

**Matter 3: Forecasts and need for new facilities**

**Bournemouth, Dorset and Poole Waste Plan  
Examination**

**STATEMENT BY DORSET COUNTY COUNCIL ON  
BEHALF OF BOURNEMOUTH BOROUGH COUNCIL  
AND THE BOROUGH OF POOLE (THE WASTE  
PLANNING AUTHORITIES)**

**June 2018**



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**Background documents**

- WPSD-01 – Bournemouth, Dorset & Poole Waste Plan – Pre-Submission Draft (2017)
- WPSD-03 – Waste Plan Sustainability Appraisal Report
- WPDCC-02 – Draft Waste Plan (2015)
- WPDCC-03 – Draft Waste Plan Update (2016)
- WPDCC-11 – 23 – Site Assessments
- WPDCC-24 – Background Paper 1: Waste Arisings & Projections
- WPDCC-25 – Background Paper 2: Waste Plan Site Selection
- WPDCC-29 – Baseline report for commercial and construction waste arisings
- WPDCC-56 – Schedule of Proposed Main Modifications (Updated June 2018)
- WPDCC-65 - Joint Municipal Waste Management Strategy for Dorset Review 2017
- WPDCC-66 - Bournemouth, Borough Council Municipal Waste Management Strategy
- WPDCC-67 - Borough of Poole Waste Strategy Review 2008 – 2018
- WPDCC-72 - Bournemouth, Dorset and Poole Workspace Strategy (October 2016)
- MSPSD01 – Bournemouth, Dorset & Poole Mineral Sites Plan – Pre-Submission Draft (2017)

**Statements of Common Ground**

- SCG-02 – Statement of Common Ground between the Waste Planning Authority & North Dorset District Council

**Matter 3 - Forecasts and need for new facilities**

**Issue: Whether the plan makes adequate provision for new sustainable waste management facilities to ensure that waste is moved up the waste hierarchy and managed in accordance with the proximity principle.**

**25 Give a brief overview of the methodologies and sensitivities used for forecasting waste arisings over the Plan period. What assumptions have been made in the growth scenario used in the Plan? Does the information in *Background Paper 1: Waste Arisings and Projections* provide a robust evidence base to predict waste arisings for all waste streams?**

Non-hazardous waste

Local authority collected waste (LACW)

Growth in LACW was forecast based on planned housing growth and growth in the tonnage of waste per household. The methodology is set out below:

1. The tonnage per household was calculated by dividing total waste arisings (provided by the three waste management authorities) by existing housing numbers in the baseline year.
2. Relevant district/borough Core Strategies and the most up to date Strategic Housing Market Assessments were used<sup>1</sup> to establish planned housing growth figures. The WPA assumed that waste arisings will grow in line with planned housing growth across the county.
3. The tonnage of waste per household was applied to forecast annual housing figures for the Plan period.
4. Three scenarios for growth in the tonnage of waste per household were developed and consulted on (See **WPDCC02** - Draft Waste Plan 2015):
  - Low: zero growth in arisings
  - Medium: increase in arisings per household based on a five-year average to reflect economic growth<sup>2</sup>
  - High: increase in arisings per household based on highest recorded tonnage per household over a ten-year period

The medium growth scenario was the preferred option resulting from consultation and discussions with the waste management authorities and industry. The scenario takes into account economic growth and reflect trends in LACW arisings and was taken forward in the Waste Plan. Discussions with the three waste management authorities and wider consultation with the waste industry has supported the approach to projecting growth for LACW.

The forecasts were reviewed at each stage of Plan preparation to update the baseline year and reflect an extended Plan period. The options were also subject to SA (**WPSD-03** Chapter 4).

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<sup>1</sup> Planned housing was reviewed at several intervals during Plan preparation to ensure the most up-to-date Strategic Housing Market Assessments were used. For details see WPDCC24 (Appendices 2-3).

<sup>2</sup> Tonnage was based on an average of the 5 years prior to the baseline (2015/16). To avoid an unrealistic jump in tonnage from the baseline year to the first projected year, the increased tonnage per household (based on the 5-year average) was staggered over a five-year period from 2014/15 to 2018/19. Therefore, the full effect of the five-year average tonnage waste per household is felt from 2018/19 onwards.

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Total projected arisings were split by waste category using the management method for the baseline year. As the WPA was aware that the proportion of recyclates would increase for Poole, this was built in. (See Question 31).

### Commercial & industrial waste (CIW)

Growth in CIW was forecast based on economic growth.

Baseline figures needed to be established as, unlike LACW, these are not readily available. Initially, the Defra Commercial & Industrial Waste Survey 2009 (Jacobs 2011), was used as it provided the only available data at the local level, providing a baseline for 2009. However, during the preparation of the Plan it became apparent that an up to date baseline was required, due to the age and limitations of the 2009 data. The WPA commissioned a study to establish an updated and robust baseline of CIW arisings for 2015 (see **WPDCC29**). There was not a significant difference between the original 2009 baseline and the 2015 baseline figure<sup>3</sup>.

The methodology for forecasting CIW is set out below:

1. The baseline figure was established.
2. The Local Economic Forecasting Model was used to establish projected economic growth<sup>4</sup>. This projected Value Added for the county for the majority of the Plan period. Beyond the end of the dates of the LEFM it was necessary to extrapolate the figures to the end of the Plan period. Projections were made based on waste arisings per £million of Value Added.
3. A number of scenarios for growth in CIW arisings were developed and consulted on throughout the preparation of the Plan (see **WPDCC24** – Chapter 3).
4. Total projected arisings were split by waste category based on how the waste would be managed. The proportions for each category were based on the proportions obtained from the 2009 Defra study (see **WPDCC24** for details).

### Total non-hazardous waste forecasts

The forecasts for each waste category<sup>5</sup> of LACW and CIW were combined because the facilities needed to manage these waste streams are similar. This enabled a comparison of existing waste management capacity and projected waste arisings to be made.

### Inert waste

Growth in inert waste was forecast based on economic growth for the construction sector.

Baseline figures needed to be established as, unlike LACW, these are not readily available. Initially, the Waste Data Interrogator was used to provide a baseline for 2013. However, during the preparation of the Plan it became apparent that an up to date baseline using a more robust methodology was required. The WPA commissioned a study to establish an updated and robust baseline of construction, demolition and excavation (CDE) waste arisings for 2015 (see **WPDCC29**).

The methodology for the forecasting of inert waste is set out below:

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<sup>3</sup> The 2009 baseline figure was 460,000 tonnes; the updated 2015 baseline figure was 447,000 tonnes.

<sup>4</sup> Projected economic growth has been reviewed at intervals during the Plan period as the Local Economic Forecasting Model (LEFM) has been updated. The latest 2016/2017 LEFM has been published and forecasts for CIW and CDE waste updated. See MM7.3-7.4 & 7.39 (**WPDCC55**).

<sup>5</sup> Recyclates, residual waste, food waste, wood waste and green waste.

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1. The baseline figure was established.
2. The Local Economic Forecasting Model was used<sup>4</sup> to establish projected economic growth for the construction sector. This projected Value Added for the county for the majority of the Plan period. Beyond the end of the dates of the LEFM it was necessary to extrapolate the figures to the end of the Plan period.
3. A number of scenarios for growth in inert waste arisings were developed and consulted on throughout the preparation of the Plan (see **WPDCC24** – Chapter 4).

### Hazardous waste

Baseline figures for hazardous waste were obtained from the Environment Agency, as set out in Background Paper 1. Data on hazardous waste arisings is considered to be robust. Growth in hazardous waste arisings was forecast based on the extrapolation of time series data, as advocated in the National Planning Policy for Waste. Alternative scenarios related to economic growth were also considered. See **WPDCC24** (Chapter 5).

A robust evidence base for forecasting the different waste streams has been used. **WPDCC24** sets out the methodologies used, baseline figures and forecasts at intervals throughout the Plan period. **WPDCC29** sets out the methodology for establishing the baseline for CIW and CDE waste.

Growth options were also subject to SA (**WPSD03** Chapter 4)

### **26 Is the planned provision of new capacity based on robust analysis of best available data and information, and an appraisal of options?**

Yes. The WPA has established the existing/permitted waste management capacity within the Plan area for managing the different waste streams. Regular surveys to existing facilities/operators have been undertaken and planning permissions have been monitored to ensure the WPA has the best available data. This assessment has included capacity outside the county linked to existing waste management contracts.

The WPA has analysed existing waste management capacity and compared this to projected waste arisings throughout the Plan period. This has shown where there is a need for additional capacity to manage the expected waste arisings with regards to each category of waste (i.e. recyclates, residual, inert etc). This is set out in Chapter 7 of the Plan, where nine specific Identified Needs are highlighted.

An extensive search for sites was undertaken. This included a review of existing sites, a 'Call for Sites', a review of employment land and other possible site options with input from district/borough councils. The full list and appraisal of site options is contained within Background Paper 2 (**WPDCC25**). The site selection exercise identified suitable sites to address the identified needs wherever possible. Site options were subject to Sustainability Appraisal and other assessments as appropriate. Where it was not possible or appropriate to identify site options the Waste Plan makes suitable provision through criteria based policies. See also Matter 2, Q19.

