Godfrey.

This application is made to Hampshire County Council which is the determining authority for this type of development. The City Council has been consulted and this report sets out our response.

It is considered that there is a lack of information submitted with this application relating to many aspects of the proposal. Hampshire County Council has requested additional information, including ecology surveys, which cannot be carried out until next year. It is probable therefore that any decision on the application will be delayed and a further consultation is likely to be sent to the City Council once further details have been received by the County Council.

Site Description

The application site comprises about 3 hectares of scrub and grassland located on the western side of the Overton Road, just to the south of the A303 and bounded to the west by the main line railway which runs into a tunnel immediately to the north of the site. To the south of the site is the village of Micheldever Station, to the east is an isolated residential property and to the north west industrial sites. There are additional residential properties to the north on the other side of the A303.

There is a row of significant mature beech trees running parallel to the Overton Road frontage. These trees are protected by a tree preservation order.

The land is designated as a site of interest for nature conservation (SINC) and Dormice, Bats, Slow Worms and nesting birds have been identified on the land as well as

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nationally important plant species. There are old oil storage tanks in existence under the lower part of the site which were part of the old rail served oil terminal.

The site is in the countryside and within the North Dever Downs Landscape Character Area.

There are dramatic changes in levels on the site from the Overton Road. There is a fall of about 10m approximately one third of the way into the site from the road. This is an area where historically chalk was removed and the oil storage tanks were positioned and then covered with earth to prevent them being seen from the air during the war.

Proposal

It is proposed to construct an 8MWE Pyrolysis Advanced Conversion Technology (ATC) plant including a 2MWE Anaerobic Digestion Plant, associated office, visitor centre, with new access road and weighbridge facilities, solar panels, associated landscaping and surface water attenuation features at Overton Road, Micheldever Station.

The development will also include ancillary facilities including;

- A weighbridge and offices to monitor waste leaving and entering the site.
- A gas meter for gas storage (6m diameter and 9m high)
- A stack for the pyrolysis plant (20m high and 100cm diameter)
- Gas engines
- A stack for each of the 3 engines (20m high and 100cm diameter) arranged in a group within an enclosure
- An emergency flare
- An electricity sub station (5m by 3m in plan and 3m high)
- Two anaerobic digester tanks and two anaerobic digestate tanks 20 and 25m diameter and 9.5m high
- 250m² of solar panels situated on the roof, and
- New access road and car parking for visitors and staff.

The new vehicular access will be off the Overton Road to the north of the existing access and the road will be widened from this point to the access onto the A303. The access road will follow the slope of the site and the proposed building and tanks will be located on the lower level.

In essence the plant will take mixed waste and food waste. The food waste will be treated in anaerobic tanks to produce methane gas which is utilised in the pyrolysis of other waste. The mixed waste will be sorted to identify any recyclable materials which will be separated out, stored and then removed from the site. The remainder of the waste will be sterilised through heat treatment resulting in a dry fibre that is fed into the pyrolyser units and the process results in the production of gas and charcoal solids. The gas is cleaned and cooled and the charcoal removed and stored in hoppers and then used to fuel the vortex burner unit. The burnt charcoal produces a solid vitreous slag which is removed and used in the construction industry. The gases produced are routed to the heat recovery system boiler. This is used to produce electricity which will be fed into the mains.

The development will therefore involve waste removal and treatment and energy production.

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Relevant Planning History

12/01087/HCS - REQUEST FOR SCOPING OPINION Proposed development of advanced conversion technology and anaerobic digestion facility (THIS WILL BE CONSIDERED BY HAMPSHIRE COUNTY COUNCIL).

In the past a part of the site has been used for the siting of subterranean oil tanks which were served by the adjacent railway line. It is not clear whether the remainder of the site has ever been developed in the past as there is no history and no evidence of buildings.

Consultations

It should be noted that because Winchester City Council is itself a consultee, the majority of the consultations have been undertaken by Hampshire County Council. Those received by them have been reported here for completeness.

HAMPSHIRE COUNTY COUNCIL CONSULTATIONS:

HIGHWAYS AGENCY: - Raise no objection to the application. They initially raised objection due to lack of supporting information but this has now been rectified.

ENVIRONMENT AGENCY: No objection to the application. The site will be subject to licensing controls.

HIGHWAYS:

As part of the application it is proposed that a new priority access will be provided on Overton Road, at the south eastern corner of the site. The access works are shown on drawing number MD6/1 which consist of the construction of the priority junction through the removal of the existing vegetation, localised road widening to accommodate the turning of HGV's and the removal of the existing crest in the road to improve visibility. As the construction of the access will result in the removal of approximately five trees, any proposals should be carried in consultation with Hampshire County Council's Arboriculture Officer.

Also the widening of Overton Road to facilitate the turning of large vehicles extends south beyond the access, considering that it is proposed that HGV's will only enter and exit the site from the north, further information is required to determine the requirement of the widening south of the access.

The proposed access has been modelled using PICADY software to determine the operation of the junction for the anticipated year of opening in 2013 and a horizon year of 2017. The modelling of the junction demonstrates that it will operate with considerable reserve capacity for both 2013 and 2017 with the highest Ratio of Flow to Capacity (RFC) in the PM peak for 2017 which is 37%. The results demonstrate that the provision of the new access will have a minimal impact upon the operation of Overton Road.

