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STRATEGIC AND TECHNICAL PLANNING COMMITTEE

MINUTES OF MEETING HELD ON MONDAY 8 SEPTEMBER 2025

Present: Cllrs Duncan Sowry-House (Chair), Dave Bolwell (Vice-Chair), Belinda Bawden, Toni Coombs, Richard Crabb, Spencer Flower, Belinda Ridout, Pete Roper, David Taylor and David Tooke (left at 10:20).

Apologies: Cllrs Matt Bell and Craig Monks

Officers present (for all or part of the meeting):

Tony Cosgrove (Lead Project Officer (Minerals & Waste) Economic Growth and Infrastructure), Philip Crowther (Legal Business Partner - Regulatory), Neil Dackham (Monitoring & Enforcement Office), Mike Garrity (Corporate Director for Planning), Felicity Hart (Minerals and Waste Planning Manager), Susan Hetherington (Engineer (Development Liaison)), Antony Nash (Senior Democratic and Governance Officer), Alice Paine (Planning Officer (Minerals & Waste)), Megan Rochester (Senior Democratic and Governance Officer), Tom Uglow (Lead Project Officer (Minerals & Waste)) and Louis Wicks (Democratic and Governance Apprentice).

10. Minutes

The minutes of the meeting held on Monday 30th June were confirmed and signed.

11. Declarations of Interest

Cllr David Tooke declared an interest in Agenda Item 6, as he had not attended the site visit. He withdrew from the meeting at this point and took no part in the debate or vote.

12. Registration for public speaking and statements

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

13. P/FUL/2023/04753, P/VOC/2023/04760 & P/VOC/2023/04761 - Woodsford Quarry, Woodsford, Dorchester, DT2 8AZ

The item was deferred to a future meeting due to unforeseen circumstances.

14. P/FUL/2023/03982 - Land at Hurst Farm and Station Road, Moreton, Dorchester, DT2 8RA

With the aid of a visual presentation the Case Officer identified the site and outlined the proposal. The presentation included plans, aerial photographs, and

illustrative images. Members were shown the site location and wider context maps, the proposed phasing of works over a ten-year period, and the dredging methodology, including the use of electric dredging units. Details were provided of the proposed conveyor crossing over the B3390, the elevations of the site office and visitor centre, and the creation of a permissive bridleway and new footpath links between Moreton Station and Moreton village. The presentation also addressed anticipated traffic movements and access arrangements, restoration measures aimed at enhancing ecology and biodiversity, and the layout of ancillary buildings across the site. The officer's recommendation was to grant planning subject to conditions and completion of a section 106 agreement.

Public Participation

Nigel Hill raised concerns regarding water flow beneath the surface at Hurst Farm Quarry, explaining that slowed water created silt and made the site particularly sensitive. He referred to the consultation process and the technical papers provided, noting that he had no prior experience of such matters but remained sceptical about proposed solutions to the waterflow problem. He argued that failures in water management could occur and emphasised that restoration should be prioritised, particularly given the expanding local population.

Cllr David Neudegg spoke in his own personal capacity and highlighted the importance of Sculpture by the Lakes as a recognised tourist site and expressed concern that noise levels, already noticeable, would increase under the proposal. He noted the report gave limited attention to noise impacts and requested a public commitment from the applicant to address these issues, including consideration of operational times

Cllr Tony Meader spoke in his personal capacity and warned that extended quarrying would industrialise the rural landscape and exacerbate noise issues already experienced locally. He stressed the need for strict enforcement of conditions and raised safety concerns for cyclists and horse riders on narrow routes. He considered the scale of the application excessive and urged refusal.

Cllr Roland Tarr noted that noise had been a continuous problem in the area. He highlighted the high number of truck movements and stressed that tonnage limits should be enforced. He also expressed concern about the visual and environmental impact of the proposed crossing in a rural setting.

Robert Westell, speaking as the applicant's agent, emphasised the urgent need for the proposal, noting that Hurst Farm was the only site allocated for this purpose since 2019. He explained that the application had been subject to extensive scrutiny and highlighted the projected 190 percent biodiversity net gain, the creation of employment opportunities, and the provision of safe pedestrian links. He stated that the development was essential for Dorset's economic growth.

Richard Kimblin KC stated that the site had been formally allocated and that the proposal was in line with the adopted plan. He acknowledged that mineral developments inevitably had impacts but emphasised that the application had been subject to detailed scrutiny. He advised that the conditions proposed should be followed and confirmed that significant time and effort had gone into preparing the scheme in accordance with professional guidance

Cllr Gillian Carpenter, representing Moreton Parish Council, formally objected to the application. She argued that it undermined planning policies and posed a significant threat to the area. She considered the transport assessment to be flawed, with HGV movements creating safety risks on local road networks, particularly at the historic Hurst Bridge where poor signage compounded the problem. She stated that increased HGV traffic would put road users at risk. Concerns were also raised about the impact on veteran trees, with reference made to the NPPF, as well as the long-term effects of noise and dust on residents. She concluded that the risks had not been adequately addressed and urged the committee to reject the application.

The Local Ward member acknowledged the urgency and need for the proposal but raised concerns about traffic impacts at Hurst Bridge, noting two incidents and warning that an additional 100 movements would exacerbate the risk. While recognising the housing need and the context of the Mineral and Waste Plan, Cllr Laura Beddow considered that the proposed traffic mitigation measures were insufficient.