### **27 How does the BDPWP relate to the Joint Municipal Waste Management Strategy for Dorset, the Bournemouth Municipal Waste Management Strategy and the Borough of Poole's waste strategy? Is the Plan sufficiently flexible to allow for future updates to those strategies?**

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The preparation of the Waste Plan has taken account of the three waste management strategies (**WPDCC-65, 66 and 67**). Given that the strategies were prepared at different times, regular dialogue between the WPA and waste management authorities was crucial to the preparation of up to date projections to form the basis of the Waste Plan. As a result, the projections have been updated along the way. The WPA is committed to monitoring the Waste Plan projections following adoption to ensure the strategy remains appropriate.

Chapter 2 of Background Paper 1 (**WPDCC24**) sets out the most up to date growth projections contained within the waste management strategies. Dorset estimates a range between 0.8 and 2.7% and Poole recommended a 1% growth rate assumption. Bournemouth's strategy predicted a decrease; however, given that the strategy was published in 2011, this was agreed to be outdated.

The Pre-Submission Draft Waste Plan (**WPSD01**) projected growth at an average annual rate of 1%. This figure made provision for planned housing and allows for an increase tonnage in waste per household, which is assumed with economic growth. This has subsequently been revised to 0.9% (**MM7.2, WPDCC56**) to ensure that the final year of the plan period was fully accounted for and for consistency with CIW.

The WPA is confident that the Waste Plan reflects the requirements of the three waste management strategies and is flexible enough to respond to revised strategies. Flexibility is built into the Waste Plan through the suite of criteria based policies and development management policies. These will ensure that applications for new waste management facilities can be considered on unallocated sites.

The Waste Plan is not technology specific but allocates a series of sites that could come forward for a range of processes and for the management of a range of waste types including residual waste or recyclates.

### **28 How does the selected growth scenario relate to anticipated economic growth? What percentage annual growth figure has been assumed and what is this based on?**

Forecasting for LACW is based on planned housing growth. The forecasts incorporate an increased tonnage of waste per household. This was directly related to the assumption that household waste arisings will increase with an upturn in the economy. Historic data illustrates that waste growth is linked to economic growth.

Consultation with the waste management authorities and the waste industry concurred that waste growth in this sector was likely. No concerns have been raised in representations with regards to the level of planned growth in waste arisings at 0.9%. See Question 27 for further details.

### **29 How does the selected growth scenario relate to planned housing growth? Are the housing numbers based on the most up-to-date figures?**

Local authority collected waste (LACW) arisings are projected to grow at an average rate of 0.9%.

The WPA assumed that waste arisings will grow in line with planned housing growth across the county. The medium growth scenario was used (see Question 25), which is based on planned housing (taken from the relevant district/borough Core

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Strategies and the most up to date Strategic Housing Market Assessments) and an increased tonnage of waste per household.

At the time of preparing forecasts for the Pre-Submission Waste Plan, the 2014/15 actual housing numbers were the most up to date available for Dorset, Bournemouth and Poole. To establish housing numbers for the baseline year (2015/16), a projection had to be made based on planned dwellings per annum.

The planned dwellings per annum for each district were taken from:

- Eastern Dorset 2015 Strategic Housing Market Assessment (October 2015) – sets out the objectively assessed needs for: Bournemouth, Poole, Christchurch & East Dorset, North Dorset & Purbeck.
- West Dorset, Weymouth & Portland Local Plan (October 2015) (no updated SHMA was available).

This was the latest available data on housing need available at the time of preparing the forecasts for the Pre-Submission Waste Plan. The number of dwellings per annum for each district is set out in Appendix A. The forecasts for LACW set out in the Pre-Submission Waste Plan are based on the planned dwellings per annum set out in Appendix A, throughout the Waste Plan period.

### **30 What data are the projected commercial and industrial waste arisings based on? What are the assumptions behind the projected 1.2% annual average rate of growth for commercial and industrial waste?**

The 2015 baseline for CIW arisings was calculated using Defra's Reconcile methodology, adapted to reflect local circumstances. The methodology and full calculation of the baseline is set out in **WPDCC29**.

Q25 summarises the methodology used for forecasting CIW arisings. The forecasts are based on projected economic growth (Value Added), using the Local Economic Forecasting Model (LEFM). It is assumed that CIW arisings will grow at 85% the rate of economic growth (assuming that economic growth is as forecast by the LEFM but that arisings per million of Value Added would reduce). This is based on the assumption that commercial and industrial waste arisings will grow with economic growth, whilst taking into account the Government objective to decouple waste growth from economic growth and research suggesting that commercial and industrial waste arisings are fairly stable nationally (see Chapter 3 of **WPDCC24**).

For the Pre-Submission Waste Plan, the 2015 LEFM was used as the latest published model available. The 2016/17 LEFM has now been published and the projections for CIW have been reviewed in light of this. This results in an increase in the projected tonnage at 2033 of just under 20,000 tonnes and the percentage growth in arisings over the Plan period changes to 1.4%. Although this is not considered to be strategically significant for the Plan, it is proposed to build into the Waste Plan the updated projections using the 2016/17 LEFM. **See MM7.3 to 7.30 (WPDCC56)**.

### **31 How would the BDPWP facilitate increased rates of recycling, particularly for the Boroughs of Bournemouth and Poole?**

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The WPA has discussed this issue with the three waste management authorities to understand if there are any campaigns planned that might see increased rates of recycling over current proportions of total waste arisings.

During Plan preparation, the Borough of Poole has had in place a target to increase its recycling rate to 50% by 2018/19. Therefore, a 5% increase in recyclates was incorporated over the period from 2015/16 to 2018/19, and conversely a 5% reduction in residual waste has been applied over the same period. The recycling rate target has been attributed to the recyclates category only (as opposed to also including composting) because the increase is expected to result from the introduction of the fortnightly refuse collection. Poole does not collect food waste separately and so no change is expected for the composting component. Latest published figures show that Poole achieved a recycling rate of 49.5% in 2016/17. The Waste Management Authority forecasts that the recycling rate will rise to 51% in 2017/18.

In 2016/17 Bournemouth achieved a recycling rate of just under 49%, close to that required by the Waste Framework Directive of 50% by 2020.

No other details were available to enable the WPA to make any further assumptions on the proportion of waste arisings. It will be important to monitor recycling rates and reflect on changes to collection regimes and other initiatives during the Plan period that may occur due to the introduction of the 2018 Circular Economy package which sets municipal waste recycling targets of 55% by 2025, 60% by 2030 and 65% by 2035.

The WPA has discussed this issue with Bournemouth and Poole waste management authorities whilst preparing this statement. Neither authority has any mechanisms in place to increase recycling at this stage. Bournemouth and Poole (and Christchurch Borough Council) are set to merge through Local Government Reorganisation in April 2019. Following this there will be new structures and Members in place who will influence future waste policies.

In 2016/17 Dorset achieved a recycling rate of 59.4%, which is close to the target for 2030 coming from the Circular Economy package. This suggests that significant changes to recycling initiatives or regimes may not be needed during the Plan period.

The strategy set out provides sufficient flexibility should rates of recycling increase during the Plan period. The Plan contains a series of flexible allocations for the management of non-hazardous waste. Modifications are proposed (see **MM7.1 to MM7.30, WPDCC56**) to clarify that allocations and permitted undeveloped capacity could accommodate the management of recyclates or residual waste. In addition to the site allocations, the Plan contains a suite of policies for determining applications. Policy 4 should be used specifically for unallocated sites allowing facilities to come forward where there are no suitable allocated sites. Well located recycling facilities are likely to meet the requirements of this policy.

### **32 How would the planned provision of new waste management facilities support the planned reduction in landfill?**

The Waste Plan makes more than sufficient provision to meet the identified needs for residual waste through site allocations which would allow for contingency and flexibility should the need arise over the plan period (Inset 7 to 10).

Dorset currently has no operational landfill sites. The remaining capacity within two mothballed sites has not been accounted for when assessing the need for new

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facilities. Capacity within landfill sites outside Dorset has only been accounted for until the end of the existing contracts, based on current contractual tonnages.

Therefore, the planned provision of new facilities is fully supportive of a reduction in waste sent to landfill.

**33 Notwithstanding the aim to reduce reliance on landfill, taking into account the tonnage of waste that is currently exported for landfill, will the planned provision for landfill be sufficient when the relevant contracts end?**

Beyond safeguarding existing landfill sites (Chapter 13), the Waste Plan does not make provision for further landfill capacity in line with the waste hierarchy. Residual waste will be diverted to treatment facilities. Contract end dates have been factored into the Waste Plan's forecasting to ensure that no reliance is placed on this capacity. Insets 7 to 10 make more than sufficient provision to achieve net self-sufficiency in the management of non-hazardous waste.

**34 In 2015 about 15% of the waste managed in the Plan area was imported from other Authorities' areas. What assumptions have been made about future proportions of imported waste and how is this taken into account in the BDPWP? How does the BDPWP relate to the waste plans of neighbouring authorities?**

The Waste Plan does not make specific provision for imports of waste during the Plan period. Provision is made based on the forecasted needs of Bournemouth, Dorset and Poole in order to achieve net self-sufficiency. Nonetheless, it is expected that some cross-boundary movements to and from neighbouring waste planning authorities will continue to occur, based on market forces.

Considering imports from adjoining waste planning authority areas in 2015 (nearly half of all imports), imports of over 1000 tonnes were limited to waste water treatment works, transfer facilities, scrap metal sites, inert waste facilities and hazardous treatment facilities. Additionally, waste was imported to Beacon Hill non-hazardous landfill site, however this site is now mothballed and so movements have already been diverted from this site.

