

<b>Application Number:</b>	P/FUL/2024/04044
<b>Site address:</b>	Slaughterhouse Mangerton Lane Bridport DT6 3SF
<b>Proposal:</b>	Erect extensions & alterations to existing Abattoir including associated drainage & landscaping works. Form car parking area.
<b>Applicant name:</b>	Pickstock Telford Ltd
<b>Case Officer:</b>	Darren Rogers
<b>Ward Member(s):</b>	Cllr D Bolwell; Cllr B Bolwell; Cllr Williams

**1.0** This application is being reported to Committee by the Council's nominated officer following a request from Ward Member Councillor Williams that it be determined by Committee in light of the significant number of third-party representations received, and issues raised by the Town Council's response.

**2.0 Summary of recommendation:**

Delegate authority to the Service Manager for Development Management and Enforcement and the Area Manager for the Southern and Western Team (Development Management) to grant planning permission subject to:

- Completion of a S106 agreement to link the requirements of the existing S106 in respect of occupation of the existing dwelling to the current application.
- Planning conditions and informatives.

**3.0 Reason for the recommendation:** As summarised in section 4 below and set out in full in section 16 of this report.

**4.0 Key planning issues**

<b>Issue</b>	<b>Conclusion</b>
Principle of development	The adopted Local Plan Policies INT1, SUS2, and ECON1 permits extensions to employment land and buildings as does Objective 10 of the Bridport Neighbourhood Plan subject to the consideration of other Policies as regards design, impact on the character and appearance of the area, highways, and on the amenity of neighbouring occupiers.
Scale, design, impact on character and appearance	The scale and design of the proposed extended building is considered to be acceptable given the sites location at a much lower level than the adjacent highway, albeit that the proposed car parking facilities would not be considered to conserve and enhance the National Landscape, but instead would result in a localised significant impact that the Council will need to balance against any benefits arising from this

	proposal. However, it is considered that this impact can be mitigated by a landscaping condition for boundary treatment and lighting.
Impact on the living conditions of the occupants and neighbouring properties	The application site is located some distance from neighbouring properties and given the existing extant use of the site the impact on the living conditions of occupiers of the neighbouring properties is considered to be acceptable.
Impact on landscape or heritage assets	It is considered that the proposals would have no significant adverse impact on the wider National Landscape (AONB) designation but there will be localised adverse effects which needs to be balanced against the benefits of the proposal.
Flood risk and drainage	There are no adverse flood risk and drainage issues which cannot be dealt with via planning conditions.
Economic benefits	The Council's Economic Development Officer fully supports this application. Investment in this site they say will be worth al £2m and will create 20 new jobs. The proposal would also support the Council's AgriTech key sector. It will enable increased livestock welfare, to include reduced travelling time and improved on site holding facilities.
Highway impacts, safety, access and parking	Highways has raised no objections subject to detailed conditions and informative notes.
Impact on trees	There would be no adverse impact on trees and the proposal includes a landscaping and planting scheme.
Biodiversity	The proposal would be the subject to Biodiversity Net Gain (BNG).
Nutrient Neutrality	The site is located within the 5-kilometre recreational buffer of the Chesil and The Fleet SAC and SPA. However, the proposed development does not involve an increase in overnight accommodation and so there is no

	increase in local population which would cause additional recreational pressure at the Chesil and the Fleet SAC and SPA. On this basis there is no requirement for an Appropriate Assessment to be carried out.
EIA	The Council's Environmental Assessment officer has assessed the proposals in relation to the Environmental Impact Regulations and a Screening Opinion has been issued stating that the proposals are not EIA development.