Members questions and comments

- Members queried conditions 26, 27 and 28, asking whether hydrology matters had been properly commenced and whether they would return to committee.
- Questions were raised regarding the commencement date of the development.
- Members noted the high-water table in the area, which would dictate the end point of restoration for water bodies.
- Concerns were expressed about traffic and the need for appropriate traffic control measures.
- Clarification was sought on whether cumulative data from workings had been combined, with reference to climate change considerations.
- Concerns were expressed about the removal of a veteran tree, with members warning that moving it could be damaging. Further detail was requested on how the tree would be managed to ensure its survival and on the suitability of the compensation strategy.
- Queried whether two HGVs would be able to pass safely on affected routes.
- The presence of the rare plant Heath Lobelia was highlighted, and assurances were sought on its management to ensure its protection.
- Figures presented of a maximum of 200 HGV movements per day were discussed. Members noted that the operator would be required to keep records and that the Council could inspect these at any time. The establishment of a local liaison panel was supported.
- Questions were raised on aspects of the restoration scheme.
- Members asked about the proposed site office and visitor centre, including the use of solar panels and drainage arrangements.
- Clarification was sought on car parking arrangements, including whether the site would be gated and whether late opening times would apply.

- Members asked about the wheel wash facilities, its maintenance and how it would be monitored to ensure it functioned effectively and did not create problems.
- Concerns were raised over the chosen access route, and members queried whether alternatives had been properly considered.
- Members asked how the restoration lakes would be protected from boundary degradation.
- Concerns were expressed regarding parking charges, and members requested that these be capped at the level charged by the local authority at the time of restoration.
- Reference was made to the Council's declaration of a climate and nature emergency. Members stressed the need to consider government guidance and expressed concern that the current compensation strategy was insufficient.
- Members acknowledged the significant amount of expert work undertaken, welcomed the commitment to monitoring traffic movements, and noted the importance of future-proofing the proposed buildings.
- It was noted that, even if the veteran tree did not survive, it would retain ecological value as deadwood habitat.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** as recommended, was proposed by Cllr Belinda Rideout, and seconded by Cllr David Taylor, subject to conditions set out in the officer report.

Decision: To grant for the reasons set out in Section 3 of the officer's report.

15. **Urgent items**

There were no urgent items.

16. **Exempt Business**

There was no exempt business.

Decision Sheet

Duration of meeting: 10.10 am - 12.03 pm

Chairman

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Strategic and Technical Planning Committee
Monday 8th September 2025
Decision List

Application: P/FUL/2023/03982

Application Site: Land at Hurst Farm and Station Road, Moreton, Dorchester DT2 8RA

Proposal: Extraction of approximately 11.5 million tonnes of sand and gravel, in phased working, together with importation of aggregates and cement, construction of a car park, internal haul road, bridged conveyor crossing, erection of a site office, aggregate processing plant, aggregate bagging plant, ready mix concrete plant, and ancillary buildings. Restoration to water bodies and agriculture and biodiversity enhancements together with public access and use of retained site office as a Visitor Centre.

Recommendation: GRANT PLANNING PERMISSION, subject to conditions and to the completion of a satisfactory Section 106 Legal Agreement

Decision: GRANT PLANNING PERMISSION subject to the following conditions and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the legal services manager to secure the following:

S106 Heads of Terms

The S106 Agreement will require the following:

- Compliance with agreed HGV routes for access and egress of all HGVs along one of three routes:
 - 1) Bere Regis route;
 - 2) Dorchester route [Western] or,
 - 3) Warmwell route [Southern]
- The establishment and operation of a Local Liaison Panel until completion and restoration of the works
- To construct a pavement alongside the B3390 close to Moreton Station with suitable pedestrian crossing over the B3390 to link to the permissive bridleway to Moreton village and make available for use by the public within 2 years of commencement of development.
- To construct a permissive bridleway between the B3390 and Station Road close to Moreton village and to make available for use by the public within 2 years of commencement of development, in perpetuity.

- To enter into a S278 Agreement within 2 years of commencement of development to construct a pavement on the north side of the B3390 close to Moreton Station, and associated pedestrian crossing over the B3390, linking to the bridleway on the south side.
- To submit to the Council for approval (prior to the main extraction of mineral commencing) a Hydrological & Hydrogeological Monitoring and Mitigation Scheme (HHMMS) and to undertake and comply with the details therein.
- To submit to the Council for approval, a Hurst Heath Management Plan and a Rhododendron Management Plan within 12 months of the grant of planning permission. To implement the approved plans and to employ an Ecologist to carry out annual monitoring and periodic reviews.
- To submit to the Council for approval, a Protection of Heath Lobelia Habitat Scheme and working shall proceed in accordance with the approved plan. In the event that working of Phase 6C cannot go ahead without causing unacceptable change in groundwater level at Hurst Heath Wood, a revised restoration scheme restoring that land to nature conservation use and a revised footpath route, shall be submitted to the Council for approval and shall be implemented in accordance with the approved plan.
- To submit details of a permissive footpath to be created around the lake at Hurst Farm and to be constructed in accordance with the approved details. Following completion of the restoration of the site the footpath shall be made available for public access on a date agreed with the Council. To enforce a prohibition of the use of the footpath by dogs and any other pets likely to be detrimental to wildlife. The path shall be made available to the public to be able to be used in perpetuity.
- To agree to use the building at Hurst Farm (previously used as the site office) as a Visitor Centre, to be made available and open to the public, in perpetuity, and to be opened at the same time that the Hurst Farm footpath is made available, upon final restoration of the Hurst Farm site.