For non-hazardous waste, more than sufficient provision is made through the allocated sites (Insets 7-10) to meet the identified shortfalls throughout the majority of the Plan period. Total potential capacity within the four allocated sites amounts to 385,000 tpa, exceeding the identified needs of the Plan area for residual waste. The allocated sites are flexible and could meet the need for the management of various non-hazardous waste streams through appropriate technology. Insets 7-10 could meet the overall shortfall for non-hazardous waste (residual, recyclates and food waste) for the majority of the Plan period.

There is the potential for the management of some imported waste based on market demand. Policies 5 and 6 (criterion a) however require that any proposal should support the delivery of the Spatial Strategy and contribute to meeting the needs identified in the Plan so it is expected that proposals would predominantly meet the needs of the Plan area, but some imported waste may be managed due to market forces.

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Policy 5 also makes provision for transfer and metal recycling facilities, subject to the same requirement.

Evidence suggests that inert waste does not travel far, however there is some cross-boundary movement, as outlined in **WPDCC26**. Policy 8 makes appropriate provision on this basis.

The BDP Waste Plan aims for net self-sufficiency in the management of non-hazardous and inert waste, in line with national policy. The neighbouring authorities' adopted waste plans<sup>6</sup> also aim for their own net self-sufficiency. Therefore, overall provision is being made for total waste arisings allowing for cross boundary movements.

The Plan acknowledges that hazardous waste facilities serve a wider catchment area and Policy 9 makes appropriate provision on this basis.

Taking account of these considerations the WPA believes that the evidence of need (including what is known about waste arisings and cross-boundary movements) indicates that provision will be sufficient to counter for any net differences between the importation and exportation of waste. This approach is also supported by the necessary provisos aimed at ensuring that the approach will not create any incentive for facilities that would rely upon importation to an extent that either undermines the proximity principle or prejudices the ability of the plan area to manage its own waste arisings. The absence of any concerns from other waste planning authorities regarding cross-boundary waste movements reaffirms our confidence that the approach taken should not cause any difficulties for neighbouring / other relevant authorities.

### **35 What assumptions underlie the estimated shortfalls in green waste composting facilities, energy capacity for food waste and in non-recycling capacity for inert waste by the end of the Plan period?**

The WPA has analysed existing waste management capacity for each category of non-hazardous waste and for inert waste, and has compared this to projected waste arisings throughout the Plan period (see Question 26). Background Paper 2 (**WPDCC25**) provides details of how the proportions of green, food and wood waste were determined.

Green Waste – Green waste is forecast to comprise 10% of the total non-hazardous waste projected throughout the Plan period.

Food Waste – Food waste is forecast to comprise 8% of the total non-hazardous waste projected throughout the Plan period.

Wood Waste – Wood waste is forecast to comprise 2% of the total non-hazardous waste projected throughout the Plan period.

For these waste categories, the WPA has no evidence to suggest that these proportions will change. Ongoing monitoring would highlight any significant changes in the proportion of each waste category from local authority collected waste. Likewise, if the WPA becomes aware of any initiatives that may significantly change the proportions of waste arising this may highlight a need to review the Plan or part of

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<sup>6</sup> Hampshire Minerals & Waste Plan (October 2013); Somerset Waste Core Strategy (February 2013); Devon Waste Plan (December 2014); Wiltshire Waste Core Strategy DPD (June 2009) & Wiltshire Waste Site Allocations Local Plan (February 2013).

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it. However, given the flexibility afforded by the allocations (Insets 7 to 10), the Plan is likely to be able to accommodate the need for additional capacity within these waste categories without the need for review. Insets 7-10 could meet the overall shortfall for non-hazardous waste (residual, recyclates and food waste) for the majority of the Plan period which allows the situation to be monitored and managed. Local plan 5-year review periods would allow for this to be addressed well before the end of the plan period in the event that monitoring indicates a need for additional provision. Inset 11 is specifically allocated for green waste composting.

Inert Waste – See Question 25 for details of the forecasting undertaken.

In forecasting any capacity shortfall, it was assumed that 20% of inert waste arisings would not be recycled. Chapter 5 of the Draft Waste Plan (2015) explains the reasoning behind this assumption. This assumption was consulted on and remained the preferred approach throughout the preparation of the Plan.

The WPA analysed existing recycling and non-recycling capacity for inert waste and compared this to the forecasted arisings to estimate the shortfall.

**36 What assumptions underlie the estimated volume of bulky waste that will need to be diverted from landfill and the projected increase in wood waste during the Plan period?**

See Question 35 for wood waste

Bulky Waste - The tonnage of bulky waste arising from Bournemouth, Dorset and Poole was derived from the tonnage of this material arising from household recycling centres. This tonnage is projected to increase in line with local authority waste at 0.9% per annum. However, as stated in the Waste Plan, no figures are available for this type of waste arising from the commercial sector. The Waste Plan would support the development of a facility that could accommodate a greater capacity of bulky waste through the allocation of Inset 1.

**37 Should any of the allocated sites be identified for potential MRF?**

Yes, modifications are proposed to clarify that Insets 7 to 10 are allocated for the management of non-hazardous waste which could include the management of recyclates/development of a MRF (See **MM 7.1, 7.12, 7.13, 7.18, 7.19 and 7.28 WPDCC56**)

**38 How would the policies provide for a good spatial distribution of localised facilities for food waste with energy recovery?**

The Waste Plan contains a criteria-based policy to allow for a good spatial distribution of facilities within the Plan area.

Modifications are proposed to clarify that Insets 7 to 10 are allocated for the management of non-hazardous waste which could include anaerobic digestion and could address a need in the east of Dorset, given that the only operational facility is in West Dorset.

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Additionally, Policy 4 allows for proposals to come forward on unallocated sites where no allocation has been made or the site is unavailable.

**Policy 1 – Sustainable waste management**

- 39** The first paragraph of Policy 1 reflects national policy in the Framework. Is it necessary to include this?

This paragraph is included as a positive statement of intent.

**Policy 2 – Integrated waste management facilities**

- 40** Should Policy 2 describe what ‘complementary activities’ are likely to be?

‘Complementary activities’ refers to end users of outputs from waste processing such as users of low carbon energy and heat; fuels: recyclates and soils as described in Paragraph 3.22 of the Pre-Submission Draft Waste Plan (WPSD01). For clarification, the following modification is proposed:

‘3.22 Co-location of waste management facilities with complementary activities ~~and users of outputs from waste processing~~ is also encouraged.’ (MM 3.3, WPDCC56)

**Policy 3 – Sites allocated for waste management development**

- 41** How do the proposed allocations accord with national policy on Green Belt, AONBs and with the requirements of the Habitats Regulations?

Please refer to other Matters/Questions as follows:

Allocations located in the Green Belt – Inset 7 and Inset 8 – Matter 2, Question 21

Allocations located in the AONB – Inset 2 (Matter 5, Question 73 to Question 75), Inset 6 (Matter 5, Question 76 and Question 77 and Inset 13 (Matter 5, Question 78 and Question 79) and Matter 2, Question 21

Habitats Regulations – Matter 2, Question 21

- 42** Is it necessary to say in the second paragraph of Policy 3 that proposals are acceptable in principle?

It is agreed that this may not be necessary. The following modification is proposed:

‘Proposals within the Allocated Sites, for the proposed uses set out in Insets 1 - ~~13-12~~, are acceptable in principle and will be permitted where it is demonstrated that they meet all of the following criteria.’ (MM5.5, WPDCC56)

- 43** Should text be added to make clear that Inset 1 (Woolsbridge Industrial Estate) is allocated for a strategic bulky waste facility as well as a local waste management facility?

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It is agreed that this matter should be clarified. The following modification is proposed to be inserted into Policy 3:

**'The following site is allocated for the development of a facility for the management of bulky waste:**

**Inset 1 – An area of search at Woolsbridge Industrial Estate, Three Legged Cross'**  
**(MM5.11, WPDCC56)**

**44 How would the allocations in general affect the District and Borough Council's provisions for employment development?**

See Question 45 below. There are no outstanding objections from the District/Borough councils in relation to the allocated sites on employment land.

**45 How would the allocations, particularly those at Insets 1, 3, 4, 9 directly affect employment land availability in the respective Districts and Boroughs?**

The WPA reviewed opportunities for waste facilities on employment/industrial land with the relevant district and borough councils at an early stage in the preparation of the Waste Plan. Regular engagement with the district and borough councils has taken place as the options for waste allocations were shortlisted in order for any impacts on employment development to be identified.

Evidence of employment land needs across the Plan area is provided in a Workspace Strategy<sup>7</sup> (**WPDCC-72**) that was prepared jointly by the Dorset Local Authorities and Dorset Local Enterprise which looks at specific needs for employment land falling within Classes B1, B2 and B8 of the Use Classes Order. This notes that:

*'Over the study period from 2013 - 33 and across all the employment land projection scenarios there is an overall balance between the demand and supply of employment land for the Dorset LEP area including Eastern and Western Dorset. At the higher end the Step Change Scenario with 20% flexibility identifies an employment land projected requirement of 279ha for the Dorset LEP area which is balanced against an employment land supply of 340ha (Employment Land Supply Scenario 1). In this scenario there is a 60.9ha surplus in supply over and above this projected requirement for the Dorset LEP area' (executive summary, p.15).*

It is noted that this is more pronounced in the eastern part of the area (incorporating the South-East Dorset Conurbation), which contains 276 ha against a need of 222.7 ha (a surplus of 53.3 ha). In the western, more rural, area the supply is 64 ha against a requirement of 56.4 ha, giving a surplus of 7.6ha.

