

Application details

Ref: 6/2019/0224	Case officer: Alexandra Dones
Applicant: Dorset Waste Partnership	
Address: 8 Westminster Road, Wareham, BH20 4SW	
Proposal: Reorganisation of depot for recycling collection vehicles. Provision of parking, porta cabins for office & welfare facilities, shipping containers for storage and new fencing and lighting.	
Ward Member(s): Cllr Beryl Ezzard & Cllr Ryan Holloway	

1. Recommendation:

The application is brought to the Planning Committee for determination as the agent is a Dorset Council employee (Matthew Piles). The site is owned by Dorset Council.

To **grant** planning permission subject to conditions as set out in the report.

Reason for the recommendation:

All significant planning matters have been appropriately and adequately addressed. Officers are recommending approval.

- The location is considered to be sustainable and the proposal is acceptable in its principle, design and general visual impact.
- There is not considered to be any significant harm to neighbouring residential amenity, subject to conditions.
- There are no material considerations which would warrant refusal of this application

2. Key planning issues

Issue	Conclusion
Principle of development	Acceptable – within the settlement boundary of Wareham.
Scale, design and impact on the character and appearance of the area	Acceptable – there will be no harm to the character and appearance of the area.
Impact on the living conditions of the occupants of neighbouring properties	Acceptable – subject to appropriate conditions. There will be no demonstrable harm to neighbours.
Highway issues	Acceptable – subject to appropriate conditions.
Drainage issues	Acceptable – subject to appropriate conditions.

3. Description of Site

The site is located on the east side of Westminster Road in a primarily industrial area within the settlement boundary of north Wareham. Previously there was a large industrial style building on site, however, at the time of the Officer site visit the site was vacant. To the north of the site is the SSE electricity distribution site and to the south there are other mixed industrial units. The site is

abutted to the east by a number of residential properties and lock up garages accessed via Mistover Close.

4. Description of Proposal

The applicant is seeking planning permission to reorganise a site used as a depot for recycling collection vehicles. The proposals include the provision of parking for the recycling vehicles, a vehicle ‘washdown’ area, porta cabins for offices and shipping containers for storage. The proposals also include the provision of lighting and boundary treatments in the form of fences and parking for 7 cars at the front of the site. The site has been used as an operational depot for in excess of 20 years. Previously, there was one large industrial style building on site and vans would park behind the building, directly adjacent to the rear boundary which abuts residential properties and their gardens. The large industrial unit has now been demolished and the vehicles have been temporarily relocated to the highways depot (across the road from the application site) whilst the demolition and reorganisation on site takes place. The proposed reorganisation of the site is designed to make better use of the whole site by having smaller buildings and designated parking areas to the front. The applicant believes this will improve the operations on site whilst bettering the previous situation for the occupiers of nearby residential properties. This will be done by removing vehicles from the rear boundary of the site, providing dedicated parking spaces for refuse vehicles and creating dedicated separate areas for vehicle washing, storage and offices.

5. Relevant Planning History

None relevant to this application.

6. Relevant Constraints

- Within settlement boundary
- Within River catchment – Piddle (lower)
- Surface water flooding – flood risk equivalent to Flood Risk Zone 1

7. Consultations and responses received

All consultation responses can be viewed in full on the website.

Who	Relevant Points	Case Officer Response
Highways Team	No objection. Subject to conditions outlined in the main report.	Suggested conditions put forward in the list of recommended conditions.
Environmental Health Officer (Noise)	No objection. Subject to conditions outlined in the main report.	Suggested conditions put forward in the list of recommended conditions.
Drainage Engineer	No objection. Subject to conditions outlined in the main report.	Suggested conditions put forward in the list of recommended conditions.
Scottish and Southern Electric	No objection. Request that no vehicles park outside the adjacent substation gates and obstruct	Noted. This will be relayed to the applicant as this is out of the control of the Council as

	access as access is needed at all times. At present vehicles are using the access to the substation as temporary parking.	Local Planning Authority.
Wareham Town Council	No objection.	Noted.