Afteruse obligations

- Not to use the Hurst Farm land, the Visitor Centre or the car park for any purpose other than nature conservation, agricultural use and informal recreation uses*.
- Not to use the station road land for any purpose other than nature conservation and agriculture.
- To make the car park available to the public between the hours of 08:00 and 22:00 seven days a week.
- To allow public parking charges for the car park. Charges to be approved with the Council annually based upon comparative visitor sites in Dorset (and subject to the points below).

- To use the revenue generated by the parking charges to cover the expenditure costs related to the provision and maintenance of public access to the Hurst farm site.
- To use any unspent revenue to reduce the car park charges annually.
- To keep an accurate account of the revenue obtained from the car park charges and expenditure.
- To provide copies of the records upon request by the Council

*Informal recreation uses by the public shall be limited to walking, bird watching and education in connection with the Visitor Centre.

CONDITIONS

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason

In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Plans List – Approved

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

Existing Site

Location Plan	HF/523/07
Application Boundary	HF/523/23A
Existing Site	HF/523/19D
Existing Cross-Section A-E	HF/523/24-1A
Existing Cross-Section F-I	HF/523/24-2A
Existing Cross-Section K-N	HF-523-24-3

Quarry Working Plans

Proposed Site Phasing Plan	DR-0001 S5-P1
Stage 1	HF/523/15-1C
Stage 2	HF/523/15-2B
Stage 3	HF/523/15-3B
Stage 4A	HF/523/15-4B
Stage 4B	HF/523/15-5C

Stage 5	HF/523/15-6D
Stage 6A	HF/523/15-7C
Stage 6B	HF/523/15-8C
Stage 7	HF/523/15-9A
Stage 8A	HF/523/15-10A
Stage 8B/8C	HF/523/15-11A
Stage 9	HF/523/15-12A
Stage 10	HF/523/15-13A
Stage 11A & Stage 11B	HF/523/15-14C
Stage 11C & Stage 11D	HF/523/15-15C
Stage 12	HF/523/15-16C
Stage 13	HF-523-15-17
Proposed Extraction Cross-Sections A-E	HF/523/26-1A
Proposed Extraction Cross-Sections F-I	HF/523/26-2A
Proposed Extraction Cross-Sections K-N	HF/523/26-3
Storage Pond Sections O-O & P-P	HF-523-36
Proposed Conveyor Crossing Layout	HF/523/11C
Proposed Conveyor Bridge Details	HF/523/30-1
Proposed Conveyor Bridge Montage	HF-523-22
Proposed Permissive Path	HF/523/20G
Proposed Pre-Planting Scheme	HF/523/31
Northern Planting Belt: Planting Plan	HF/523/12
Proposed Rhododendron Management Areas	HF-523-35A
<u>Infrastructure Plans</u>	
Proposed Hurst Farm Frontage	HF/523/10D
Proposed Station Road Frontage	HF/523/33D
Proposed Office Building Floorplan	HF/523/SD210A
Proposed Office Building Elevations	HF/523/SD240A
Proposed Office Building Roof Plan	HF/523/SD211A
Proposed Plant Site Area Layout	HF/523/17-1C
Proposed Aggregate Processing Plant Layout	PL/RB251011-D01
Proposed Aggregate Processing Plant Elevations	PL-RB251022-D02
Proposed Portable Cabin Detail	HF-523-30-2
Proposed Workshop Detail	HF-523-30-3
Proposed Bagging Plant Elevations	HF-523-17-2A
Proposed Concrete Plant Elevations	HF-523-17-3
Proposed Wheelwash	WW Ecowash Extra Spec Sheet WW V2.0
Footpath and Crossing Design	174.0006-0015 P01
<u>Restoration Plans</u>	
Proposed Restoration Scheme (combined)	HF-523-37
Proposed Restoration Scheme Hurst Farm	HF-523-16-1J
Proposed Restoration Scheme Station Road	HF-523-16-2G
Proposed Restoration Cross-Section Hurst Farm A-E	HF-523-28-1B
Proposed Restoration Cross-Section Station Road F-I	HF-523-28-2B
Proposed Restoration Cross-Section Hurst Farm K-N	HF-523-28-3A
Working Scheme with Phased Restoration Stage 4A	HF-523-35-1

Working Scheme with Phased Restoration Stage 4B	HF-523-35-2
Working Scheme with Phased Restoration Stage 5	HF-523-35-3
Working Scheme with Phased Restoration Stage 6A	HF-523-35-4
Working Scheme with Phased Restoration Stage 6B	HF-523-35-5
Working Scheme with Phased Restoration Stage 13	HF-523-35-6

Reason

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

3. Notification of Commencement of Development

Notice must be provided to the Mineral Planning Authority of the date of the commencement of development. This notice must be provided in writing by the operator within seven days of the date of commencement.

Reason

To ensure an accurate record for monitoring of conditions relating to the date of the commencement of development and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

4. Notification of Commencement of Phases

Within 5 working days of the commencement of each phase of the development, written notice shall be given to the Mineral Planning Authority of the date of the commencement of each phase of the development.

Reason

To assist with the monitoring of other planning conditions which explicitly refer to the commencement of individual phases of the development and in accordance with Policies DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

5. Time Limit – Cessation of Mineral Extraction and Completion of Restoration

The extraction of minerals hereby permitted shall be for a limited period and shall cease by whichever date is the earliest of the following:

- a) Twenty-one years following the date of the commencement of development;
 - b) 31 December 2048
- Restoration shall be completed within 25 years from the date of commencement.