This illustrates that, notwithstanding potential fluctuations in demand and supply, current evidence suggests that employment land supply is likely to be sufficient to meet identified needs in Bournemouth, Dorset and Poole and provide the necessary flexibility required to enable effective delivery. It is important to note also that this is based upon the higher end (step change) scenario which builds in a contingency of 20% flexibility. On this basis the WPA contends that the waste allocations in the

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<sup>7</sup> Bournemouth, Dorset and Poole Workspace Strategy (October 2016)

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submitted plan should not pose any strategic threat to the overall supply of employment land needed to meet economic needs in the plan area. Whilst this might not account for localised needs or issues, such matters have been addressed more fully on a site-by-site basis and are referred to below.

Inset 1 – Woolsbridge – Allocation of land would directly affect employment land availability in East Dorset. Full consideration of this issue has been undertaken and on balance the WPA consider the allocated site represents an appropriate use of land.

Initially, two parcels of allocated employment land were considered for allocation in the Waste Plan.<sup>8</sup> The Pre-Submission Waste Plan reduced this to one parcel of land (the southern parcel) to minimise land take and to reflect the concerns of East Dorset District Council (EDDC) regarding the loss of employment land. This site was also previously considered for a wider range of waste uses including the management of residual waste, requiring a far greater land take than the facilities proposed in the Pre-Submission Plan. Limiting the uses proposed has reduced the potential land take to approximately 2ha.

Following discussions on this matter, the WPA received a letter from EDDC in July 2017 (see Appendix B) explaining that there was potential for the provision of a bulky waste transfer / treatment facility (c1ha) which would not have a significantly adverse impact on employment land supply.

Additionally, outline planning permission (see Appendix C) has been granted for the construction of mixed employment development at Woolsbridge Industrial Estate (covering both the southern and eastern parcels of land). The proposal includes a waste transfer facility, in lieu of an industrial building. The conclusion to the planning officer's report refers to the provision of a waste transfer station being 'beneficial to the wider community'.

An objection has been received from the landowner of Woolsbridge Industrial Estate seeking for more flexibility in the form of an 'Area of Search' comprising the two parcels of allocated employment land and the wider existing Woolsbridge Industrial Estate.

The existing Woolsbridge Industrial Estate was considered but was discounted at an early stage in the plan's preparation as the WPA understood it to be built out and with no land available of sufficient size. No specific opportunities for the development of a waste facility have been put forward on this land during the preparation of the Waste Plan. As a result, the land was not included within the Waste Plan for consultation.

Although the WPA is confident that allocation of the southern parcel is sufficient to accommodate the waste uses proposed, the WPA considers that the eastern parcel of land could provide further opportunities and flexibility for the development of waste facilities during the Plan period. Further discussions with Dorset County Council's Landscape Architect in the context of the grant of planning permission for mixed use development (Appendix B) has concluded that, subject to the inclusion of additional 'Development Considerations' relating to the preparation of a landscape master plan, waste development could be considered within the eastern parcel of land.

If the Inspector is minded to include both the southern and eastern parcels of land, as included in the 2016 Waste Plan (**WPDCC-03**), and/or the existing Woolsbridge Industrial Estate, then the WPA would be happy to consider this further. Consideration

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<sup>8</sup> Site Ref WP02 of the Draft Waste Plan Update (2016)

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would need to be given to the removal of Flood Zone 2 and 3 or inclusion of an additional 'Development Consideration' to ensure no development within flood zones 2 or 3. It may also be necessary to include additional text within Inset 1 to ensure an acceptable land take for waste related uses circa 2ha to minimise losses of employment land.

A modification has been proposed to re-name the Inset 1 site allocation an 'Area of Search' to reflect the fact that only a proportion of the land within the southern parcel would be required for waste management development (**MM5.6 of WPDCC-56**).

Inset 3 – Brickfields – Allocation of land would directly affect employment land availability in North Dorset. However, full consideration of this issue has been undertaken and on balance the WPA consider the allocated site represents an appropriate use of land.

The site comprises 10ha of allocated employment land. The Waste Plan allocates this site as an area of search for a HRC/depot, enabling the most appropriate site to be found. Inset 3 states that up to 1.5ha could be required for a HRC and vehicle depot, therefore using only a small proportion of the allocated employment land. Latest data suggests there is 14.64ha of employment land available at Gillingham as a whole. The North Dorset Local Plan review is not looking to allocate any additional employment land for the town.<sup>9</sup>

North Dorset District Council supports the allocation of Inset 3 for the development of a HRC/depot.

A Statement of Common Ground between the WPA and North Dorset District Council (**SCG-02**) is being prepared at the time of drafting this response.

The landowner has objected to the proposal for Brickfields. However, the WPA has given this due consideration and is firmly of the view that identifying an area of search does not compromise the strategic role of the wider employment land allocation. This would allow the landowner ample flexibility to 'masterplan' the land in discussion with both the district and county planning authorities. The North Dorset Local Plan is supportive in principle of the need for a waste use in this location and it is important to recognise that developers will have a responsibility to ensure they do not compromise local plan policies, including those of the Waste Plan, when coming forward with development proposals. Furthermore, waste facilities should be recognised as important infrastructure and wider development planned in the district will increase need for such facilities. As with roads, schools or other infrastructure, appropriate provision needs to be made to meet waste needs and development should not prejudice its ability to be delivered. The WPA is therefore satisfied that appropriate planning mechanisms will be in place to secure the delivery of a waste facility in this location.

Inset 4 – Blackhill Road, Holton Heath – this is a small site currently used for skip storage. There would be no direct effect on employment land availability. Purbeck District Council has raised no concern regarding the allocation of this site.

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<sup>9</sup> North Dorset Local Plan Review - Issues and Options Consultation (November 2017).

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Inset 9 – Land at Mannings Heath Industrial Estate – This is an existing waste management facility proposed for intensification. There will be no direct effect on employment land availability.

**46 How would waste management facilities on the allocated sites potentially affect the quality of life of people living nearby and are the Councils confident that impacts could be mitigated to acceptable levels? Please describe the potential impacts on quality of life and how the policies would provide for adequate mitigation.**

Site Assessments have been prepared for all the allocated sites (**WPDCC11 – 23**). These assessments contain information on sensitive receptors which have been used in the assessment of issues through the Sustainability Appraisal (SA) and specifically a Heath Impact Assessment (HIA) integrated into the SA process (**WPSD03**). Two SA objectives are of direct relevance; SA Objective 17 'To sustain the health and quality of life of the population' and SA Objective 8 'To protect and improve air quality'. Other objectives are also relevant to quality of life including; SA objective 13 'To encourage sustainable economic growth' and SA objective 18 'To enable safe access to countryside and open spaces'.

The HIA appraised specific site options. Generally, the assessment favoured developments in industrial locations/allocated employment land as there tends to be less sensitive receptors nearby. Expanding existing facilities would have less impact on communities, green spaces and the countryside than new sites. However, the potential for cumulative impacts was identified such as increased local traffic and landscape impacts. Table 30 of the SA highlights the health impacts identified from the Site Allocations and the mitigation to reduce impacts to acceptable levels.

Where issues and impacts on sensitive receptors have been identified as a concern, mitigation has been proposed in the form of development considerations specific to each site allocation. Development considerations include requirements for landscape master and management plans, junction/road improvements, avoidance or diversion of public rights of way, odour management plans and mitigation to reduce effects of dust.

In addition, the suite of development management policies provides additional protection giving the WPA confidence that impacts on quality of life will be mitigated to acceptable levels. There are a number of policies that specially address the potential impacts of waste facilities on people. Policy 13 'Amenity and quality of life' is the key policy and ensures that proposals avoid or mitigate impacts on sensitive receptors. Potential mitigation measures that could be considered include; the incorporation of buffers between residents and waste sites, screening bunds, natural tree screening, reduced hours of working and routing agreements.

**47 In respect of which allocated sites would there potentially be cumulative impacts on quality of life?**

The Sustainability Appraisal includes an assessment of cumulative and in-combination effects of the Plan and site allocations (See Chapter 7, **WPSD03**). Table 24 specifically considers the cumulative impacts of site allocations and how the Plan intends to address or mitigate potential impacts.

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Traffic generation from new or expanded waste facilities is likely to be most significant in terms of cumulative impacts where allocated sites are close to other types of land use allocation e.g. a large housing development. Issues have been identified at Inset 3, Inset 5, Inset 7, Inset 9, Inset 10 and Inset 11. Development considerations have been included within the Plan to ensure these issues are addressed through a planning application.

Development considerations related to cumulative impacts on the landscape were also identified particularly where sites are located in the Dorset AONB and Green Belt. Development considerations require landscape master and management plans for Inset 2, Inset 5, Inset 6, Inset 7, Inset 8, Inset 10, Inset 11 and Inset 13 to reflect this issue.

### **Policy 4 – Applications for waste management facilities not allocated in the Waste Plan**

#### **48 In what cases has it not been possible or necessary to allocate a specific site within the Waste Plan (Ref. paras. 6.8 and 6.9)?**

Identified Need 1 – facilities to manage recyclates – Given that there are several permitted sites for the management of recyclates, specific additional capacity has not been identified. However, modifications proposed (**MM7.12 and 7.13, WPDCC56**) make it clear that MRFs are appropriate within Insets 7 to 10 - these sites are allocated to manage non-hazardous waste. Policy 4 and the suite of development management policies will provide an appropriate method for dealing with applications that come forward on unallocated sites where proposals support the delivery of the spatial strategy and guiding principles.