8. Representation

The Council received 3 comments from neighbours and residents about this planning application. All are objections. The following table sets out a summary of the key issues from the comments as well as the case officer's response to them. All responses can be seen in full on the Council's website.

Issue	Case officer response
Two neighbours raised concerns regarding noise issues. The neighbours commented that they were subject to noise nuisance prior to the demolition of the depot building and they fear this will continue once the site is brought back into use. The comments referred to the noise of engines running from 06:30am onwards, trucks 'beeping' and from workers shouting. One neighbour commented that the noise interrupts their sleep in turn affecting their health.	The Environmental Health Officer has raised no objections to the proposals in terms of noise, subject to conditions. The relevant conditions have been put forward in the list of recommended conditions.
Two neighbours suggested that it may be more appropriate to change the proposed layout of the site to have the vehicles positioned at the front of the site (adjacent to Westminster Road).	Officers can only assess the plans submitted as part of the application. For the reasons set out in the main body of the report, Officers consider that the proposed layout is appropriate in terms of the impact on the occupiers of nearby residential properties, and an improvement on the previous arrangements on the site.
A neighbour raised concerns regarding waste water from cleaning trucks/ bins running in to the gardens of properties located to the rear of the site.	As part of the application there is a dedicated 'washdown area' as shown on plan A101 Revision F. Previously, the trucks were washed at the rear of the site and directly adjacent to the boundary between the site and the nearby residential properties. The 'washdown' area is located centrally within the site and approximately 40m from the rear boundary of the site. The Drainage Engineer and the Environmental Health Officer have raised no concerns regarding the proposed drainage and the impact of this on the occupiers of nearby residential properties.

<p>A neighbour raised that there had been previous issues with lighting on site, however, the neighbour commented that this appears to have been addressed as part of the current proposal.</p>	<p>As part of the application extensive lighting details, including surveys, have been submitted to the Council. The Environmental Health Officer has raised no concerns regarding the impact of the lighting on the occupiers of nearby residential properties. A condition has been put forward in the list of recommended conditions to ensure the proposed lighting details are adhered to.</p>
<p>Two neighbours raised concerns regarding flies at their homes that they believe are associated with the use of the site for waste.</p>	<p>The use of the site is already established and the Environmental Health Officer made no comments and raised no concerns regarding the use of the site and the proximity of it to the residential properties.</p>
<p>A neighbour raised concerns that HGV 's are using Carey Road as a short cut or to visit the shopping parade on Carey Road. The neighbour requested that a planning condition that none of the vehicles shall travel along Carey Road for any reason other than to carry out waste / recycling collection be added to the decision notice.</p>	<p>The Highways Officer raised no concerns regarding HGV's on Carey Road. Officers do not consider it would be reasonable or necessary to add a condition of this kind.</p>

9. Relevant Policies

Purbeck Local Plan Part 1:

Policy LD: General Location of Development

Policy SD: Presumption in favour of Sustainable Development

Policy D: Design

Policy IAT: Improving Infrastructure and Transport

Policy BIO: Biodiversity and Geodiversity

Policy FR: Flood Risk

Emerging Purbeck Local Plan

No relevant policies.

NPPF

Chapter 4: Decision-making

- Paragraphs 47 & 48 – Determining applications
- Paragraphs 54 & 55 – Planning conditions and obligations

Chapter 9: Promoting sustainable transport

- Paragraphs 108, 109 & 110 – Considering development proposals

Chapter 12: Achieving well-designed places

- Paragraphs 124, 127 & 130 - Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

- Paragraphs 155 & 163 – Planning and Flood Risk

Chapter 15: Conserving and enhancing the natural environment

- Paragraphs 170, 172 & 173 - Conserving and enhancing the natural environment
- Paragraph 175 – Habitats and biodiversity

Other material considerations

Strategic Flood Risk Assessment 2018.

10. Human Rights

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property

This Recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

11. Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the PSED.

In this instance the site is not generally open to members of the public. Health and safety legislation dictates employee’s requirements and this has been catered for.