Reason

To ensure the development and associated impacts are temporary and that the site is restored in a timely manner and in accordance with Policies DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

6. Hours of Working

No extraction or processing of minerals or loading of lorries shall take place except between the hours of 7.00am and 6:00pm Mondays to Fridays and 7:00am to 1:00pm on Saturdays. No working shall take place on Sundays or public holidays.

No operations take place outside these hours except for maintenance and the operation of other equipment to maintain the safe operation of the quarry.

Reason

To protect the amenities of local residents and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

7. Alterations to Site Office to form Visitor Centre

Details of any proposed alterations to take place internally or externally (including signage) prior to the new use of the site office building as a Visitor Centre shall be submitted to the Mineral Planning Authority for approval within 1 month of the building ceasing to be used in connection with the extraction of sand and gravel.

Reason: To protect the amenity of the area in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

8. Withdrawal of Permitted Development Rights for Site Office/Visitor Centre Building

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending those Orders with or without modification), no enlargement shall be carried out to the Visitor Centre building hereby permitted, nor the erection of any building ancillary to the Visitor Centre, without express planning consent from the Mineral Planning Authority being first obtained.

Reason

Having regard to the size of the building, and the surrounding landscape, the Mineral Planning Authority wishes to retain control over any future extension of the building in the interests of amenity and proper planning and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

9. Storage of Oils, Fuels and Chemicals

Prior to the extraction of minerals from within the development hereby permitted, details of any facilities for the storage of oils, fuels or chemicals associated with this development shall be submitted to and approved by the Mineral Planning Authority. The details shall include:

- secondary containment that is impermeable to both the fuel oil, chemical and water, with no opening used to drain the system
- a minimum volume of secondary containment at least equivalent to the capacity of the tank plus 10% or, if there is more than one tank in the secondary contamination tank plus 10% or 25% of the total tank capacity, whichever is greatest
- all fill points, vents, gauges and sight gauges located within the secondary containment
- associated above ground pipework having no mechanical joints, except at inspection hatches and have either leak detection equipment installed or regular leak checks
- all fill points and tank vent pipe outlets designed to discharge downwards into the bund

The scheme shall be implemented as approved.

Reason

To avoid any contamination of the water environment and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

10. Materials for external elevations of site office/visitor centre

Prior to commencement of development details of the materials to be used in the construction of any structures on the site including the weighbridge/site offices and visitor centre building shall be submitted to and approved in writing by the Mineral Planning Authority. The details shall be implemented as approved.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

11. Limit on Importation of Mineral

No more than 65,000 tonnes of aggregate shall be imported into the site each year. All other aggregate stored, exported, or sold from the development hereby approved shall be extracted or originate from the site. No restrictions apply to the importation or export of cement or concrete. Records of imported aggregate shall be kept and made available on request of the Mineral Planning Authority. All such records shall be kept for at least two years.

Reason

To ensure that the development hereby approved is primarily for the extraction of aggregate from the site, and that the quantity of supplementary aggregate imported for mixing and sale is controlled and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

ARBORICUTRURAL

12. Veteran Trees

Prior to commencement of development, a Veteran Tree Management Plan shall be submitted to the Mineral Planning Authority for approval in writing. The Plan shall identify oaks and other native trees, in retained treelines and hedgerows, that can be identified as future veteran trees. Further trees should be identified that can be subjected to a veteranisation technique including features suitable for bat roosting. The Plan shall include the following:

- Detailed survey of all veteran trees on site
- Methodology and aftercare for translocating V174
with specialist input/supervision and detailed timeline
- Methodology for planting new area of woodland around V174
- Future management of land surrounding veteran trees and future identified veterans to prevent overcrowding from new

planting/compaction from site users

- Scope of any tree works to current or future on-site veterans
- Details of enhancing the condition of all future veteran trees.

The development shall be carried out in accordance with the approved Plans.

Reason

In the interests of protection of local ecology and protection of veteran trees and in accordance with Policies RS1, DM1, DM4 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

13. Arboricultural Method Statement

Prior to commencement of development an Arboricultural Method Statement prepared by an arboricultural consultant holding a nationally recognised arboricultural qualification shall be submitted to, and approved in writing by, the Mineral Planning Authority. This scheme shall provide for:

- Arboricultural supervision;
- Written site management protocols and procedures;
- Erection and maintenance of tree protection measures in accordance with BS5837:2012.
- Accidental damage and treatment;
- Facilitation pruning and access into the site.

The development, and all operations with the potential to impact any trees, shall be carried out in accordance with the approved scheme throughout the life of the development.

Reason

To ensure the health and vitality of retained trees across the site, which have the potential to be impacted from mineral operations and in accordance with Policies DM1 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

14. Translocation of Veteran Tree 174

Details of the location identified for the translocation of veteran tree 174, together with a methodology and timeline for the translocation shall be submitted to and approved by the Mineral Planning Authority prior to the commencement of any development on the Station Road site. The tree shall be translocated in accordance with the approved details. In the event that the tree does not survive translocation, it

shall be retained as standing deadwood.

Reason

To ensure appropriate translocation of a veteran tree and in accordance with Policies DM1 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014)

15. Retention of Vegetation, Hedgerows and Trees

No hedgerows or trees within the application site shall be removed or felled for the duration of the development hereby permitted, except for those approved for removal or felling within one or more of the following approved documents:

- a) the approved Tree Protection Plans;
- b) the approved Ecological Mitigation and Management Plan;
- c) the approved Phasing Plans; and any approved Landscaping Scheme.