Trip Generation and Distribution

It is estimated that the proposed development will process a throughput of 154,000 tonnes of waster per annum consisting of 100,000 tonnes of residual municipal and commercial/industrial waste, with the remaining 54,000 tonnes consisting of green and food wastes. The estimated throughput has been divided by vehicle type as shown below;

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- 50% by bulk trailer with a typical capacity of 24 tonnes
- 10% by commercial waste vehicles with typical capacity of 8 tonnes
- 10% by refuse collection vehicles with typical capacity of 4.5 tonnes
- 30% by skip lorries carrying 15 tonne payloads

It is estimated that the deliveries to the site would result in 83 vehicle movements per day. In addition to the waste delivered to the site, the outputs as a result of the process would also require collection and it is estimated that this would result in approximately 19 vehicle movements per day, with additional staff movements estimated to consist of 34 trips per day.

Therefore the total daily trip generation for the site is estimated to be 136 (102 HGV) trips per day during the site opening hours of 07:00 – 17:00, which equates to an average of 14 movements each hour.

Given the proximity of the site to the A303 which forms part of the Strategic Road Network, all HGV traffic entering and exiting the site will do so to the north of the site. It is proposed that the routing will be secured within the section 106 agreement, however, further details should be submitted regarding how this will be both monitored and managed on site during both the construction and operational phases of the development.

It is understood that at this stage the wider distribution of HGV's is not known until waste contracts are agreed. However, details of the likely origin and destination of waste should be provided to better understand the distribution of traffic from the site, and to provide confidence that vehicles will enter and exit the site to the north.

The applicant carried out a 7 day traffic survey to determine the existing flows on Overton Road, which enables a daily traffic profile to be derived for Overton Road. The results of this survey are shown in the table below; Direction	Daily Traffic (12 hour average)
Northbound	670
Southbound	729
Total	1,399

The traffic generated by the site would represent an increase of 9.7% of traffic on Overton Road. Whilst this does represent a fairly significant increase upon the existing traffic on Overton Road, it is noted that the current flows are low. Further to this the proposed access works including the widening and re-profiling of Overton Road will reduce the impact of the development traffic, therefore it is not considered that the additional traffic generated by the development will impact upon the safety or operation of Overton Road.

Road Safety

Personal Injury Accident data within close proximity to the site has been provided for the period between 1st March 2007 to 29th February 2012. The data shows that 7 accidents occurred within this period on the local highway network, of which 5 were classified as 'slight' and 2 were 'serious'. An analysis of the accident summary demonstrates that there are no significant patterns of accidents that are likely to be exacerbated by the traffic generated by the proposed development.

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Construction Period

It is estimated that the construction phase of the development will last between 26 to 30 weeks. During construction the most intensive period for traffic movements will take place during the earth works and construction of the foundations. It is estimated that there will be maximum of 5 goods vehicle movements per hour throughout the working day within this period, which is lower than the estimated trip generation for the operational phase of the development.

Whilst the total volume of HGV traffic during the construction phase is less than will be expected during the operational phase of the development, it will be critical to ensure that the construction phase is well managed, and that there are appropriate controls to ensure that any traffic impact during this time is controlled.

Parking

It is estimated that the site will employ three administration staff and a further 28 staff who will be split into 4 groups of 7 working a rotational shift pattern of 4 days on/4 days off. As part of the proposed development 16 car parking spaces will be provided to accommodate parking for both visitors and staff. It is considered that the proposed level of parking is considered sufficient for the proposed numbers of staff likely to be on site at any one time.

Travel Plan

It is proposed to implement both a Construction Travel Plan during the construction period and a Staff Travel Plan when the site becomes operational. The proposed travel plans will seek to reduce the number of single occupancy car vehicle trips to and from the site. It is noted that the site is not well located in terms of public transport access, therefore the proposed Travel Plan should seek to maximise the opportunities for car sharing among staff and visitors to the site. The details of both Travel Plans should be submitted for approval prior to commencement.

Transport Contribution

As the proposed development will result in an increased number of trips upon the highway network, the application is subject to a Transport Contribution in line with Hampshire County Council's Transport Contribution Policy. Due to the increase in HGV's using Overton Road it is likely to impact upon the carriageway construction and also the verge deterioration. Further to this there is an existing flooding issue under on Overton Road under the A303. Therefore a contribution will be necessary to reduce the impact that the development has upon the highway network.

A figure has not been agreed with the applicant and I shall be contacting the applicant separately to discuss the level of contribution required.

Recommendation

As stated above, further information is required on the following points before I will be in a position to provide a recommendation;

- Information regarding the road widening at the proposed access
- Details of the measures to monitor and enforce that all HGV's will arrive and depart to the north
- Further information regarding the likely origin and destination of trips
- Agreement upon a Transport Contribution

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THE WILDLIFE TRUST:

The Trust has been made aware of the above reference application, and herewith **objects** to the proposal for the reasons explained below.

Presence of Nationally Rare, Scarce and protected species

The application site is within the Micheldever Oil Terminal Site of Importance for Nature Conservation (SINC), originally designated for chalk grassland habitats. The Micheldever Oil Terminal SINC is in the immediate vicinity of the Micheldever Spoil Heaps Site of Special Scientific Interest (SSSI). The two sites are closely related both in their history and current character. The Wildlife Trust is a freehold owner of a small part of the SSSI and has worked with the principle landowner of the majority of the site for many decades to help secure its conservation. Given the importance of Micheldever to nature conservation and the threat from this planning application we have set out the areas background in some detail.

The open habitats of the railway cuttings, oil terminal and the spoil heaps originate from the gross disturbance of the chalk land habitats centred on Popham Beacons during the construction of the London and Southampton Railway in the 1830s. The original landscape was modified both by excavating the tunnels and their entrances but also by depositing spoil from the excavations across Popham Beacons and adjacent land. The specialised plants of open and bare chalk habitats would have found these circumstances to their advantage and this area became renowned for botanical excellence with populations of rare and scarce species. The introduction to the 1996 Flora of Hampshire¹ gave particular prominence to the area for both its flowering plants and rich bryophytes (mosses and liverworts) as does the 2011 Hampshire Rare Plant Register².