Identified Need 2 – development of a HRC in East Dorset – The WPA, in consultation with East Dorset District Council, landowners and waste operators, has undertaken an extensive search for available land, suitable for allocation for a HRC to serve Wimborne and Ferndown to replace the existing facility. It has not been possible to allocate a specific site. The WPA considers that there are opportunities in the locality for a site to come forward during the life of the Plan, which are not deliverable today. The Waste Plan contains a criteria-based policy (Policy 5) and this is considered to be sufficient particularly given that this development is not a priority for the waste management authority to deliver during the early part of the Plan period.

Appendix B contains a letter from David Barnes, Strategic Director, Christchurch and East Dorset Councils confirming that existing employment land on Ferndown Industrial Estate is likely to become available. This may provide scope for small scale waste uses such as Household Recycling Facility, Waste Vehicle Depot or Bulky Waste Transfer / Treatment.

Policy 4 will allow for an application to come forward.

Identified Need 6 – facilities to manage food waste – During much of the preparation of the Waste Plan, figures showed a small shortfall or surplus in permitted food waste management capacity. At a later stage it became clear that permitted capacity was unlikely to come forward and therefore this capacity was removed, resulting in a shortfall in capacity for this waste category. No further suitable sites have been proposed for allocation for the management of food waste.

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However, modifications proposed (**MM7.19, WPDCC56**) make it clear that facilities for managing organic waste are appropriate within Insets 7 to 10, as these sites are allocated to manage non-hazardous waste. Policy 4 and the suite of development management policies will provide an appropriate method for dealing with applications that come forward on unallocated sites where the proposal supports the delivery of the spatial strategy and guiding principles. Policy 6 provides specific criteria for recovery facilities.

Identified Need 9 – inert waste recovery and disposal – During the preparation of the Waste Plan several sites were considered to address this need<sup>10</sup>. Planning permission was subsequently granted for waste recovery on these sites and so there is no reason for allocation. No further sites have been identified at this stage, however the Plan cross references to the Mineral Sites Plan (**MSPSD01**) which allocates sites for mineral extraction. A review of these sites has been undertaken and most will require the use of some inert fill in restoration. Restoration plans and precise details of tonnages of inert material required is not yet known, however initial discussions in relation to six of the proposed allocations suggest a potential need for inert material in excess of 4.5 million tonnes. One additional operator suggested that two sites alone could address a substantial proportion of the shortfall. These figures should be treated with extreme caution as it will very much depend on allocation in the Mineral Sites Plan and further consideration of appropriate restoration schemes and the impacts of importing material into sites. However, subject to planning consent, the information suggests that there will be plenty of opportunities for the recovery of inert waste during the Plan period without the need for specific allocations.

Identified Need 3 – green waste and Identified Need 5 bulky waste management – The need for facilities to manage these waste categories is partially met through site allocations and through Policy 5. The need for additional capacity will be monitored. The Waste Plan allows for proposals to come forward to facilitate a good spatial distribution within the Plan area.

### **49 In Policy 4 what type of advantages would be necessary to satisfy criterion (a)?**

Paragraph 6.10 of the Pre-Submission Waste Plan (**WPSD01**) provides examples of advantages that would satisfy criterion (a) as follows:

‘This might include co-location with complementary facilities or the provision of a site that can be demonstrated to be in a better strategic and sustainable location and/or that has less impacts than an Allocated Site. The provision of sustainable localised heat and energy sources could also be a positive consideration in appropriate locations.’

### **50 The policy makes provision for anaerobic digestion facilities in agricultural settings. Should other forms of waste treatment facility also be considered on redundant agricultural and forestry buildings having regard to the last bullet of paragraph 4 of the National Planning Policy for Waste?**

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<sup>10</sup> Draft Waste Plan (2015) Site References WD10 & WD11 and Draft Waste Plan Update (2016) Site Reference WP16

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Yes, it is agreed that the policy should allow for other waste management facilities within an agricultural setting where the proposed use and scale is compatible with the setting and where the proposal complies with the guiding principles of the Plan. The following modification is proposed:

~~'In the case of composting and anaerobic digestion, Waste management facilities proposals~~ may be suitable within an agricultural setting where the proposed use and scale is compatible with the setting, ~~and~~ provides opportunities to utilise outputs from the process in the locality and provides advantages over the locations specified in criteria e - g. (MM 5.12, WPDCC56)

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**Appendix A – Objectively Assessed Needs for Housing**

<b>Local Authority</b>	<b>Document</b>	<b>Coverage</b>	<b>Objectively Assessed Need for Housing (average dwellings per annum)</b>
Bournemouth Borough Council	Eastern Dorset Strategic Housing Market Assessment (2015)	2013-2033	979
Borough of Poole			710
Christchurch Borough Council			
East Dorset District Council			626
North Dorset District Council			330
Purbeck District Council			238
West Dorset District Council	West Dorset, Weymouth & Portland Local Plan (2015)	2011 – 2031*	775
Weymouth & Portland Borough Council			
<b>Bournemouth, Dorset and Poole (total)</b>			<b>3,658</b>
<b>Dorset only (total)</b>			<b>1,969</b>

\*The WPA assumed that this level of dwellings per annum would continue to the end of the Waste Plan period (2033).

## **Appendix B**

### **Dorset Waste Plan – Further Detail on Employment Land for Christchurch and East Dorset Councils**

#### **Employment Land Supply and Demand:**

The Workspace Strategy was updated and published in October 2016 and provides an assessment of employment land demand and supply for the Dorset LEP Area which includes the Eastern and Western Dorset Housing Market Areas (HMAs). Christchurch Borough and East Dorset District are located within the Eastern Dorset Housing Market Area (functional economic area).

In the Eastern Dorset HMA under the 'Step Change' growth scenario there is a projected demand of 222.7ha to 2033. Over the plan period to 2033 there is a projected land supply of up to 276ha, which balanced against the demand figure provides a technical surplus of 53ha. However, the supply of employment land in the Eastern Dorset HMA (as identified in the Workspace Strategy) is predicated on the timely delivery of transport infrastructure to enable strategic sites to come forward. For example, the unlocking of remaining development potential of Bournemouth Airport Business Park is dependent on the delivery of a package of strategic road improvements which have not yet been delivered and are currently not fully funded. Therefore, it is important to consider the need to retain employment land supply in terms of what is currently available, attractive to the market and deliverable.

In terms of employment land supply it is also important to consider changes since the publication of the Workspace Strategy. For example in the Borough of Poole, it is anticipated that a large proportion of employment land supply may be lost at Magna Road (15ha) which significantly reduces the employment land supply figure identified in the Workspace Strategy. This decline in employment land supply places increased importance on the need to avoid losses of high quality employment land that serves a strategic role to meet future requirements in Eastern Dorset.

It is also important to note that following the update of the Strategic Housing Market Assessment in the summer of this year there will be an update to the Workspace Strategy to take account of the latest Local Economic Forecasting Model. It is our understanding that the employment sector forecasts and job growth will increase which would lead to a higher employment land requirement which may remove any current surplus in employment land supply. We reserve the right to review and refine our position on employment land supply following the update to the Workspace Strategy to be undertaken later this year. The implications of the Workspace Strategy update will need to be considered in the preparation of the Pre Submission Waste Plan.

#### **The importance of Blunts Farm Employment site:**

Blunts Farm is identified as a strategic employment site for the Eastern Dorset HMA and is located within a key industrial market area (as identified in the Workspace Strategy). The site provides high quality industrial land required to meet current and future strategic needs in Eastern Dorset. Blunts Farm is also accessible directly from the A31 SRN with excellent connectivity to regional and national markets which increases the market attractiveness for inward employment investment. In connectivity terms the site outperforms a number of other employment sites in Eastern Dorset which increases its attractiveness.

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Blunts Farm is also sustainably located in close proximity to main settlements including Wimborne and Ferndown and within close proximity to Poole and Bournemouth. The site is well related to areas of future housing growth identified in the Christchurch and East Dorset Local Plan and Local Plans for Bournemouth and Poole. Therefore, Blunts Farm is strategically located to provide high quality employment opportunities to serve the needs of the Eastern Dorset HMA.

This site is green field and will be master planned by the land owner and marketed as a high quality employment site. Therefore, the site image and purpose differs from some more established sites in the area which don't offer the same potential to attract the same kind of investment from knowledge based companies. Therefore, it is critical that the market attractiveness of this site in particular is not diminished by waste uses currently proposed in the draft Waste Plan.

The locational characteristics of Blunts Farm, proximity to main settlements / housing growth and future master planning of the site will deliver a sustainable and high quality employment development. This will generate a high proportion of knowledge based employment which will make a significant contribution to economic growth within the Eastern Dorset HMA and is likely to be in high demand compared to other sites. It is important that employment land at Blunts Farm is not lost to Waste uses which detract from the economic aspirations for the site.

### **Ferndown Industrial Estate:**

The Ferndown and Uddens Industrial Estate is a strategic employment site located adjacent to Blunts Farm that includes a Local Plan allocation (Policy FWP2 Land East of Cobham Road) for 8.48ha is one remaining site to be developed for B1, B2 and B8 uses. The Industrial Estate is a site of strategic significance for the Eastern Dorset HMA and is located within a key market centre for industrial development as identified in the Workspace Strategy. The Ferndown and Uddens Industrial Estate comprise predominantly businesses within B1, B2 and B8 uses but include some quasi retail uses. The site is attractive to the market but does not offer as an attractive a proposition as Blunts Farm in terms of image and marketability.