Reason

In the interests of visual amenity and biodiversity and in accordance with Policies DM1, DM4 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

ENVIRONMENT

16. Lighting Strategy

Prior to commencement of development a Lighting Strategy shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall aim to avoid harm to protected species and to amenity through minimising light spill and glare. Details of lighting, installation, maintenance, and use must be provided. There shall be no lighting of the site other than in accordance with the approved scheme.

Reason

In the interests of biodiversity, amenity, and the character of the area and in accordance with Policies DM1, DM2, DM4 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

17. Noise Monitoring

Prior to commencement of development a Noise Management Plan shall be submitted to and approved in writing by the Mineral Planning Authority. This Plan shall provide for mitigation measures, noise

monitoring protocols, and complaint procedures.

These shall detail how noise measurements are taken in the event of a complaint which is deemed credible by the Mineral Planning Authority, and the steps to be taken if noise exceeds the permitted limits, including the suspension of operations. Mitigation measures within the Plan shall include, where possible:

- Modern reversing alarm technology, such as smart white sound reverse alarms or radar activated alarms;
- Routing design to ensure that vehicles avoid unnecessary reversing;
- Regular maintenance and greasing of equipment, such as bearings;
- Use of electric power instead of diesel generators for machinery;
- Acoustic barriers and insulation.

The development shall be carried out in accordance with the approved Plan.

Reason

To ensure that noise levels generated by mineral operations are controlled to an acceptable level, and do not adversely impact the amenity of nearby receptors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

18. Noise Limit – Temporary

Noise from the development hereby approved, during temporary operations shall not exceed 70 dB (LAeq, 1 hour) at any noise sensitive receptor. Temporary operations include soil stripping, bund formation, bund removal, and final restoration. Temporary operations in the vicinity of a receptor shall not exceed a total of eight weeks in any calendar year.

Reason

In the interests of the amenity of nearby residents and visitors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

19. Noise Limit – Operational

Noise from the development hereby approved, during normal operations (i.e. all operations except for temporary operations), shall not exceed the following levels (LAeq, 1 hour) at the following receptors:

- Sculptures by the Lakes: 49 dB

- Hurst Cottages: 50 dB
- East Cottages: 45dB
- New House: 45 dB
- Cuckoos Mead: 39 dB

The locations of these receptors are as in the Noise Impact Assessment by 24 Acoustics, dated April 4th 2024. Measurements at receptors should be taken at the closest accessible points to the curtilages of the sensitive receptors.

Reason

In the interests of the amenity of nearby residents and visitors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

20. Dust Control

Prior to commencement of development a Dust Management Plan shall be submitted to and approved in writing by the Mineral Planning Authority. This Plan shall be based on the draft Dust Management Plan, dated April 2024, submitted as part of the application. The development shall be carried out in accordance with the approved Plan.

Reason

To ensure that dust levels generated by mineral operations are controlled to an acceptable level, and do not adversely impact the amenity of nearby receptors and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

21. Construction Environmental Management Plan (CEMP)

Prior to commencement of development, a Construction Environmental Management Plan, incorporating pollution prevention measures and a timetable, shall be submitted to, and approved in writing by, the Mineral Planning Authority. The plan shall subsequently be implemented in accordance with the approved details and the agreed timetable for the duration of the life of the development.

Reason

To prevent pollution of the water environment and in accordance with Policies DM1 and DM3 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

22. Ecological Mitigation and Management Plan (EMMP)

Prior to commencement of development an Ecological Mitigation and Management Plan shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall be based on the draft EMMP, date 7 July 2023, submitted as part of the application. The development shall be carried out in accordance with the approved scheme.

Reason

To secure ecological mitigation and long-term biodiversity benefits and in accordance with Policies DM1 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

23. Archaeology

Prior to commencement of development a written scheme of archaeological investigation shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall cover archaeological fieldwork, post-excavation work, and the publication of the results. The programme of archaeological work must be implemented and completed in accordance with the approved scheme.

Reason

To ensure the protection, recording, and publication of potential archaeological discoveries during the course of the development and in accordance with Policies DM1 and DM7 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

HYDROLOGICAL

24. Surface Water Management Scheme

Prior to commencement of development a detailed Surface Water Management Scheme for the site, based upon the hydrological and hydrogeological context of the development, shall be submitted to, and approved in writing by the Mineral Planning Authority. The Surface Water Management Scheme shall be implemented before extraction commences, in accordance with the approved scheme.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity and in accordance with Policies DM1, DM2, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

25. Maintenance and Management of the Surface Water Drainage Scheme

Prior to commencement of development details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to and approved in writing by the Mineral Planning Authority. The scheme shall 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. The scheme shall be implemented before extraction commences, and thereafter managed and maintained in accordance with the approved details.

Reason

To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding and in accordance with Policies DM1 and DM3 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

26. Wet Working Proposed Water Levels

Extraction of mineral shall not commence until a scheme of wet working and water level monitoring has been submitted to and approved in writing by the Mineral Planning Authority. The working and water level monitoring shall be undertaken in accordance with the approved scheme.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment, specifically the River Frome designated SSSI and private water supply, in line with paragraph 181 of the National Planning Policy Framework and 'The Environment Agency's approach to groundwater protection' and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

27. Interpretive Conceptual Model Update and Report and Monitoring and Mitigation Plan

Extraction of mineral shall not commence until:

- A) A revised scheme of surface water and groundwater monitoring and reporting have been submitted to and approved in writing by the Mineral Planning Authority; and
- B) surface water and groundwater monitoring as specified in the approved revised scheme of surface water and groundwater monitoring, shall be undertaken for a continuous period of not less than 12 months; and
- C) within 2 months of completion of surface water and groundwater monitoring, a report (based on the surface water and groundwater monitoring collection of data) and monitoring and mitigation plan shall be submitted and approved by the Local Planning Authority. This report shall comprise of an updated conceptual model showing the relative relationship between pre-worked surface water flows, groundwater levels and proposed working water level elevations stated in the planning application addendum, (November 2023 and September 2024) , updated impact assessment calculations including the loss of the sand and gravel solid strata and outline any need to augment flows in Hurst Stream and Moreton Stream.