## 5.0 Description of Site

### 5.1 The Site and its Surroundings

- 5.2 The site lies approximately 2.5km from the centre of Bridport and to the northeast of Bradpole. West Bay Beach is located approximately 5km to the south.
- 5.3 The existing Abattoir site is bordered by a residential property (Ridgeway House) to the south ( in the same ownership as the application site). Two further dwellings are located to the north, Oldhouse Farm is located to the north east and New House Farm to the north west. To the south, east and west are fields with Mangerton Lane running to the west.
- 5.4 The site currently comprises a larger building orientated on an east-west axis with some additional smaller buildings to the south and east. These are surrounded by hard standing yard areas and a vehicular access route. A wooded area is located to the north to provide screening to Oldhouse Farm
- 5.5 Mangerton Lake is located to the northeast and Mangerton River is located to the east of the site. A public right of way footpath (W6.1) runs to the south and which runs alongside the proposed car parking area. There is also a public right of way footpath (W6.2) to the north and east of the site.
- 5.6 The site is located within the Dorset National Landscape (AONB). It also falls within the 5km buffer zone for the Special Area of Conservation for Chesil & The Fleet as well as within the impact risk zone of a Site Of Special Scientific Interest (SSSI).
- 5.7 According to Environment Agency records the site is located in Flood Zone 1 and therefore is at low risk of flooding from fluvial or tidal sources.
- 5.8 The site benefits from vehicular access via Townsend Way to the A3066 which provides good connections to the wider road network. There are good transport and access links to the site albeit Townsend Way which is a 2-lane highway then leads to a single access road which leads to the site and Mangerton beyond to the north-east.
- 5.9 Pre-Application advice was given in October and November 2023. The written response confirmed that the principle of altering/extending the current Abattoir site

may be supported but that some detailed points regarding site layout and landscaping would need to be addressed prior to submitting a full application.

## **6.0 Description of Development**

### **6.1 The Proposal**

6.2 The proposed extensions and alterations would provide additional facilities at the abattoir to support both staff and animal welfare. As part of the scheme, the dwelling (Ridgeway House) would be retained as a dwelling to support the running of the abattoir and would be occupied by a site manager.

6.3 It is proposed to demolish 3 buildings on the site and alter the existing buildings to ensure that processing on the site can happen more efficiently. As well as this, a larger staff canteen area is to be created to ensure staff have sufficient facilities.

6.4 Yard areas would surround the main building to allow for deliveries and collections and sliding loading doors have been incorporated into the designs. The existing and proposed finished floor level (FFL) of the main abattoir building would remain the same. Some levels would be amended across other areas of the site to allow the proposed extensions to tie into the wider site. The proposed extensions would be no higher than the existing abattoir building.

6.5 The proposed extensions to the abattoir would allow for more efficient working. The Lairage area would be altered and extended on the eastern elevation and the slaughter area/processing area would be relocated to the north of the building allowing the more central part of the building to be used for fridges and packaging. The extension to the south would allow for the staff welfare area to be expanded and improved.

6.6 As originally proposed the external elevations on the existing abattoir building are proposed to be re-clad and windows, doors, roller shutters and grilles would be altered to improve their appearance. External materials proposed include Metal cladding (anthracite grey) to the roof, powder coated metal cladding (bottle green) to fascia and a mixture of Concrete panels, Yorkshire Board timber cladding and Microrib metal cladding (Olive Green) to the external elevations. It is also proposed to re-clad the existing abattoir building to ensure the appearance of the building overall is improved within the landscape.

6.7 Solar Photovoltaic cells are proposed on the southern roof elevation to ensure that carbon emissions are reduced.

6.8 In order to enable the proposed development, 4 No. trees would be removed. It is proposed for a band of trees to be replanted to the east of the site to compensate for the loss of trees.

6.9 As the site already forms part of the abattoir the applicant comments that it provides the most suitable location for the extension of these facilities. Ridgeway House also borders the abattoir site and would provide a suitable on site dwelling for onsite security to service the abattoir.

6.10 An effluent treatment plant is located to the south east of the site.

6.11 The existing and proposed measurements are set out below:

<u>Existing Abattoir</u>	<u>Proposed Abattoir</u>	<u>Building to be removed</u>
Extg ground floor – 1437 sq m	Ground floor – 2614 sq m	Detached lairage – 574 sq m
Extg first floor – 135 sq m	First floor – 362 sq m	Effluent building – 39 sq m
	Covered yard – 332 sq m	Maintenance building 84 sq m
	Security hut – 40 sq m	Dwelling outbuilding – 43 sq m.

6.12 The abattoir currently provides 1436m<sup>2</sup> gross internal floor area (GIFA) and the proposed work would increase the total floor area to 2976m<sup>2</sup>.