1 Brewis, A, Bowman, P and Rose, F (1996) **The Flora of Hampshire**. Harley Book. Colchester Page42

2 Rand, M. and Mundell, A .R.G. (2011) **Hampshire Rare Plant Register** Trollius publications. Plate 14

Amongst the species for which this area is renowned are the Nationally Rare, Schedule 83 species *Teucrium botrys* (Cut-leaved Germander), and the Nationally Scarce and County Rare species; *Potentilla tabernaemontani* (Spring Cinquefoil).

These species have long been known to be present on what is now the SSSI and surrounding land. The Cut-leaved Germander was first recorded in 1911 'by [the] railway near Popham Beacons' by Miss C.R. Scott. The first record for Spring Cinquefoil is by G.A.R Watts in 1933 who described it from the 'railway bank at Micheldever Station'. The 1933 specimens are preserved in the British Museum. The 1996 Flora also publishes the 1992 record of Spring Cinquefoil at the application site then called the Elf Oil fuel storage depot. Despite this, and somewhat worryingly, the applicant has failed to identify the presence of these two species within the application site despite the presence of the species being confirmed in 2012 by an independent HBIC survey. We are concerned that the level of survey of the site is inadequate and that further expert survey, earlier in the year, would be reasonably likely to reveal additional populations of rare flowering plants known from this area including the Red Hemp-nettle *Galeopsis angustifolia*, Dwarf Mouse-ear *Cerastium pumilum*, Fineleaved Sandwort *Minuartia hybrida*, Mat-grass fescue *Vulpia unilateralis* and the Wall Bedstraw *Galium parisiense* together with rare mosses including *Jungermannia atrovirens*, *Ditrichum flexicaule*, *Barbula reflexa* and

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Racomitrium laniginosom.

In assessing the impact of this application, the Trust has reviewed the recent data provided by the Hampshire Biodiversity Information Centre from surveys undertaken this year. The findings of the HBIC surveys illustrate the shared ecological history of both the existing SSSI and the application site.

This shared history and presence of such important species within both the SSSI and application site provides sound evidence that they share the same ecological value. Arguably, the application site should be considered for designation as a SSSI in recognition of the importance of the site in supporting populations of such rare species. Irrespective of site designations the Cut-leaved Germander is protected under Schedule 8 of the Wildlife and Countryside Act 1981 (as amended). In isolation from any other matter the threat of destruction of individual plants of Schedule 8 species is a serious matter and is statutorily regulated.

Given the botanical importance of the Micheldever Oil Terminal site, development of the land is entirely inappropriate, and therefore the Trust objects to the proposal for this reason.

Potential increased nitrate/phosphate deposition on Micheldever Spoil Heaps SSSI

The applicant provides a great deal of discussion on potential aerial depositions from the proposed development. We were unable to extract from these data the answer to a simple question 'What is the likely impact of additional depositions of nitrates and phosphates on the wildlife interests of Michledever?' Ecological studies have established that increases in fertility, such as from nitrates and phosphates, promote a range of relatively common coarse species which then out-compete the specialist species of early stage successions such as the rare plants known from the Micheldever area. The applicant does not appear to have considered the differing responses of particular species or of particular plant communities to the levels of atmospheric deposition likely to arise from the proposed development.

In the absence of reassurance that the increases in aerial depositions arising from the proposed development will not damage the SSSI we revert to basic ecological theory together with the precautionary principle and object on that basis.
3 Schedule 8 of the Wildlife & Countryside Act 1981 (as amended).

In summary, the Trust recommends the County Council refuse permission for development of this important site, and strongly recommends the Micheldever Oil Terminal SINC is put forward to Natural England for designation as an SSSI.

COUNCIL FOR THE PROTECTION OF RURAL ENGLAND:

CPRE (Campaign to Protect Rural England) to **object** to the above planning application for the following reasons:

1. Traffic

It is stated that around 60 HGV's will arrive at the site each day, including week-ends, and, of course, they will leave again. Overton Road is simply not big enough to accommodate 120 HGV movements each day. The road is not wide enough for two HGV's to pass each other, as they undoubtedly will have to do with so many vehicle movements. Thus they will either mount the verges, destroying them, or one will reverse, holding up other traffic.

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2. Noxious emissions

The village of Micheldever Station is about 1/4 mile from the proposed site and one house is very close. Emissions of carbon monoxide, carbon dioxide and nitrous oxide will go over the village from time to time when the wind is in that direction and will produce an unpleasant smell for the local community, if nothing worse.

3. Visual impact

The plant will be nine metres high and one or more chimneys will be up to 100 feet high. Being on high ground, the chimneys will be visible from a considerable distance and will be a blot on the landscape.

4. Location of the plant

The proposal constitutes industrial development close to a quiet country village. It would change the character of the village and is clearly in the wrong place. Industrial plants should be located in employment areas on brownfield land

The claim that it would create 30 new jobs is unhelpful. There is no unemployment in the area, so that employees would have to commute to and from the site, causing yet more traffic.

5. Supply of food waste

Anaerobic digesters are either in being , or planned, at Selborne, Farleigh Wallop and Ellisfield, both near Basingstoke, Laverstoke and possibly elsewhere. They need food waste from commercial sources and there will simply not be enough locally for all these plants. Consequently it will have to be brought in by lorry from other parts of the county, or an even wider area. This will cause carbon dioxide emissions which will nullify the small energy savings created by the plant.