Thereafter, mineral extraction shall at all times be fully compliant with Interpretive Conceptual Model Update report and Monitoring and Mitigation plan, as approved.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment specifically the River Frome designated SSSI, in line with paragraph 181 of the National Planning Policy Framework, 'The Environment Agency's approach to groundwater protection' and Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

28. Water Storage Pond

Extraction of mineral shall not commence until details of the above-ground-level water storage pond and associated bunding to be constructed in the area of the application site referred to as Phase 6C, shall be submitted to and approved in writing by the Mineral Planning Authority. The water storage pond and bunding shall be constructed and maintained in accordance with the approved details.

Reason

For the avoidance of doubt and in the interests of visual amenity

and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

29. Depth of Water Bodies

The maximum depth of the water bodies that will form as a result of the development hereby approved, and retained upon restoration, shall be strictly limited to the following:

- Hurst Farm
Main Dredging
Lake - 8m AOD
Phase 1B - 25m
AOD
Phase 4B - 21.5m AOD
- Station Road
Phase 8A/9A - 6m AOD
Main Dredging Lake -6m AOD

A survey confirming the final depths of the water bodies following restoration shall be provided to the Mineral Planning Authority if requested by the Mineral Planning Authority.

Reason

For the avoidance of doubt, and to ensure compliance with the approved plans and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

30. Annual Monitoring Reports

Annual surface and groundwater monitoring reports shall be submitted to the Mineral Planning Authority by 1st March each year for approval. The reports shall include the extent of the works in the past 12 months, observed water levels and flows and compliance/non-compliance issues in relation to the approved monitoring and mitigation plan. Continued mineral extraction shall at all times be fully compliant with the approved monitoring and mitigation plan and the Minerals Planning Authority approval.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment in line with paragraph 181 of the National Planning Policy Framework and 'The Environment Agency's approach to groundwater protection' and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy

(2014).

- 31.** No Importation of materials to site, or land raising in Flood Zone 3
No import of materials to the site for permanent deposition shall be allowed and no land raising shall take place within Flood Zone 3.

Reason

In the interests of flood risk safety and in accordance with Policies DM1 and DM3 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

LANDSCAPE

- 32.** Early Landscaping Scheme (Part 1)

Prior to commencement of development, a detailed scheme of landscaping shall be submitted to, and approved in writing by, the Mineral Planning Authority. The scheme shall include screening banking/mounding between the car park and the B3390 main road, and shall include substantial appropriate native planting, including larger growing tree species including oak and field maple. New areas of naturalistic woodland planting shall be incorporated into the overall design to restore ecological function and contribute to a rich mosaic of habitats in the landscape. The approved landscaping scheme shall be constructed in within 2 months of the date of commencement of development and all soft landscaping in conjunction with the Pre Planting scheme as shown on Plan no. HF- 523 31 shall be planted in the next available planting season following construction of the Hurst Farm site entrance and haul road.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

- 33.** Landscaping Scheme (Part 2)

The development hereby permitted may not proceed beyond Phase 6b until a further scheme of restoration landscaping covering the Hurst Farm site has been submitted to and approved in writing by the Mineral Planning Authority. This scheme shall be based on the approved restoration plan, and

include details of hedgerow and tree planting, and details of fencing and gates.

The approved planting scheme shall be carried out in the first available planting season after completion of Phase 6b. Any plants which die or are removed shall be replaced within the first five years.

Reason

In the interests of visual amenity in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

34. Landscaping Scheme (Part 3)

The development hereby permitted may not proceed beyond Phase 11D until a further scheme of restoration landscaping is approved in writing by the Mineral Planning Authority. This scheme shall cover both the Hurst Farm and the Station Road areas. This scheme shall be based on the approved restoration plan, and include details of hedgerow and tree planting, and details of fencing and gates.

The approved planting scheme shall be carried out in the first available planting season following completion of Phase 11D. Any plants which die or are removed shall be replaced within the first five years.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

35. Soil Resource Strategy (SRS)

Prior to commencement of development a Soil Resource Strategy shall be submitted to and approved in writing by the Mineral Planning Authority. This scheme shall provide for the safeguarding and reuse of soil resources on site. This shall include:

- Separate storage between topsoil and subsoil bunds;
- Grassing and weed control of soil storage bunds, including seed mixtures;

- Ground preparation and soil stripping methods;
- Handling of soils in appropriate weather conditions;
- Best practice for soil handling, as set out by Defra and Institute of Quarrying, etc.

All handling, storage, and use of soils, for the duration of the development, must be carried out in accordance with the approved scheme.

Reason

To ensure the appropriate handling and preservation of soil resources for use in restoration and in accordance with Policies RS1, DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

HIGHWAYS TRANSPORTATION

36. Construction Logistics Plan (CLP)

Prior to commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Mineral Planning Authority. The CLP shall include:

- Construction vehicle details (number, size, type, and frequency of movement)
- A programme of construction works and anticipated deliveries
- Timings of deliveries so as to avoid, where possible, peak traffic periods
- A framework for managing abnormal loads
- Contractors' arrangements (compound, storage, parking, turning, surfacing, and drainage)
- Wheel cleaning facilities
- Vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer or his contractor and Dorset Highways) prior to work commencing at regular, agreed intervals during the construction phase
- A scheme of appropriate signage of vehicle route to the site
- A route plan for all contractors and suppliers to be advised on
- Temporary traffic management measures where necessary

The development must be carried out in accordance with the approved Construction Logistics Plan.