12. Financial Benefits

The approximate resource implications if this application is granted are:

Material Planning Considerations	
What	Amount / value
Affordable housing	N/A
Quantum of green space	N/A
Play areas	N/A
Contributions to health care etc	N/A

Jobs created	N/A
CIL	N/A
Other section 106 contributions	N/A
Non Material Planning Considerations	
What	Amount / value
Council Tax	N/A
Business rates	Increase of £4,000
New Home Bonus	N/A

13. Planning Assessment

Principle of development

The site is located in an industrial area within the settlement boundary of north Wareham as detailed by policy LD of the Purbeck Local Plan part 1. Wareham is defined as a town within the settlement hierarchy and is the most sustainable location where new development should be directed. The proposals are for the reorganisation and improvement of an existing operational depot used for parking refuse collection vehicles. The proposals include the provision of parking for the recycling vehicles, a vehicle 'washdown' area, porta cabins for offices and shipping containers for storage. The proposals also include the provision of lighting and boundary treatments in the form of fences (2.4m high weld mesh). National and Local planning policies set out the presumption in favour of sustainable development where land within defined settlement boundaries is considered to be a sustainable location for development. The principle of development is therefore acceptable.

Scale, design and impact on the character and appearance of the area

The single industrial unit previously located centrally within the site measured approximately 60m in length and 20m in width, this has now been demolished. The scale of the proposed scheme will be reduced in terms of visual bulk and form as it uses a variety of smaller structures to create an operational depot that functions more effectively. The site will consist of 4 porta cabins connected by a covered open area and 2 shipping containers. The porta cabins will be used for offices/ changing rooms/ a canteen and will have a maximum height of approximately 2.5m. There will be an open plan covered area connecting the porta cabins constructed steel and aluminium with a dome shaped roof made of clear polycarbonate glazing panels. The highest point of the open plan frame will be approximately 3.9m. The shipping containers will be located towards the rear boundary of the site and will be used for storage with a maximum height of approximately 2.5m. The shipping containers will be coloured and constructed of corrugated metal. The porta cabins will be grey and are constructed from plastisol walls with aluminium window and door frames. The proposals also include the erection of a green, weldmesh fence on the north, east and western boundaries of the site which will be approximately 2.4m high.

Officers consider that the proposed design and materials are appropriate in this industrial location and that the scale, design and impact on the character and appearance of the area are acceptable.

Impact on the living conditions of the occupants of neighbouring properties

There are a number of residential properties located to the rear (east) of the site, in Mistover Close. Officers consider that the proposals would not result in an overbearing or overshadowing

impact on the occupiers of neighbouring properties due to the height of the containers and their orientation within the site. The shipping containers located on the rear (east) boundary will be approximately 2.4m and the same height as the fencing. Officers consider this to be an acceptable height.

Neighbours have raised concerns regarding noise and the Environmental Health Officer (EHO) has confirmed that noise complaints at this site have been investigated in the past. Officers consider that the proposed layout of the site will improve the previous situation in terms of noise. Prior to the demolition of the large industrial unit, refuse vehicles parked directly adjacent to the rear (east) boundary of the site. In the submitted plans, adjacent to the rear boundary of the site are the two storage shipping containers, this will act as a barrier between the residential properties and the refuse vehicles. The distance between the residential properties and the nearest parking bay is approximately 12m. The boundary is located approximately 2m from the nearest residential property and therefore the vehicles are located at least 10m further away. The EHO has raised no objections to the proposals in terms of noise so long as there is a planning condition ensuring that vehicles do not start their engines on site before 06:30am. The relevant planning condition has been added to the list of recommended planning conditions.

Neighbours raised concerns regarding drainage issues on site. As part of the application there is a dedicated 'washdown area' as shown on plan A101 Revision F. Previously, the trucks were washed at the rear of the site and directly adjacent to the boundary between the site and the nearby residential properties and this led to waste water running into the nearby residential gardens. The proposed 'washdown' area is located centrally within the site and approximately 40m from the rear boundary of the site. The distance from the boundary combined with the improved drainage system on site should overcome these issues. The Drainage Engineer and the Environmental Health Officer have raised no concerns regarding the proposed improved drainage and the impact of this on the occupiers of nearby residential properties.