6.13 The extension would allow for staff cleansing facilities and staff changing areas to the south of the building. The staff changing area allows space for 32 No. males and 16 No. females. To the east of the building there is a proposed increase in the lairage area to allow for an additional pen. To the north of the building the extension would house the slaughter line. This would allow the central area of the existing abattoir building to house fridges. The area to the west of the on-site dwelling is now proposed to be used as a car parking area including 2 disabled spaces with additional parking space in the main site area running parallel with the lane. This would ensure sufficient parking is available on site as the existing car park area is proposed to be used largely as yard space.

6.14 A 40m<sup>2</sup> security hut is also proposed to the southeast of the existing dwelling to control staff and visitors to the abattoir site.

6.15 Hard standing yard areas would surround the facility to allow ease of access for delivery vehicles. A rainwater harvesting tank would be located just to the east of the site boundary and would provide the water for toilets. A 5m high water tank is also located to the north of the building.

6.16 Soft Landscaping - In order to accommodate the new extensions, 4 No. trees (T2, 3,4 & 5) would require removal to the southeast of the site to allow for the alteration/extension works. The woodland belt to the north would be retained as this creates a natural screen between the abattoir and Oldhouse Farm to the north. In order to protect views from the Public Right of Way and further afield to the east, as well as mitigate against the loss of trees, a belt of new woodland planting and hedge line is proposed. The proposals include an extensive landscaping plan with a total of 42 native trees and 110m of native hedgerow to be planted and enhancement of a large parcel of modified grassland to other neutral grassland.

6.17 This proposed landscaping would help to screen the development and allow it to blend with the surrounding landscape. In order to ensure that the proposed staff and visitor parking area is not dominant within the landscape, further tree planting is proposed to the south and east. As well as this, it would also offer biodiversity benefits. A Biodiversity Net Gain of 10% would be achieved from this proposed development.

- 6.18 Hard Landscaping - In order for the site to function effectively, a large hard standing yard area is required around the majority of the abattoir building. Palisade fencing and a sliding security gate would enclose the abattoir site to ensure the site remains secure. A block mesh security fence would be erected around the perimeter of the proposed office building and car park. Timber post and rail fencing is also proposed to the western side of the Right of Way. A large proportion of the site would be surfaced in concrete and tarmac which is existing and would be made good. Self-draining stone tarmac surfacing would be used for the proposed staff and visitor car park.
- 6.19 Vehicular & Transport - The site access would remain unchanged as would existing HGV movements. Adequate space has been set aside on site to allow for a HGV to turn and leave the site in a forwards gear to ensure highway safety is not compromised. Parking for staff and visitors would be provided to the south west of the existing dwelling building and to the north within the main site complex . This includes for 2 No. disabled spaces and EV charging points. This replaces the current provision of 23 No. spaces on the main abattoir site.
- 6.20 Inclusive Access - A staff footpath runs through the site to improve accessibility and safety when moving across the site. There is a proposed pedestrian access bridge that links to the first-floor entrance. This ensures safe segregation for pedestrians when accessing the office/canteen space.
- 6.21 The application is also supported by:
- A Planning Design & Access Statement
  - Flood Risk Assessment
  - Water Quality Nutrient Statement
  - Drainage Strategy
  - Interim Travel Plan
  - Transport Statement
  - Odour Assessment
  - Noise Impact Assessment
  - Biodiversity Net Gain Assessment
  - An Ecological Impact Assessment

## **7.0 Relevant Planning History**

1/W/78/000152 - Erect Dwelling For Agricultural Worker And Construct New Vehicular Access - Decision: GRANT - Decision Date: 25/05/1978

1/W/90/000132 - Decision: GRANT      OUTLINE - Decision Date: 01/05/1990  
Develop land by the erection of a Slaughterhouse, construct new vehicular access

1/W/91/000043 - Decision: GRANT      RESERVED MATTERS - Decision Date:  
21/02/1991  
Erect Slaughterhouse, construct new vehicular access

1/W/91/000302 - Decision: GRANT - Decision Date: 21/06/1991 - Erect extensions to slaughterhouse.