Reason

To minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

37. Vehicle Access Construction Hurst Farm

Prior to commencement of development, details and specification of the new vehicular access onto the B3390 at Hurst Farm site shall be submitted to the Mineral Planning Authority and approved in writing. The first 20.00 metres, measured from the rear edge of the highway must be laid out and constructed in accordance with the approved specifications.

Reason

To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

38. Vehicle Access Construction Station Road

Details and specification of the new vehicular access onto the B3390 from the Station Road site shall be submitted to the Mineral Planning Authority and approved in writing prior to any commencement of development on the Station Road site. The first 20.00 metres, measured from the rear edge of the highway must be laid out and constructed in accordance with the approved specifications.

Reason

To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

39. Footpath around Hurst Farm Lake

Prior to the development proceeding beyond Phase 6A, details

of the permissive footpath to be constructed around the main Hurst Farm Lake shall be submitted to and approved in writing by the Mineral Planning Authority. The development shall be carried out in accordance with the approved details. The section of the footpath from A to B (marked on Restoration Plan Hurst Farm HF- 523-38) shall be constructed prior to the development proceeding to Phase 7a. The path shall be regularly cleared of any overgrowth for the duration of the development. The remainder of the footpath from B to C to D to A (as shown on Plan HF -523-38) shall be constructed as part of the final restoration.

Reason

For the avoidance of doubt and in the interests of public safety and visual amenity and in accordance with Policies DM1, DM2 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

40. Permissive Bridleway Route – Moreton Station to Moreton Village

Prior to any works to form the new access to the Station Road site, details of measures to ensure the safety of users of the permissive bridleway route between Moreton Station and Moreton Village (as secured in the Section 106 Legal Agreement), shall be submitted to and approved in writing by the Mineral Planning Authority. These measures should include details of fencing along the route, and appropriate barriers and signage at the crossing between the new access to the Station Road site and the permissive footpath. The approved measures shall be implemented prior to the extraction of any mineral from the planning application site post phases 1a and 1b. The approved/implemented details shall be maintained for the duration of the development hereby approved.

Reason

In the interest of public safety and visual amenity and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

41. Turning/manoeuvring and parking construction at Hurst Farm
Prior to the extraction of any mineral as part of the development

hereby approved, the turning/manoeuvring and parking area shown on Drawing Number HF-523- 10C, shall have been constructed, completed, and marked out. Thereafter, these areas, must be permanently maintained, kept free from obstruction and made available for the purposes specified.

Reason

To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

42. Turning/manoeuvring and parking construction at Station Road B3390

Prior to the extraction of any mineral in phases 7A – 12 inclusive, the turning/manoeuvring and parking area shown on Drawing Number HF-523- 33D, shall have been constructed, completed, and marked out. Thereafter, these areas, must be permanently maintained, kept free from obstruction and made available for the purposes specified.

43. Visibility Splays at Hurst Farm entrance

Prior to the extraction of any mineral as part of the development hereby approved, the visibility splay areas as shown on Drawing Number 174.0006.001, page 153 of the Transport Assessment, must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason

To ensure that a vehicle can see or be seen when exiting the access and in accordance with Policies DM1 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

44. Visibility Splays at Station Road B3390 entrance

No works to construct this entrance (including tree or hedge removal) shall take place prior to the extraction of any mineral beyond phase 6a in the development hereby approved. The visibility splay areas as shown on Drawing Number 174.0006.004, page 154 of the Transport Assessment, must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all

obstructions. There shall be no HGVs using the Station Road site entrance, other than those for collection and delivery of plant and equipment.

45. Heavy Goods Vehicle (HGV) Numbers

The maximum daily number of HGV movements using the Hurst Farm site entrance is limited to 200 (100 in and 100 out).

Reason

In the interests of highway safety and the amenity of the area and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

46. Traffic Numbers Recording

Appropriate records of Heavy Goods Vehicle traffic entering and leaving the site in connection with the development hereby approved shall be maintained by the operator. Copies of these records shall be made available to the Mineral Planning Authority within 10 working days of a request. All such records shall be kept for at least two years.

Reason

To allow the MPA to monitor compliance and traffic generation from the site in the interests of highway safety and the amenity of the area and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

47. Wheel Cleaning of Lorries

No HGV from the site shall enter the public highway unless their wheels and chassis are sufficiently clean so as to prevent material being deposited on the highway. All Heavy Goods Vehicles must use the on-site wheel wash facility before leaving the site.

Reason

To prevent mud and dust from getting onto the highway in the interests of highway safety and amenity and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

48. Details of Bridge Conveyor

Details of the Conveyor Bridge and the Conveyor, from the Processing Plant to the Station Road site, shall be submitted to and approved in writing by the Mineral Planning Authority. These details must be submitted and approved prior to the development proceeding beyond Phase 6A. The Conveyor Bridge and Conveyor shall be constructed and maintained in accordance with the approved details. No mineral shall be extracted from the Station Road site until the Conveyor Bridge is completed and operational.

Reason

In the interests of visual amenity and highway safety and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

49. Removal of Bridge Conveyor

The Conveyor Bridge shall be fully removed within six months of the cessation of mineral extraction at Station Road, or by 31 December 2048, whichever is earliest.