Neighbours raised concerns regarding lighting, however, as part of the application extensive lighting details, including surveys, have been submitted to the Council. The Environmental Health Officer has raised no concerns regarding the impact of the lighting on the occupiers of nearby residential properties as the lights will point directly into the refuse site. A condition has been added to the recommended list to restrict the lighting to the details submitted.

In summary, Officers consider that although there may be a degree of harm, the impact on the occupiers of neighbouring properties is likely to be far less significant than caused by the previous operations on the site. Officers consider the impact of the proposals on the living conditions of the occupants of neighbouring properties to be acceptable.

Highway issues

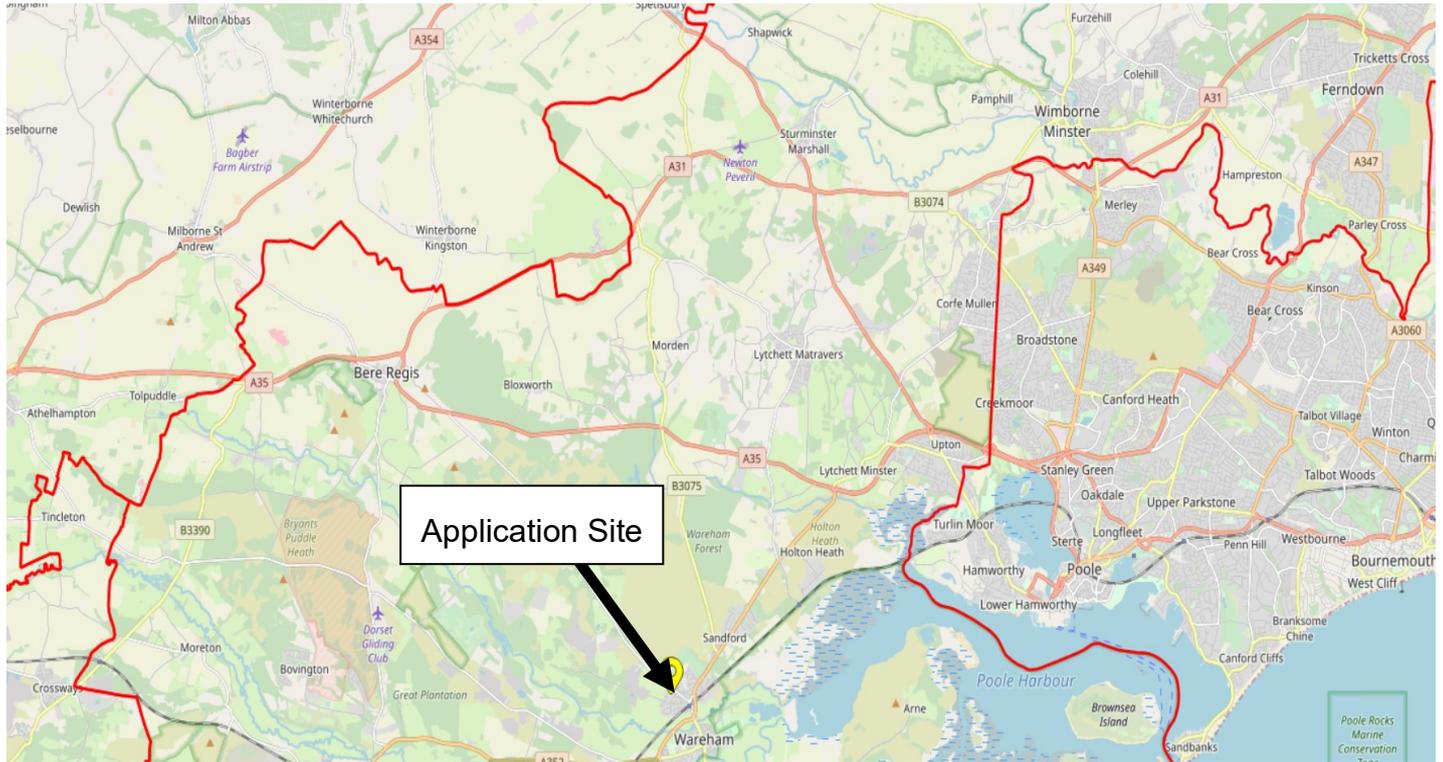
The Highways Officer raised no concerns regarding the proposals and recommended a condition should be applied to the decision notice regarding the parking and turning construction and layout. The relevant condition has been added to the list of recommended conditions.