1/W/93/000481 - Decision: GRANT - Decision Date: 24/01/1994 - Erect covered animal yard adjacent to abattoir building

## 8.0 List of Constraints

### Constraints

ENV 1; Area of Outstanding Natural Beauty; Dorset - Distance: 0

SUS 2; Land Outside DDBs - Distance: 0

Neighbourhood Plan Name: Bridport Area NP; Status 'Made' 05/05/2020; - Distance: 0

Legal Agreements S106 - Distance: 0

Right of Way: Footpath W6/2; - Distance: 0

Right of Way: Footpath W6/1; - Distance: 0.01

SGN - High pressure gas pipeline 1km or less from Regional High-Pressure Pipelines (>7 bar); - Distance: 349.98

SGN - Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar); - Distance: 0

Risk of Surface Water Flooding Extent 1 in 100 - Distance: 0

Risk of Surface Water Flooding Extent 1 in 1000 - Distance: 0

Higher Potential ecological network - Distance: 0

Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076); - Distance: 4701.46  
Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

Minerals and Waste Safeguarding Area - ID: 1014; - Distance: 0

Minerals and Waste - Sand and Gravel - - Distance: 0

RAD - Radon: Class: Class 1: Less than 1% - Distance: 0

RAD - Radon: Class: Class 2: 1 - 3% - Distance: 0

## 9.0 Consultations

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

### Consultees

**1. Bridport Town Council - Support.** *On balance the Council recognises the beneficial impact of the development, but requests that the following conditions are incorporated:*

*1. Overlooking/loss of privacy: A planting plan to include appropriate screening arrangements, must be agreed with the Planning Officer and implemented prior to commencement of development.*

2. Local amenity: An operating plan must be agreed with Planning Officer prior to commencement of development, incorporating appropriate constraints on operational capacity and hours of operation.
3. Highway safety/Traffic: A construction traffic management plan and travel plan must be agreed prior to commencement of development, incorporating all conditions recommended by the highway authority.
4. Noise or disturbance: A noise abatement plan must be agreed with the Planning Officer prior to the commencement of development.
5. Odours and fumes: Prior to the commencement of operation, the applicant must confirm to the Planning Officer that an environmental permit is in place. The permit must be issued in accordance with the Environmental Permitting (England and Wales) Regulations (2016) and subsequent amendments, including appropriate conditions to ensure that the community impact of odour the operation of the facility is minimised.
6. Design, appearance and materials: A light screening plan must be agreed with the Planning Officer prior to commencement of development and signed off by Planning Officer as complete prior to commencement of operation.
7. Sustainability: Prior to the commencement of development a plan must be submitted to, and approved by, the Planning Officer, incorporating actions to achieve net zero operation.
8. Economic impact: Prior to the commencement of development, an economic impact assessment must be submitted to the Planning Officer, demonstrating that the development will have no adverse impact on local economy.
9. Infrastructure: Prior to the commencement of development a legal agreement must be agreed between the planning authority and the applicant, incorporating contributions for infrastructure impact. The agreement should consider the economic impact in the event that the projected employment is not derived from the local community. In addition, the planning authority should liaise with other Dorset Council departments to consider:
  1. Such parking restrictions as may be necessary to limit the impact on the nearby residential area, including on Townsend Way;
  2. Weight limits or other restrictions to ensure that the development does not impact unnecessarily on minor roads;
  3. Crossing points in areas affected by the projected increase in goods traffic;  
and
  4. Ongoing monitoring of the community impact of the development, including via enforcement of planning, environmental health and highway regulations



**2. Dorset Council - Rights of Way Officer** - *We have a qualified objection to the proposed development, as shown in the plans accompanying the application. As our objection can be addressed through the imposition of conditions outlined in the response below, then our objection can be withdrawn.*

*The plan shows public right of way W6/1 accommodated within the development site and is affected by the proposals. Although the submitted plans allow adequate width for this route, landscaping and or planting schemes should consider the proximity of the PRow, including the required width when mature so as not to obstruct free passage and prevent light and air reaching the PRow surface. It should also be noted that ongoing maintenance of hedges and trees remains the responsibility of the landowner.*

*The installation of gates must take consideration of BS5709:2018 where the least obstructive option should be used and then only when control of stock is required. Rather than kissing gates, a simple self-closing pedestrian gate such as the Centrewire Marlow 1- way should be used if a gap cannot be left. As these are a change to the infrastructure on the route, they will need authorisation from Dorset Council as the Highways authority (the required form has been uploaded to the planning portal). It should also be noted that ongoing maintenance of gates remains the responsibility of the landowner*