Reason

In the interest of visual amenity and highway safety and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

50. Transport of Mineral from Station Road

No mineral extracted from the Station Road site is permitted to be transported to the Hurst Farm site using vehicles on a public highway.

Reason

To ensure that unnecessary HGV traffic movements on the public highway are minimised in the interests of amenity and highway safety and in accordance with Policies DM1, DM2 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

51. Sheeting of loaded lorries

All loaded lorries leaving the site carrying sand or gravel shall be adequately sheeted to secure their loads and prevent the emission of dust or other debris.

Reason

To prevent mud and dust getting onto the public highway and in the interests of highway safety and amenity and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

52. Maintenance of Plant and Vehicles & Use of Silencers

All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification at all times and shall be fitted with and use effective silencers to prevent unnecessary noise.

Reason

To limit noise generated by the operations on the local community and within the area and in accordance with Policies DM1 and DM2 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

53. Fencing

Details of any fencing to be erected on either Station Road or Hurst Farm sites shall be submitted to and approved in writing by the Mineral Planning Authority, prior to being erected.

Reason

In the interests of public safety and visual amenity and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

RESTORATION – AFTERCARE

54. Notification of Completion of Mineral Extraction

Within one week of the completion of mineral extraction operations, the operator will give the Mineral Planning Authority written notification that mineral extraction is complete.

Reason

In order to ensure compliance with conditions post mineral

extraction and in accordance with Policy DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

55. Prohibition on Importation of Waste

No waste material shall be imported into the site for any reason including filling or deposition.

Reason

For the avoidance of doubt, and to ensure that the restoration scheme is followed and in accordance with Policies RS1, DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

56. Restoration and Aftercare Notification

The Mineral Planning Authority shall be notified in writing within one month of the:

- a. commencement of any phase of restoration works;
- b. completion of any phase of restoration works;
- c. completion of final restoration; and
- d. completion of aftercare under this permission.

Reason

To ensure that restoration works can be completed in accordance with other conditions and in accordance with Policies RS1 and DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014)

57. Restoration Monitoring and Verification

Within 6 months of the commencement of any restoration works, a revised restoration plan, based on the interpretive conceptual model and water level monitoring data shall be submitted to the Mineral Planning Authority for approval in writing. The revised plan will include post restoration monitoring and a verification plan following the completion of works. Restoration will be undertaken in accordance with the approved scheme.

Reason

To ensure that the proposed development, including mineral extraction, does not harm the water environment in line with paragraph 181 of the National Planning Policy Framework and 'The Environment Agency's approach to groundwater protection' and in accordance with Policies DM1, DM3 and DM5 of the Bournemouth, Dorset & Poole Minerals Strategy

(2014).

58. Restoration of site entrances

Detailed drawings showing a final restoration landscaping scheme for future arrangements regarding the junctions with the B3390 following cessation of mineral extraction, shall be submitted to and approved in writing by the Mineral Planning Authority 3 years before final extraction. The junctions shall be reduced in size, with removal of high kerbs and introduction of new smaller scale kerbs, gates and landscaping. The approved details shall be implemented within 1 year of the date of final cessation of mineral extraction.

Reason

In the interests of visual amenity and in accordance with Policies DM1 and DM4 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

59. Restoration of Site Haul Roads and Entrances

Within 6 months of the cessation of extraction of mineral at the site, a detailed scheme showing the removal of the tarmac/concrete surfacing on haul roads and access tracks and any security fencing/gates shall be submitted for approval in writing by the Mineral Planning Authority. The scheme shall include soft and hard landscaping, pedestrian and cyclist entrances and design and any type of fencing and gates. The approved details shall be implemented within 1 year of the date of final cessation of mineral extraction.

Reason

To ensure the site is developed appropriately post mineral extraction and in accordance with Policies DM1, DM4 and DM8 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

60. Aftercare

An aftercare scheme shall be submitted to and approved in writing by the Mineral Planning Authority within 6 months of completion of extraction in Phase 4a. Aftercare on a phased

basis shall be carried out in accordance with the approved scheme.

Reason

To secure long-term nature conservation benefits and in accordance with Policies RS1 and DM1 of the Bournemouth, Dorset & Poole Minerals Strategy (2014).

Informatives

Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development. The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

Informative: Construction Environmental Management Plan (CEMP)

The submitted CEMP must include safeguarding measures to deal with the following pollution risks:-the use of plant and machinery-wheel washing and vehicle wash-down and disposal of resultant dirty water-oils/chemicals and materials-the use and routing of heavy plant and vehicles-the location and form of work and storage areas and compounds-the control and removal of spoil and waste.

Informative: Prior Land Drainage Consent (LDC)

Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow

to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal or under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquiries can be sent to floodriskmanagement@dorsetcouncil.gov.uk

Informative: Highways

In addition to this permission, the highway improvement(s) referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

Informative: Environmental Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in the floodplain of a main river if the activity could affect flood flow or storage

and potential impacts are not controlled by a planning permission

Further Notes

The construction of a 'bridged conveyor crossing' will require a licence in accordance with the Highways Act 1980 Section 176: Restriction on construction of bridges over highways.

A condition of that licence will be that the applicant follows the full Technical Approval process detailed in the Design Manual for Roads and Bridge (DMRB) CG 300 Technical Approval of Highway Structures.

The requirements for clearance above the highway for a lightweight structure and the lateral clearance to the supports are detailed in DMRB CD 127 Cross-sections and headrooms.