Drainage issues

The flood risk map shows this site to be in flood risk zone 1 (this is the lowest risk) and in this respect the development would be acceptable. This site is in an area at theoretical risk of surface water flooding in extreme events. The surface water on site will also be increased by the wash down facility created for the refuse vehicles and it is therefore important that the surface water drainage scheme is designed such that it does not exacerbate the flooding problems elsewhere. The application form indicates that surface water will be dealt with by discharging to a sewer, however from the information available to the Council only a public foul sewer is present in Westminster Road. The Drainage Engineer therefore recommended that a more satisfactory way of dealing with surface water discharge from the proposed buildings, paved areas and from washing the vehicles would be by the use of a 'SuDS' Sustainable Drainage System. A condition

regarding the preparation and submission of a SUDS scheme has been added to the list of recommended conditions.

Site location plan



Pictures courtesy of Dorset Explorer.

Appendix – Recommended planning conditions

1. The development must start within three years of the date of this permission.
Reason: This is a mandatory condition imposed by Section 91 of the Town and Country Planning Act 1990 to encourage development to take place at an early stage.
2. The development permitted must be carried out in accordance with the following approved plans: PD3907_C, A100revA, A101 Revision F, A203, A200 Revision E, A202, A100 rev P03, B100 rev P03, C100 rev P03, A200 rev P03, B200 rev P03, C200 rev P03, D100 rev P04, D200 rev P04, AS -F -001A, AS-F-001B, AS-F 002A, AS-F-002B, AS-F-003, AS-F-004 and the lighting details dated 04.03.2019 titled 'Westminster Road Depot'.
Reason: For the avoidance of doubt and in the interests of proper planning.
3. The engines of the recycling collection vehicles must not be started before 06:30am.
Reason: In the interest of the amenities of adjoining and nearby residential properties.
4. The lighting on site must be installed in accordance with the details submitted as part of the application. No further external lighting must be installed unless details of the location, illumination and brightness has been submitted to and agreed in writing by the Council. The lighting must be installed in accordance with those agreed details.
Reason: In the interest of the amenities of adjoining and nearby residential properties.
5. Before the development is utilised the turning and parking shown on the submitted plans must have been constructed. Thereafter, these areas must be permanently maintained, kept free from obstruction and 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.
6. A suitable method of dealing with surface water drainage from the development must be installed before the first occupation of any of the portable buildings. Before any surface water drainage works start, the scheme must be submitted to and approved in writing by the planning department of the Council. This must include details of the on-going management and maintenance of the scheme. The appropriate design standard for the drainage system must be the 1 in 100 year event plus 40% allowance for the predicted increase in rainfall due to climate change. This requirement is above and completely separate to any building regulations standards. Prior to the submission of those details, an assessment must be carried out into the potential for disposing of surface water by means of a sustainable drainage system (SUDs). The results of the assessment must be provided to the Council. The approved drainage scheme must be implemented It must be maintained and managed in accordance with the agreed details.
Reason: These details are required to be agreed before surface water drainage works start in order to ensure that consideration is given to installing an appropriate drainage scheme to alleviate the possible risk of flooding to this site and adjoining catchment land caused by both the weather and the vehicle wash down area.
7. Informative Note - Matching Plans. Please check that any plans approved under the building regulations match the plans approved in this planning permission or listed building consent. Do not start work until revisions are secured to either of the two approvals to ensure that the development has the required planning permission or listed building consent.
8. Statement of positive and proactive working: In accordance with paragraph 38 of the National Planning Policy Framework, the Council takes a positive and creative 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 as appropriate

updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

For this application: the application was acceptable as submitted and no further assistance was required. The application was approved without delay.