The proposed plant is in the wrong place and, in the interests of the local community and the wider countryside, we urge you to refuse the application.

A letter of objection has also been received by Hampshire County Council from Laverstoke and Freefolk Parish Council and some of the objections received by Winchester City Council have also been copied to Hampshire County Council.

CONSULTATIONS UNDERTAKEN BY WINCHESTER CITY COUNCIL:

Head of Landscape (Landscape).

To be reported at Committee.

Head of Landscape: (Trees).

No objection in principle but additional information is needed including the submission of an Arboricultural Method Statement, in accordance with BS5837:2012. Included in the proposal is to create an entrance way to the site through the line of the mature Beech trees to the East side of the site and to widen the road. These items are within the Root protection areas of the Beech. As part of the Arboricultural Method Statement, details will need to be submitted to the Local planning Authority regarding the extent of the ground protection measures and how it's going to be installed.

No works shall commence on site until these details have been submitted and approved by the Local Planning authority.

Head of Drainage:

The applicant has submitted documents including a Flood Risk Assessment which show that the site can be adequately drained and provided that Building Regulation for the package treatment plant and surface water disposal is satisfied, I have no objection on drainage grounds.

Head of Environmental Protection:

Air Quality/Odour Impacts

It is accepted that this process will be subject to the permitting regime under the

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Environmental Permitting (England and Wales) Regulations 2010. As would be expected modelling based upon the assumption of compliance with likely permit emission limits shows minimal air quality impacts. It is recommended that the Environment Agency (EA) is consulted regarding this application to confirm that they are satisfied with the emission limits used and that they will indeed be requiring such limits in any such permit issued.

In addition it is recommended that specific clarification is sought from the EA regarding the End of Waste (EOW) determination referenced in paragraph 7.116 and the proposed further EOW referenced within paragraph 7.117. Such assessments determine whether the Waste Incineration Directive (WID) applies and therefore what controls will be placed over WID metals and dioxin emissions.

There are however wider potential amenity impacts and it is disappointing that this application presents no actual emission data from similar operational or trial plant. This would ensure the public concerns already expressed could be fully debated and considered at the planning stage.

The statement that the permit will include conditions aimed at controlling odour emissions is considered insufficient. Although the application contains a basic list of actions that will be taken to reduce odour emissions, there is no quantitative assessment of these potential impacts through either stack or fugitive sources. Although a permit can include a condition to require an odour management plan this can only require Best Available Techniques (BAT) to be employed. This is a different test to amenity impacts under the planning regime. It is therefore considered that this application has failed to demonstrate the conclusion that odour and dust emissions are "insignificant" (16.11).

It is worth noting that such a permitted process is also exempt from formal action by the local authority under the statutory nuisance regime (Environmental Protection Act 1990, Part 3). There is reference to UV odour abatement plant regarding emissions from the steam sterilisation plant and also standby (emergency) odour control when ongoing plant is not operational (3.48 to 4.49). Odour abatement plant is also mentioned (3.86) with reference to the anaerobic digestion plant. However in all cases no technical details, specification or efficiencies are provided to assess residual odour emissions and their potential impacts.

Another potential issue is that the application shows a 20m high flue, although no chimney height calculations have been submitted to demonstrate how this has been established. Paragraph 7.113 refers to "Appendix 7/A" for design data provided by the technology designer which states stack height to be 20m but no further justification for this height is provided. Without such a calculation I am unable to ascertain that the final chimney height will be 20m as shown and if a different chimney height is required then this could have implications on the visual impacts assessed in Chapter 11.

Noise Impacts

The noise assessment using BS4142:1997 is considered unacceptable to support the conclusion of Chapter 16 (16.13 to 16.14) that there are no adverse noise impacts subject to mitigation measure proposed (i.e. doors at the facility remain closed at night). In detail this is for the following reasons:

- There are no calculations to show how the Predicted Noise Rating Levels presented in table 8-8 were derived. I would expect the sound power/pressure

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levels of the key plant/machinery to be identified in the supporting technical appendix together with detailed calculations to show their derivation to the predicted noise levels. Paragraph 8.712 refers to Appendix 8/5 I can find no such appendix and no such data is presented in any of Appendix 8 to volume 2B. There is only a brief discussion to the assumed sound reduction indexes presented in table 8-7 of volume 2A.

- Background noise levels at the identified target locations were monitored only for limited night/daytime periods. No justification has been presented to why these times are considered representative. (See requirements of paragraph 7.12 of BS4142).
- Background noise levels are from parts of two consecutive days (Sun/Mon) and no data has been presented to demonstrate that these days are representative. It is stated that the weather was dry with little or no wind with no consideration to background variation depending upon prevailing metrological conditions and in particular wind direction (paragraph 7.12 of BS4142).

Contaminated Land

Potential contaminated land issues have been identified. It is accepted that these can be resolved during the proposed redevelopment.

Light Nuisance

I am satisfied in general terms with the proposals for external lighting (3.127 to 3.128).

Conclusions

Overall I recommend that this application is refused until further clarification regarding potential odour and noise impacts are satisfactorily addressed.

Without prejudice to this recommendation, if permission is granted then it is recommended planning conditions are included to cover the following matters:

1. Hours of delivery and external vehicle movement restrictions.
2. Contaminated Land investigations/remediation.
3. External Lighting.
4. Implementation of proposed noise mitigation measures (e.g. all doors to be shut at night).
5. Submittal and approval of a construction management plan to include dust and noise mitigation measures.