It is anticipated that when the Blunts Farm site comes forward some businesses currently located in the Ferndown Industrial Estate will migrate to Blunts Farm. This would free up a proportion of existing employment land on Ferndown Industrial Estate. It is important that this existing stock of employment land is not eroded so as to prejudice the councils' ability to meet Local Plan employment land requirements. However, with migration of businesses to Blunts Farm there may be scope for small scale waste uses such as Household Recycling Facility, Waste Vehicle Depot or Bulky Waste Transfer / Treatment.

We reserve the right to review and refine our position in relation to Ferndown Industrial Estate subject to the outcome of the SHMA update and Workspace Strategy Update to be completed this year. It is anticipated that updates to these studies will remove any existing surplus in employment land supply. Subject to the outcomes of these studies it is possible that the proposal for any waste use on existing employment sites may prejudice the councils' ability to meet future need for employment land.

### **Woolsbridge Industrial Estate:**

Woolsbridge is an established employment site with an additional 13ha extension to come forward over the current plan period. Woolsbridge is also a site of strategic

## Bournemouth, Dorset and Poole Waste Plan Examination Statement by Dorset County Council

significance for the Eastern Dorset HMA and is located within a key market centre for industrial development as identified in the Workspace Strategy. The existing Woolsbridge Industrial Estate is included in Core Strategy Policy PC1 where a flexible approach is adopted towards accommodating non B uses. This does not apply to the VTSW6 employment allocation which is allocated only for B1, B2 and B8 uses with some ancillary support services.

The Woolsbridge Industrial Estate performs a key role in addressing the employment land requirements of the Eastern Dorset HMA and it is important the any loss of employment land does not prejudice the ability to meet future requirements for the Housing Market Area.

The existing Woolsbridge Industrial Estate incorporates a range of employment uses and quasi retail uses which have come forward in an ad hoc way which have an impact on the market attractiveness of the site. Woolsbridge remains a key employment site but does not provide the same prospects as Blunts Farm which will be master planned. In terms of the waste uses currently being considered for Woolsbridge, a Residential Waste Treatment Facility (c4ha) would involve too significant a loss of employment land in relation to current available land supply. However, there is potential for the provision of a Bulky Waste Transfer / Treatment facility at (c1ha) which would not have a significantly adverse impact on employment land supply.

We reserve the right to review and refine our position in relation to Woolsbridge Estate subject to the outcome of the SHMA update and Workspace Strategy Update to be completed this year. It is anticipated that updates to these studies will remove the any exiting surplus in employment land supply. Subject to the outcomes of these studies it is possible that the proposal for any waste use on existing employment sites may prejudice the councils' ability to meet future need for employment land.

### **Bournemouth Airport Business Park:**

The Council maintains its objection to the proposed to the proposal on the Eco Composting facility, Chapel Lane, Parley. Full detail of the Council's objections are set out in representations submitted to the May 2016 consultation.

**Strategic Director**

**Christchurch and East Dorset Councils**

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**Appendix C**

**Grant of Outline Planning Permission 3/15/0556/OUT**



**Development Management**  
PO Box 9148  
Christchurch  
BH23 9JQ

## **Town and Country Planning Act 1990**

### **Town and Country Planning (Development Management Procedure) (England) Order 2015**

Boyle And Summers Ltd  
Canute Chambers  
Canute Road  
Southampton  
Hants  
SO14 3AB

#### **Grant of Outline Planning Permission**

Application reference no: **3/15/0556/OUT**

This permission does not carry any approval or consent which may be required under any enactment, by-law, order or regulation (e.g. in relation to Building Regulations or the Diversion of Footpaths etc.) other than Section 57 of the *Town and Country Planning Act 1990*.

*East Dorset District Council* in pursuance of powers under the above-mentioned Act hereby **PERMITS**:

**Outline application for the construction of a mixed employment development with a maximum floor space of 33,400msq for Office, Research & Development, Light Industrial, General Industrial or Storage & Distribution use (including trade counter)(use classes B1a, B1b, B1c, B2 & B8) and a small element of floor space under use classes A1, A3, A5, D1 & D2. Engineering operations to form new access junctions from Old Barn Farm Road and new internal roads (Outline application with access and scale parameters to be determined at outline stage and layout, appearance and landscaping to be reserved for subsequent approval) Addendum to Transport Assessment Received 23/10/2015.**

**at Land Adjacent To Woolsbridge Industrial Estate Three Legged Cross  
Wimborne BH21 6SU**

in accordance with the approved plans and subject to the following conditions:

1. (Reserved Matters)

- (a) Details of the appearance, landscaping, and layout, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.
- (b) An application for approval of any 'Reserved Matter' shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- (c) The development hereby permitted shall be begun before the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

For the avoidance of doubt, this condition shall be read in conjunction with Condition 2 below to clarify that Reserved Matters and pre-conditions can be agreed and building commenced on a plot by plot basis.

Reason: This condition is required to be imposed by the provisions of the Town and Country Planning (Development Management Procedure)(England) Order 2010.

## 2. (Phasing)

Notwithstanding condition no. 1, this estate development may be undertaken in a phased manner provided that details of the phasing arrangement have first been submitted to and approved by the Local Planning Authority. These details shall include the early implementation of the strategic landscaping.

Reason: In order to facilitate the implementation of this development.

## 3. (Approved Plans)

The development hereby permitted shall be carried out in accordance with the following approved plans:

10120-PO1 Location Plan

10120-PO2 Existing Site Plan - Sites A&B

10120-PO3 Existing Site Plan - Site A

10120-PO4 Existing Site Plan - Site B

10120-PO5 Proposed Site Plan - Proposed Accesses

10120-PO6 Proposed Parameters Plan - Site A

10120-PO7 Proposed Site Plan - Site B

10120-SK01 Illustrative Masterplan

10120-SK02 Illustrative Site Layout - Site A

10120-SK03 Illustrative Site Layout - Site B

10120-LK01 Castleman Trailway Link  
Environmental Statement (March 2015)  
Transport Assessment (April 2015)  
Design and Access Statement (May 2015)

Construction Environmental Management Plan (CEMP)- July 2016 Ramboll  
Method Statement for Off Site Habitat Creation- July 2016 Ramboll  
Details Pursuant to Planning Condition 23 July 2016 Ramboll  
Figure 1A Landscape Proposal Site A (September 2016)  
Figure 1B Landscape Proposal Site B (September 2016)  
Biodiversity Mitigation Plan (BMP) 08 March 2017

Reason: For the avoidance of doubt and in the interests of proper planning.

4. (Materials)

Samples and a colour schedule of all materials and finishes to be employed on the external faces of the buildings, hereby permitted, shall be submitted to and approved by the Local Planning Authority before any construction work related to the relevant building is commenced. All works shall be undertaken strictly in accordance with the details as approved.

Reason: To be satisfied about the details of the external appearance of the buildings.

5. (Floor Levels)

Plans and particulars showing the finished floor levels, related to ordnance datum or fixed point within the site, of the ground floor of the proposed building(s), (and as appropriate the closest adjacent building beyond the site) shall be submitted to, and approved in writing by the Local Planning Authority and development shall not be commenced until these details have been approved, unless otherwise agreed in writing. All works shall be undertaken strictly in accordance with the details as approved.

Reason: In order that the Council may be satisfied with the details of the proposal having regard to the existing site levels and those adjacent hereto.

6. (Landscaping)

Upon approval of the landscaping details, including any screen walls or fences, pursuant to Condition 1 the new planting shall be carried out during the planting season October/March inclusive, (in accordance with the appropriate British Standards for ground preparation, staking, etc., in BS4428:1989 (1979)) immediately following commencement of the development. Any plants found damaged, dead or dying in the first five years are to be duly replaced and the scheme thereafter retained.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and the locality.

7. (Hard Landscaping)

Before the development hereby permitted is commenced a scheme for the common areas of hard surface, together with a phasing plan shall be submitted to and approved by the Local Planning Authority. Such approved works shall be completed in all respects in accordance with the agreed phasing plan and thereafter retained.

Reason: To enhance the amenities of the site and to secure well planned development.

8. (Floor Areas)

For the avoidance of doubt this consent relates to the development of up to a maximum 33,400m<sup>2</sup> gross external area of B1 offices, research and development and light industry, B2 general industry and B8 storage and distribution, in accordance with Policy VTSW6 of the Christchurch and East Dorset Core Strategy (Part1).

Within this gross external floor area the following use classes are allowed - A1 Retail (up to a maximum 800m<sup>2</sup>), A3 Café/ Restaurant (up to a maximum of 500m<sup>2</sup>), A5 Hot Food takeaway (up to a maximum of 300m<sup>2</sup>), D1 (up to a maximum of 800m<sup>2</sup>) and D2 Assembly and Leisure (up to a maximum of 800m<sup>2</sup>);

Within Site B only (B1a/B1b/B1c) and B8 use classes shall be permitted adjacent the SAC/SPA/Ramsar site boundary as specified in the applicants Design and Access Statement.

Reason: To ensure that (i) adequate vehicle parking can be accommodated on site (ii) that an appropriate mix of uses is secured with regard to Policy VTSW6, (iii) in the interests of nature conservation.

9. (Area of development)

The area for development shall be laid out in accordance with proposed parameters plans setting out the Development Platform Area 10120-PO6 (Site A) and 10120-PO7 (Site B).

Within Site A no part of any building shall have an overall height - measured at structural haunches - in excess of 7m

Within Site B no part of any building shall have an overall height - measured at structural haunches - in excess of 15m

Reason: To minimise the impact on the occupiers of neighbouring residential development.