Representations:

Micheldever Parish Council: - Object to the application and as a result of the strength of feeling the Micheldever Action Group (MAG) was formed and they have submitted a separate objection.

- The site is not allocated by HCC or reserved for waste purposes.
- No other sites have been explored to ascertain their suitability.
- The site is a designated SINC
- It is not a brownfield site.
- Potential for contamination

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- Site is not close to major sources of waste
- It is close to a main road but is served by a narrow country road
- The site is close to residential properties
- It is close to grain silos which are part of the human food chain
- Whatever merit there is for the type of development proposed this does not justify its location at Micheldever Station.
- Some confusion over how low carbon the scheme will be
- Source of waste has not been identified.
- Scheme depends on a substantial and limitless stream of waste to operate.
- Safety issues as this is a new type of plant there is nothing to compare it against.
- Heat recovery is of limited use in this remote location
- Biomass coming into the site will be putrescent and may come in open vehicles and this ill advised in the centre of farmland.
- Likelihood of adverse impacts on local residents.
- No local benefits.

Micheldever Action Group:- Object to the application for the following reasons:

- The site is not allocated by HCC or reserved for waste purposes.
- No other sites have been explored to ascertain their suitability.
- The site is a designated SINC
- It is not a brownfield site.
- Potential for contamination
- Site is not close to major sources of waste
- It is close to a main road but is served by a narrow country road
- The site is close to residential properties
- It is close to grain silos which are part of the human food chain
- Whatever merit there is for the type of development proposed this does not justify its location at Micheldever Station.
- Some confusion over how low carbon the scheme will be
- Source of waste has not been identified.
- Scheme depends on a substantial and limitless stream of waste to operate.
- Safety issues as this is a new type of plant there is nothing to compare it against.
- Heat recovery is of limited use in this remote location
- Biomass coming into the site will be putrescent and may come in open vehicles and this ill advised in the centre of farmland.
- Likelihood of adverse impacts on local residents.
- No local benefits.

The Dever Society:- Object to the application for the following reasons;

- The proposed development would be unacceptable industrialisation of the rural landscape and community.
- Population of Micheldever Station is greater than stated in application due to new housing developments being granted.
- Inappropriate for industrial development to be so close to residential homes.
- Plant will operate 24 / 7 with over 100 vehicle movements per day generating massive increases in traffic noise and smells from waste being transported.
- Site is of high value to wildlife and is designated as a SINC. It is not accepted that the need for the facility should override the loss of the SINC.
- Black Wood is another local SINC that has been adversely affected by

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development of a holiday camp.

- Not technical experts but regard residents will be exposed to undue risk from the plant by way of harmful emissions.
- Anaerobic digesters are inappropriate close to communities because of the smells. Letters from the 3 ward Councilors, Godfrey, Lipscomb and Wright objecting to the application for the following reasons;

- The proposed development should be determined at committee as it is contentious and significant to Micheldever.
- The development is new and untested
- There should be a safety zone as gas is produced and it is too close to houses.
- Too close to the adjacent Popham airfield.
- Will cause significant additional HGV traffic detrimental to local and wider area.
- Bullington Cross junction is already an accident hot spot.
- Do not know where the waste will come from.
- Unjustified development within the countryside.
- The site is classified as a SINC and is of value for nature.
- The site is not identified as being a suitable site in either Hampshire County Council or Winchester City Council plans.
- The development would have a significant impact on local businesses such as the holiday chalets in Black Wood and agriculture.
- Adverse impact on the nearby organic farm
- Adjacent Grain Farmers site uses unfiltered air to dry grain destined for human consumption and this could be polluted from the development.
- Nearby residential properties could be affected by pollution from the development.
- 15,000 additional HGV movements per annum resulting in major burden on roads and not just local roads as the waste could travel over long distances to reach the site.

6 letter of objection from individual households received objecting to the application for the following reasons: It should be noted that the Micheldever Action Group objected on behalf of residents who then did not write individual objection letters.

- Development could result in health issues for people living nearby.
- Potential for toxic omissions.
- Increased Traffic safety issues especially for pedestrians as there are no footpaths.
- Smells and noise detrimental to amenities of neighbours and surrounding area generally.
- View of development will be out of character and detrimental to visual amenities.
- 24 hour a day 7 day a week operation not suitable close to residential properties.
- Adverse impact on wildlife and countryside through toxic emissions.
- Widening of road would be out of character and inappropriate in this rural location.
- This is not an identified site and is not suitable location
- Technology is untried and tested.
- Predictions of area affected by emissions makes presumptions about weather and is drawn too tightly.
- Local agricultural businesses will be under threat from pollution.
- Minimal employment provided will not balance out the adverse effects.
- Can't be sure of carbon footprint of development as there is no indication how far waste will have to travel to the site.

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- This is speculative development from a commercial operator.
- No plans for the event of plant failure.
- Air pollution is a significant risk to Grain Farmers operation and human health from polluted grain.
- Not clear how much water will be needed to run the plant.
- To transfer the electricity to Overton will require miles of countryside to be dug up.
- Question whether this is really a brownfield site.
- Waste from outside the area could introduce disease.
- No nearby fire station in case of emergency
- Major local disruption during the build period.
- Underlying chalk at risk of pollution.
- Development is an incinerator in disguise.
- Similar plants in other countries have been closed for exceeding emissions limits for various pollutants.
- No air quality assessment has been submitted.
- No details of ash disposal
- Failure of the plant could lead to wide spread pollution that could affect surrounding land for years.
- Lack of information on ecology.
- Lack of information on possible water contamination.
- No hydro – geological survey or map.

Relevant Planning Policy:

The South East Plan 2009:

W3, W4, W5, W17.

Hampshire, Portsmouth, Southampton and New Forest National Park Minerals and Waste Core Strategy 2007:

S5, S16, S17, DC1, DC2, DC3, DC4, DC6, DC7, DC8, DC10, DC11, DC13.

Saved Policies Winchester District Local Plan 2006 Review:

DP1, DP3, DP4, DP10, DP11, DP13, CE5, CE8, CE9, CE11, CE14, T1, T2,

National Planning Policy Guidance/Statements:

National Planning Policy Framework – this does not contain specific waste policies.

Supplementary Planning Guidance:

Winchester District Landscape Character Assessment. The site is in the North Dever Downs Landscape Character Area.

Planning Considerations

Principle of development

The proposed development is within the designated countryside to the north of the village of Micheldever Station. The site lies close to the A303 road and the mainline railway although no rail access is proposed at this stage. The site is designated as a SINC and is within the North Dever Downs Landscape Character Area. The general presumption in policy terms is for protection of the area and resisting development which does not require a location within the countryside.

The applicant acknowledges that the site is not designated for the proposed use in either

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the Hampshire County Council Minerals and Waste Core Strategy or the saved policies of the Winchester District Local Plan 2006 Review, but argues that it can be considered as a windfall site because it is close to the A303. However there are other material considerations that need to be taken into account including the fact that there is no overriding justification for the development proposed on this particular site in the countryside.

The site lies immediately adjacent to a strip of land next to the railway line which is allocated under WDLP saved policy CE14 for agri-industrial and agri-distribution development which requires a railhead location or involves the limited expansion of an existing firm or organisation.

The site has been described as brown field land which would support its reuse as an alternative to using undeveloped land. This classification by the applicant has to be questioned however as only the part of the site closest to the railway was developed by way of subterranean oil tanks and these have been unused for many years. The remainder of the site has not been developed at all and is designated as a SINC because of the undisturbed nature of the land. It is considered that the development of the site would compromise the SINC status of the site and would therefore be contrary to policies DP4, CE9 and CE11.

The proposed development requires the widening and remodelling of a stretch of the Overton Road and this would be contrary to the built form strategies of the North Dever Downs Landscape Character Area which seeks to resist road improvements which would threaten the narrow and rural character of the lanes in the area. The proposed development is therefore contrary to saved policy CE5 of the Winchester District Local Plan 2006 Review.

The proposed development has insufficient supporting information regarding potential odour and noise impacts making it difficult to properly assess the potential impact of the development on the surrounding area and occupiers of neighbouring sites (see above comments from the Head of Environmental Protection). The proposal is therefore considered to be contrary to saved policies DP10 and DP11 of the Winchester District Local Plan 2006 Review.

The applicant has put forward arguments in favour of the development and in particular the "green" credentials of the proposal but no information has been submitted as to where the waste (necessary for the operation of the unit) will come from and given the site is remote from any major built up areas which are likely to be the source of the waste, it is highly likely that the waste will travel a long distance to the facility which would most certainly increase the carbon footprint of the development.

There is no convincing argument that the site is in a good location for the proposed use and there is no policy justification that would support the use of this rural site for the proposed development. The principle of the proposed development is therefore considered to be unacceptable.

Design/layout

The site layout has evolved around the desire to locate the buildings on the lower part of the site thus minimising the impact in visual terms on the surrounding area. The site

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requires a new access which will lead to the loss of some protected beech trees on the boundary of the site, although it has been located in a place where there is already one dead tree and its removal is not the basis for objection. The access road will cut across the site down to the lower level. The main building will be 130m long, 40m wide and 9m high. It will be clad in metal profiled cladding in green. It is considered that the use of green will help the building blend into the background when viewed from the train or elevated view points. There is a right of way on the western side of the railway line and views of the proposed development will be possible from there.

The Head of Environmental Protection has queried the proposed height of the chimney stack at 20m as this may not be sufficient to provide successful dispersal of the emissions. It is possible therefore that the resulting chimney stacks may be taller than initially indicated. The design of the proposed development is a result of its function and the scope to alter it is limited.

There is also ancillary built form, tanks and stacks that will have a further impact in terms of visual amenity.

Overall the access works, in association with the general quantum and industrial nature of built development proposed on the site, would have a detrimental impact upon the character and appearance of the countryside.

Environmental Protection including the Impact on character of area and neighbouring property

The site is not remote from residential properties or other sensitive sites such as agricultural land and the SSSI at Micheldever Spoil Heaps.

The application and supporting information and environmental statement are lacking in information and background data in respect of some important issues. The application presents no actual emission data from similar operational or trial plant. This would ensure the public concerns already expressed could be fully debated and considered at the planning stage. In addition to this the noise assessment using BS4142:1997 is considered unacceptable to support the conclusion that there are no adverse noise impacts subject to mitigation measure proposed (i.e. doors at the facility remain closed at night).

These are matters that are particularly important to local residents and it is not possible, on the basis of the limited information submitted in support of the application, to be sure that the development will not cause unacceptable levels of noise or odour. The proposed development could therefore be materially harmful to occupiers of neighbouring sites, residential, commercial and agricultural.

The proposed development will have an adverse impact on the character of the area and visual amenities through the industrialisation of a rural site. The site is open and undeveloped and forms part of the wider countryside. The proposed development would create built form on the lower level of land as well as an access road cutting across the slope and a new wider entrance point creating a gap in the avenue of protected beech trees.

The proposal also requires the widening of the part of the Overton Road between the new

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access and the A303. This would be contrary to the aims of the Landscape Character Area policy which seeks to resist development that would require road improvements which would threaten the narrow and rural character of the lanes in the area. The widening of the road combined with the new access point and the built form would detract from the rural character and appearance of the area and would be harmful.