10. (Outline Estate Road Construction (adopted or private))

No phase /part of the development shall commence until details of the access, geometric highway layout, turning and parking areas for that phase / part of the development have been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety

11. (DCC Highways - Horton Road Junction / Secondary Junction)

No building shall be occupied or utilised until the following works have been constructed to the specification of the Local Planning Authority:

The reconstruction of the junction of Horton Road and Old Barn Farm Road as a signalised junction, or the provision of an additional priority junction serving the industrial site, the location to be agreed with and approved by the Local Planning Authority.

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed.

12. (DCC Highways Cycle Pedestrian Link)

Within 5 years of the first occupation or utilisation of any building, the following works shall have been completed:-

The construction of a shared cycle/pedestrian direct link leading to Castleman Trailway to the south shall be constructed to the specification of the Local Planning Authority: or as otherwise agreed in writing by the Local Planning Authority in accordance with the unilateral undertaking dated 06 January 2017.

Reason: These specified works improve accessibility to the site.

13. (DCC Highways - Cycle Parking (to be submitted))

No phase /part of the development shall commence until details of the proposed cycle parking facilities for that phase / part of the development have been submitted to and agreed in writing by the Local Planning Authority. Any such scheme shall be constructed prior to the occupation or utilisation of that phase / part of the development and, thereafter, shall be maintained, kept free from obstruction and available for the purpose specified.

Reason: To encourage the use of sustainable transport modes.

14. (DCC Highways - Travel Plan)

Prior to the commencement of the development hereby permitted, a detailed Travel Plan shall be submitted to and approved in writing by the Planning Authority. The Travel Plan, as submitted, will include:

- Targets for sustainable travel arrangements.
- Effective measures for the on-going monitoring of the Travel Plan.
- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers of the development

The development shall be implemented only in accordance with the approved Travel Plan.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

15. (DCC Highways - Construction Traffic Management Plan (CTMP))

The development hereby permitted shall not commence until a detailed Construction Traffic Management Plan and programme of works has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities).

The plan shall also include:

Inspection of the highways serving the site jointly between the developer (or his contractor) and Dorset Highways prior to work commencing and at regular, agreed intervals during the construction phase so that any damage to the edges of the carriageway and verges can be identified and suitable remedial works, to be paid for by the developer, agreed.

A scheme of signing of the heavy vehicle route to the site agreed with advice/warning signs at appropriate points.

The development shall be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of road safety.

16. (DCC LLFA - Surface Water -1)

No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be implemented in accordance with the submitted details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity.

17. (DCC LLFA - Surface Water 2)

No development shall take place until details of maintenance and management of the surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

18. (Wessex Water - (Foul Water))

Foul Water - Planning Condition

The development shall not be commenced until a foul water drainage strategy is submitted and approved in writing by the local Planning Authority in consultation with Wessex Water acting as the sewerage undertaker:

- o a drainage scheme shall include appropriate arrangements for the agreed points of connection and the capacity improvements required to serve the proposed development phasing
- o the drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

Reason: To ensure that proper provision is made for sewerage of the site and that the development does not increase the risk of sewer flooding to downstream property

19. (Contaminated Land)

Before the change of use is implemented a scheme shall be submitted to the Local Planning Authority to deal with potential contamination of the site. Such scheme shall include the following actions and reports, which must be carried out by appropriately qualified consultant(s):

- (a) A Site History Report, which shall, by reference to site layout drawings of an appropriate scale, include a history of the site, past land uses, current and historical maps, site plans, locations of any known spillages or pollution incidents and the location and condition of old tanks, pits, fuel or chemical storage areas. (Please note it is the responsibility of the landowner, developer or consultant to provide and disclose all relevant information).
- (b) A Site Investigation Report (based on the information contained in the site history report), will be required where the appointed consultant and/or the Local Planning Authority anticipate that contamination may be present in, on or near the proposed development area. The site investigation report must characterise and identify the extent of contamination, identify hazard sources, pathways and receptors and develop a conceptual model of the site for purposes of risk assessment.
- (c) Before any works commence on site, should (in the opinion of the Local Planning Authority) remedial works be required, consultants appointed to carry out

intrusive site investigation work must submit their sampling strategy to the Local Planning Authority for approval.

- (d) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Statement, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s), or part(s) thereof recommended in the remediation statement, shall require approval to be obtained in writing from the Local Planning Authority.
- (e) No development shall occur until the measures approved in the remediation scheme have been implemented in accordance with the remediation statement to the satisfaction of the Local Planning Authority.
- (f) If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority.
- (g) On completion of all the works detailed in the agreed Remediation Statement, a Remediation Completion Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have supervised all the agreed remediation actions. This report to be submitted to the planning authority confirming that all works as specified and agreed have been carried out to the point of completion. Until the Planning Authority is in receipt of said Remediation Completion Report and is satisfied with the contents of the statement and the standard of work completed it will be viewed that the remediation of the site is incomplete.

20. (Natural England - Biodiversity Mitigation Plan)

Works shall be undertaken in accordance with Biodiversity Mitigation Plan 08 March 2017 agreed by Dorset County Council - Natural Environment Team (DCC - NET) - 09 March 2018, unless agreed in writing with the LPA in liaison with DCC NET.

Reason: In the interests of Nature Conservation.

21. (Natural England - CEMP)

Works shall be carried out in accordance with the Construction Environmental Management Plan (CEMP)- July 2016 Ramboll, unless agreed in writing with the Local Planning Authority (LPA) in liaison with Natural England.

Reason: In the interests of Nature Conservation.

22. (Natural England - Lighting)

Prior to the commencement of works the applicant shall submit a lighting strategy for the site (this to ensure that the development will avoid light spillage beyond the boundary fencing); to be agreed in writing with the Local Planning

Authority (LPA) in liaison with Natural England. Works shall be carried out in accordance with the agreed strategy unless agreed in writing with the LPA.

Reason: In the interests of Nature Conservation.

23. (Natural England - Landscape Buffer)

Works shall be carried out in accordance with the Details Pursuant to Planning Condition 23 July 2016 Ramboll and Figure 1A Landscape Proposal Site A (September 2016) and Figure 1B Landscape Proposal Site B (September 2016) unless agreed in writing with the Local Planning Authority (LPA) in liaison with Natural England.

Reason: In the interests of Nature Conservation.

24. (Natural England - Cycleway)

Prior to the commencement of works applicant will provide full details of the final specification for the cycle link (This will include details of the drainage structures required and surfacing); to be agreed in writing with the Local Planning Authority (LPA) in liaison with Natural England.

Works shall be completed carried out in accordance with the agreed details unless agreed in writing with the LPA.

Reason: In the interests of Nature Conservation.

25. (Natural England - Habitat Creation)

Works shall be carried out in accordance with the Method Statement for Off Site Habitat Creation- July 2016 Ramboll, unless agreed in writing with the Local Planning Authority (LPA) in liaison with Natural England.

Reason: In the interests of Nature Conservation.

26. (Natural England - Flood Storage)

Prior to the commencement of works the applicant shall provide a full specification for works to the existing floor storage areas and how these will be secured and maintained in agreement with Wessex Water; to be agreed in writing with the Local Planning Authority (LPA) in liaison with Natural England.

Works shall be completed carried out in accordance with the agreed details unless agreed in writing with the LPA.

Reason: In the interests of Nature Conservation.

27. (Environment Agency - Floodplain Compensation 1)

Prior to development commencing, a scheme to show the detailed design of the proposed floodplain compensation scheme must be submitted to the Local Planning Authority. This must be accompanied with details of who will be responsible for the scheme and its maintenance and include a full maintenance schedule to ensure that the scheme is maintained in perpetuity. The maintenance schedule must allow for management of siltation and overgrowth on a frequent and regular basis. Provision must also be made to prevent fly tipping (with suitably high wire mesh fencing for example) within the area. The floodplain compensation scheme must be fully maintained in perpetuity.

Reason: To maintain the flood compensation scheme as proposed in perpetuity, and prevent any long term impact on floodplain storage.

28. (Environment Agency - Floodplain Compensation 2)

Prior to development commencing, a scheme must be submitted to the Local Planning Authority to show that the excavation and protection of the proposed floodplain compensation scheme will be complete before any development infilling commences within the floodplain area.

Reason: To ensure that floodplain capacity is maintained during all phases of the development.

29. (Parking)

Car parking is a reserved matter and details must be submitted to and approved by the Local Planning Authority prior to the erection of any buildings. The number of parking spaces should be based on the amount of floorspace for each separate use on site as defined by the Town and Country Planning (Use Classes) Order 1987.

Reason: In order to provide adequate parking on site.

30. (Open Storage)

No goods, plant or material shall be deposited or stored in the open or displayed for sale in the open on the site without the prior consent in writing of the Local Planning Authority.

Reason: In order to protect the amenities of the area, and to maintain adequate parking areas.

31. (Waste)

Details of facilities to be provided for the storage and removal of commercial refuse and waste from the premises shall be submitted to and approved by the Local Planning Authority, and then implemented strictly in accordance with those agreed details before the each building is first occupied and thereafter retained.

Reason: In the interests of amenity and to be satisfied about the details of the scheme.

32. (Energy)

At least 10% of the energy to be used in the individual buildings on the site shall come from decentralised and renewable or low-carbon sources. Details of the energy options shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the approved schemes shall be implemented in full and thereafter maintained.

Reason: In order to assist in meeting the UK's targets to cut carbon dioxide emissions.