The introduction of significant numbers of new HGV movements into the area is also considered to be harmful to the rural character and appearance of the area.

Landscape, Trees and Ecology.

The site is within the countryside, is designated as a SINC and is within the North Dever Downs Landscape Character Area. The Micheldever Spoil Heaps which are a designated SSSI are on the opposite side of the A303.

The site is of importance due to its undisturbed nature and the fact that it contains important plant and animal species. It was originally designated as a SINC for its chalk grassland habitats. This site is closely related in history and character to the Micheldever Spoil Heaps SSSI. The site contains nationally rare, nationally scarce and County rare species. The Wildlife Trust comment that the application site should probably now be considered for designation as a SSSI because of its importance in supporting populations of such rare species of plants.

The site is clearly important in terms of nature conservation both for rare plants and protected species and on the basis of the information submitted in support of the application it is not clear that the development can be undertaken without harm to these interests. The application is unacceptable in this respect.

The SSSI and SINC are sensitive to potential pollution from the development in the form of additional depositions of nitrates and phosphates in terms of both the fauna and flora. Ecological studies have established that increases in fertility from nitrates and phosphates tend to promote common species which then out – compete the rare and scarce species. From the information submitted in support of the application it is not possible to make a judgement on the likely impacts from this development.

The applicant has been requested to undertake further studies but in the absence of this information it cannot be assumed that the development will not have an adverse impact on the SINC and SSSI including nationally important species.

The site is also important in terms of landscape and trees. There is an avenue of protected beech trees which run along the boundary of the site to the Overton Road. These trees are significant and contain the road adding to the network of narrow rural lanes that help inform the character of the area. The part of the Overton Road which is to be widened appears to lie within the root protection zone of the beech trees and there is insufficient information to be able to properly assess the impact of the road widening on the trees and additional information has been requested.

In landscape terms the site is part of the countryside as well as having protected trees and a SINC designation. The site contributes to the openness of the area and to industrialise the site will detract from the rural character and appearance of the area.

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Highways, Access and Parking.

The site is well located to the main road network as it is close to the A303. However the access from the site to the A303 is not capable of accommodating the type and amount of HGV traffic proposed. It is proposed to widen the section of Overton Road between the proposed new site entrance and the slip road onto the A303, and work carried out to lessen the impact of a crest and hidden dip which are on this stretch of road.

It is considered that the widening of the road is contrary to the built form strategies of the North Dever Downs Landscape Character Area which seeks to resist road improvements which would threaten the narrow and rural character of the lanes in the area.

The Highways consultation has been completed by the Head of Hampshire County Council Highways as it affects the strategic road network. The consultation has identified that there is insufficient information submitted in support of the application to enable a recommendation to be made. Further information has been requested in respect of the road widening, remodelling and the proposed new access point to the site. Additional details of the measures to monitor and enforce that all HGV's will arrive and depart to the north as proposed have also been requested.

One of the major omissions in the application is information regarding where the waste will come from and where any recycled materials will go to. This is particularly important is assessing the potential suitability of the site for the proposed use as the further the waste will have to travel the less sustainable the plant will be. It is also not clear how the recycled waste will be removed from the site as the lorries bringing the waste in may not be suitable for taking the cleaned recycled goods off the site which could lead to more lorry movements.

The Applicant also has to pay transport contributions the level of which have not yet been agreed.

Recommendation

Objection be raised for the following reasons:

Reasons

- 1) The proposal would result in development within the countryside for which no overriding justification has been put forward and on this basis it would be contrary to the countryside policies of the development plan.
- 2) The proposed development will generate a level of traffic, and will require a new access and widening of an existing country lane, which would be detrimental to the character and appearance of the rural area contrary to saved policies DP4 and CE5 of the Winchester District Local Plan 2006 Review.

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3) The scale and industrial nature of buildings and associated development proposed in connection with the Energy Recovery Centre would be detrimental to the character and appearance of the countryside contrary to Policy CE5 of the Winchester District Local Plan Review 2006.

4) The site is identified as a SINC and the proposed development would result in harm to the nature interest of the site to the detriment of the amenities of the area and identified species contrary to saved policy CE9 of the Winchester District Local Plan 2006 Review.

5) The application contains insufficient information regarding potential odour and noise impacts. Until these matters are resolved the Local Planning Authority cannot be satisfied that the development can be undertaken without material harm to the local environment and occupiers of neighbouring sites. The proposal is therefore contrary to saved policies DP10 and DP11 of the Winchester District Local Plan 2006 Review.

Informatives:

The Local Planning Authority has taken account of the following development plan policies and proposals:-

Winchester District Local Plan Review 2006: DP1, DP3, DP4, DP10, DP11, DP13, CE5, CE8, CE9, CE11, CE14, T1, T2,
South East Plan 2009: W3, W4, W5, W17

From: Cllr Malcolm Wright
Sent: 25 October 2012 12:44
To: Jill Lee
Cc: Cllr Barry Lipscomb; Cllr Stephen Godfrey; Micheldever Parish Council
Subject: Micheldever 12/02013/HCS planning application objection
Dear Jill,

I am making representation to the above planning application.

My objections to planning application 12/02013/HCS are as follows:-

The proposed generation plant is a new and untested system which due to no technical data is unclassified, which should be a gas production facility and also have the same status as a gas turbine generator. As such it should conform to Petroleum and Gas (Production and Safety) Act 2004 with the relevant safety requirements and plan.

There is a requirement that such a facility has a safety zone, which means it is too close to housing and the railway.

Such a plant for safety, heat, exhaust emissions and stack heights should not be within the safety boundary of an unlicensed airfield (Popham Airfield) which is 2000mt (DECC guidelines). This particular airfield deals with very small and recreational aircraft such as micro light and the proposed facility will be next to the landing flight path.

The additional amount of heavy traffic this development will cause, will be detrimental to the local and wider area in particular the Bullington Cross A34/A303 junction, which is already a cause of major accidents.

As the developer is unable to say where the source material will come from, the proposed traffic plan is unworkable and unable to protect the local and other communities.

Can I please ask you to also pass this objection on to the relevant department in Hampshire County Council.

Regards Cllr Malcolm Wright

From: Cllr Stephen Godfrey

Sent: 02 November 2012 10:23

To: 'kristina.king@hants.gov.uk'; Jill Lee; Planning Mailbox Account

Cc: Micheldever Parish Council; Cllr Barry Lipscomb; Cllr Malcolm Wright; Peter Bradley; 'bothamestates@btopenworld.com'; Adrian Bates

Subject: Planning Application 12/02013/HCS Energy Plant - Micheldever Station

Kristina, Jill

I object to the proposal to build a power station at Micheldever Station because:

1. This is development in the Countryside on a previously undeveloped site that is an SSSI. This is contrary to WCC Local Plan Review 2006 Policies CE5, CE8, CE9, CE11
2. This is a proposal to develop a waste management facility in the countryside that fails to meet any of the requirements of HCC Minerals and Waste Core Strategy 2007 policy DC13 – quoted below

Minerals and Waste Core Strategy 2007

DC13 - Waste management developments (excluding landfill) will be permitted provided that the site:

- a. Is identified as a site, or within an area suitable for waste management uses, in the Hampshire Waste Management Plan or Minerals Plans, or*
 - b. Re-uses/redevelops previously developed land and/or redundant agricultural and forestry buildings (including their curtilages), or*
 - c. Is within a planned area of large-scale development, or*
 - d. Is on employment land, preferably co-located with complementary activities*
3. This development is likely to have a significant effect on local businesses, such as the 60 Forest Holidays chalets in Black Wood and Hampshire Grainfarmers. This undermines any economic justification to approve this application
 4. Hampshire Grainfarmers site – less than 400m from the application site, dries feed and foodstuff using largely unfiltered air. The presence of a power station putting out untold amounts of toxins and pollutants in to the immediate vicinity will make this drying process impossible. The impact on nearby organic farms will also be a major problem.
 5. The application indicates that significant levels of toxins and pollutants may be emitted in to nearby residential properties – there are at least 9 homes within the medium level risk areas and hundreds more just outside
 6. The 15,000 extra large vehicle movements pa will be a major burden on the local roads as well as an indication of the amount of waste that will be transported long distances from wherever this commercial business brings its waste from – it will not be local waste.

Please recommend the refusal of this application

Best Regards

Stephen

Stephen Godfrey

Portfolio Holder for Finance and Administration

Winchester City Council

01962 884477 or 07903 809375

From: Cllr Barry Lipscomb
Sent: 20 September 2012 21:19
To: Lorna Hutchings; Jill Lee
Cc: Cllr Stephen Godfrey; Cllr Malcolm Wright; Simon Finch; John Botham; Peter Bradley
Subject: Re: Micheldever Clean Power Properties Submission
Lorna,

This is a highly contentious and sensitive matter in Micheldever and I therefore ask that it should go to PDCC for consideration. Please keep local Members advised at all stages.

Thank you; please confirm.

Cllr Barry Lipscomb

Member for Wonston & Micheldever Ward
Winchester City Council

01962 862364
07780 686669
blipscomb@winchester.gov.uk

Sent from my iPad

On 20 Sep 2012, at 16:28, "Lorna Hutchings" <LHutchings@WINCHESTER.GOV.UK> wrote:

Peter, pls be advised that today I have received the above for allocation and have asked Jill Lee to deal with your consultation.

Kind Regards
Lorna Hutchings MRTPI
Principal Planning Officer-Team Leader North
x2290
<cust ex logo.bmp>

From: Simon Finch
Sent: 19 September 2012 15:20
To: Caryl Murphie
Cc: Julie Pinnock; Lorna Hutchings
Subject: FW: Micheldever Clean Power Properties Submission

Caryl,
Please can this be prioritised?
Thanks
Simon Finch BSc (Hons) Lond, DipTP, MSc, MRTPI
Head of Planning Management
Tel. 01962 848271
<image001.jpg>

From: Chadwick, Peter [<mailto:peter.chadwick@hants.gov.uk>]
Sent: 19 September 2012 15:02

To: Porter, Cllr J

Cc: Cllr Malcolm Wright; Cllr Stephen Godfrey; Cllr Barry Lipscomb; King, Kristina; Simon Finch

Subject: RE: Micheldever Clean Power Properties Submission

Dear Cllr Porter

To let you know that, following a delay in getting all the documentation together, the planning application by Clean power at Micheldever is now on the website. We are sending to Winchester City Council to go on register and allocate an application number and sending out notification letters and the consultation letters/e-mails today. We have widened the normal notification to include all address points identified in Micheldever Station (together with houses close to the A303 /Overton Road junction) and extended the time period for comments to 2 November 2012.

Regards

Peter Chadwick
Interim Head of County Planning
Economy Transport & Environment
Hampshire County Council
Elizabeth II Court West 1
Winchester SO23 8UE
Tel: 01962 846728 Fax: 01962 846776
e-mail: peter.chadwick@hants.gov.uk
web page: www.hants.gov.uk/county-planning