33. (Floodlighting)

Details of any floodlighting to be installed shall be submitted to and approved in writing by the Local Planning Authority before any such installation is carried out. The installation shall then be implemented precisely in accordance with these agreed details which shall then not be varied without express written permission. Furthermore, no additional external lighting shall be installed without the express written permission of the Local Planning Authority.

Reason: To safeguard the amenities of the area and to minimise the possibility of inconvenience to nearby residents.

34. (Trees)

Notwithstanding the indicative position of buildings and associated hard landscape the reserved matters shall be determined by the need to protect, as far as is practicable, the existing linear stands of trees along the north eastern boundary, and centrally through Site A which provide a general amenity feature. No development, including demolition works, shall start on site until an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) detailing low impact methods of construction and other tree protection measures within the root protection area (RPA) of all retained trees, has been submitted to and approved in writing by the local Planning Authority. These details shall include the retention of a suitably qualified arboriculturalist to supervise and monitor works within the RPA of retained trees and to report to this Planning Authority, the status of all tree works and tree protection measures throughout the course of the development. The frequency of that supervision, monitoring and reporting shall relate to the phasing of the development and shall be agreed at the time of a pre-commencement site meeting between the Tree Officer, Arboricultural Consultant, Developer and Site Manager. The development shall then be carried out strictly in accordance with the approved AMS and this condition shall not be discharged before a satisfactory arboricultural completion statement is submitted to the local Planning Authority and approved in writing on completion of the whole development or of each clearly defined development parcel in respect of large sites.

Reason: To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter.

35. (Storage of Oils and Chemicals 1)

The storage of fertiliser, chemicals, pesticides or other hazardous substances must be within properly constructed bunded areas of sufficient capacity to avoid contamination of any watercourse, surface water drains or groundwater in the event of spillage.

Reason: To prevent pollution of the water environment.

36. (Storage of Oils and Chemicals 2)

Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls, details of which shall be submitted to the Local Planning Authority for approval. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%; or 25% of the total volume which could be stored at any one time, whichever is the greater. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground, where possible, and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason: To prevent pollution of the water environment.

The following Informative Notes are drawn to the Applicant's attention:

1. (NPPF)

In assessing this proposal the local planning authority has had regard to the guidance contained within the Government's National Planning Policy Framework (NPPF).

2. (Approve)

In accordance with paragraphs 186 and 187 of the NPPF the council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service, and advising applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In arriving at a decision to APPROVE the application:

- The applicant/agent was updated of any issues after the initial site visit.
- The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted

3. (Unilateral Undertaking- Castleman Trailway Link)  
The grant of planning permission should be read in conjunction with the Unilateral Undertaking dated 06 January 2017.
4. (IFN02 - Dorset Highways)  
The applicant is advised that notwithstanding this consent, Section 184 of the Highways Act 1980 requires the proper construction of vehicle crossings over kerbed footways, verges or other highway land. Before commencement of any works on the public highway, Dorset County Council's Dorset Highways MUST be consulted to agree on the detailed specification. Contact can be made by telephone to Dorset Direct (01305 221000), by email at [dorsetdirect@dorsetcc.gov.uk](mailto:dorsetdirect@dorsetcc.gov.uk), or in writing at Dorset Highways, Dorset County Council, County Hall, Dorchester, DT1 1XJ.
5. (IFN06 - Grampian)  
NOTE: The highway improvement(s) referred to in the recommended conditions above shall be carried out to the specification and satisfaction of the Local Highway Authority in consultation with the Local Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Local Highway Authority, before any works commence on the site.
6. (IFN10 - Developer-Led Infrastructure)  
NOTE: The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset County Council's Development team. They can be reached by telephone at 01305 225401, by email at [dli@dorsetcc.gov.uk](mailto:dli@dorsetcc.gov.uk), or in writing at Development team, Dorset Highways, Environment and the Economy, Dorset County Council, County Hall, Dorchester, DT1 1XJ.
7. (IFN11 - Advance Payments Code)  
The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making-up of a private street prior to the commencement of any building works associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset County Council's Highways Development Team. They can be reached by telephone at 01305 225401, by email at [dli@dorsetcc.gov.uk](mailto:dli@dorsetcc.gov.uk), or in writing at Highways Development Team, Dorset County Council, County Hall, Dorchester, DT1 1XJ.
8. (Surface Water DCC)

Detailed proposals and supporting calculations will need to be supplied and approved in respect of subsequent submissions, and discharge of the requested surface water planning conditions listed above. To this end the following issues should be considered and suitable details supplied:

- Verification that the proposed use and modification of the existing infrastructure / attenuation pond is acceptable to the operational body, said to be Wessex Water.
- That the existing attenuation features have been cleared and returned to their design capacity prior to any additional connection or use.
- Exceedance routes for failure scenario of the existing / proposed attenuation structures, or other elements of proposed scheme.
- To ensure that existing / proposed attenuation features cannot be altered in the future without permission, designation under Schedule 1 of the Flood and Water Management Act should be considered.
- Prior Land Drainage Consent (LDC) may be required from the relevant LLFA (DCC) to works to a channel with the status of Ordinary Watercourse (ref: ES ch.7 s 7.4.17).

Please note that DCC accept no responsibility or liability for any detailed calculations submitted in support of these proposals. We provided only an overview with regard to the scheme and compliance with best practice / design criteria, in terms of surface water management. Our generic guidance is attached.

9. (Land Drainage Consent)

Under the terms of the Land Drainage Act 1991 the prior written Land Drainage Consent of the Lead Local Flood Authority (Dorset County Council in this case) is required for any proposed works or structures that could affect the flow of an ordinary watercourse (all non-main river watercourses/streams/ditches etc). To discuss the scope of their controls and please contact Flood Risk Management Team at Dorset County Council on 01305 221837.

10. (Environment Agency- Pollution Prevention During Construction)

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site.

Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at:

<https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

11. (Environment Agency -Sustainable Construction)  
Sustainable design and construction should be implemented across the proposed development. This is important in limiting the effects of and adapting to climate change. Running costs for occupants can also be significantly reduced.

Water efficiency measures should be incorporated into this scheme. This conserves water for the natural environment and allows cost savings for future occupants. The development should include water efficient systems and fittings such as: dual-flush toilets; water-saving taps; water butts; showers and baths. Greywater recycling and rainwater harvesting should also be considered.

12. (Environment Agency - Waste Management)  
Should this proposal be granted planning permission, then in accordance with the waste hierarchy, we wish the applicant to consider reduction, reuse and recovery of waste in preference to offsite incineration and disposal to landfill during site construction.

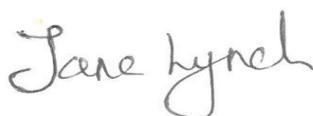
If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant require more specific guidance it is available on our website <https://www.gov.uk/how-to-classify-different-types-of-waste>

13. (Development Principles Plan)  
For the avoidance of doubt, notwithstanding the outline nature of this application, the reserved matters application submitted shall conform to the development brief, development principles plan, and development densities specified therein.

The applicant's attention is drawn to the need to comply with all conditions imposed on this permission. Failure to do so could result in the Council serving a breach of condition notice against which there is no right of appeal.

Under the Town and Country Planning (Fees for Applications, Deemed Application, Requests and Site Visits) (England) Regulation 2012, there is a fee payable each time you make a request to discharge any of the conditions attached to this permission. You can apply to discharge more than one condition at the same time. The fee is £97 per request and is payable when you submit the details to discharge the condition(s). The Council has eight weeks to respond to applications to discharge conditions.

Signed



Development Management Manager

Decision Date: 31 March 2017

## NOTES TO THE APPLICANT

### **Town and Country Planning (Development Management Procedure) (England) Order 2015 and paragraphs 186 and 187 of the National Planning Policy Framework (March 2012)**

In accordance with the above, East Dorset District Council has worked with the applicant in a positive and proactive way by offering to engage in pre-application discussions and, where possible, by enabling problems to be resolved within applications in accordance with its Development Management Charter. Where the applicant chooses to engage in pre-application discussions, these will be referred to in the application report. In responding to pre-application enquires and determining formal applications, East Dorset District Council always seeks to look for solutions rather than problems so that applications for sustainable development can be approved, thereby resulting in improvements to the economic, social and environmental conditions of the area.

### **Policy considerations and reasons**

In reaching this decision the policies in the Development Plan for the area, which currently comprises the Christchurch and East Dorset Local Plan Part 1 – Core Strategy 2014, were taken into account. Saved policies within the East Dorset Local Plan 2002 were also taken into account. These include specifically the following policies:

None

### **Appeals to the Secretary of State**

- If you are aggrieved by the decision of the Local Planning Authority to refuse permission for the proposed development, or to grant it subject to conditions, then you may appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990. The appeal will be dealt with, on behalf of the Secretary of State, by The Planning Inspectorate.
- If you want to appeal your Local Planning Authority's decision then you must do so within 6 months of the date of this Notice.
- If an enforcement notice is served relating to the same or substantially the same land and development as in your application, and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within six months of the date of this notice, whichever period expires earlier.
- Appeals must be made using the Appeals Casework Portal which is available at <http://www.planningportal.gov.uk/planning/appeals/> alternatively, please call The Planning Inspectorate on 0303 444 5000.
- The Planning Inspectorate can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of the appeal.

- The Planning Inspectorate need not consider an appeal if it seems that the Local Planning Authority could not have granted planning permission for the proposed development, or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order, and to any directions given under a development order.
- In practice the Planning Inspectorate does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by the Secretary of State.

### **Purchase Notice**

If either the local planning authority or the Planning Inspectorate refuse permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase their interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.