**3. Dorset Council - Highways** - *No objections subject to conditions and informative.*

**4. Dorset Council - Minerals & Waste Policy** – *No comments received.*

**5. Dorset AONB Team** – *See assessment below.*

**6. Dorset Council - Flood Risk Management** - *No objections subject to conditions.*

**7 Dorset Council - Env. Services – Protection** – *See assessment below.*

**8 Dorset Council - Building Control West Team** - *No comments received.*

**9 Dorset Council - Public Health Dorset** - *No comments received.*

**10 DC - Economic Development and Tourism** - *Economic Development fully support this application. Investment in this site will be worth a total £2m and will create 20 new jobs. This also supports our AgriTech key sector. It will enable increased livestock welfare, to include reduced travelling time and improved on site holding facilities.*

**11 Dorset Council - BNG Natural Environment Team** - *BNG - NET have no specific comments to make on the BNG information submitted with this application.*

*Initially commented that the application is within the scope of the Dorset Biodiversity Appraisal Protocol (DBAP). The Natural Environment Team (NET) notes the submission of an EclA in support of the application, however this has not been submitted to NET for review under the DBAP and as such has*

*not yet been approved.– NB this has now been the subject of a Certificate Of Approval issued by the NET team which can be conditioned.*

- 12 Dorset Council - Environmental Assessment** - *The proposed development doesn't involve an increase in overnight accommodation and so there is no increase in local population which would cause additional recreational pressure at Chesil and the Fleet, despite it being within 5km of the European Site. The proposed development represents industrial development which can result in additional nutrient discharge, but it's not within the Chesil and the Fleet hydrological catchment and therefore there is no requirement for the proposal to achieve nutrient neutrality. So overall there is no requirement for an Appropriate Assessment.*

*In addition the application has been screened under the Environmental Impact Assessment Regulations and a Screening Opinion has been given that sets out that the proposal is not EIA development.*

- 13 Natural England - No Objection subject to securing mitigation** - *The application falls within the scope of the Dorset Biodiversity Appraisal Protocol. Provided the ecological information has been approved by the DC NET and its implementation in full is made a condition of any permission, then no further consultation with Natural England is required.*

- 14. Dorset Wildlife Trust** - *No comments received.*

- 15. Ramblers Association** - *No comments received.*

- 16. Wessex Water** - *No comments received.*

- 17. Dorset Fire & Rescue Service** – *No comments received.*

- 18. Bridport Ward** - *Ward Member Councillor Williams requests that the application be determined by Committee in light of the third-party representations received.*

- 17. National Grid Electricity** – *No Assets Affected.*

- 18. Southern Gas Networks** – *Standard reply outlining the mains mapping records in proximity of the site. On the mains record there is medium pressure gas main near the development. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. The required confirmed position should use hand dug trial holes.*

**Representations received**

Total - Objections	Total - No Objections
95 representations objecting including 6 comments which are in essence objections	2 x representations in support

## Summary of comments of objections:

The essence of the opposition to the application can be summarised by the following:

- Resulting adverse environmental impacts.
- Highways acceptance based on no factual evidence - adverse traffic and infrastructure.
- This proposed expansion will not serve Dorset farmers and urge Dorset Council to reject this application. The available evidence clearly indicates that the abattoir expansion poses a substantial risk to residents' quality of life due to noise, odour, and other environmental impacts.
- Adverse noise pollution.
- Adverse light pollution.
- Adverse odour pollution.
- Adverse impact on local amenities and public spaces.
- Adverse sustainability and environmental goals.
- Adverse ground conditions and environmental pollution.
- Adverse air quality and cumulative impacts.
- Adverse sustainable development and community impact.
- Completely against AONB guidelines and advice, the old operation much smaller (~400 units per week; half the Pickstock planned output).
- Failure to provide for Dorset farmers; need for smaller, multi-species abattoirs.
- Lack of sustainability; failure to minimize food miles, lack of sustainable transport, erosion of AONB.
- Negative impacts on the ecosystem; multiple forms of pollution, human interference, and destruction of green space.
- The promise of local jobs and economic benefits are hollow.
- Compromising child safety; Colfox students speak out against the abattoir.
- Adverse effect on residential and environmental amenity, and access to local businesses.
- Planning decisions do need to consider the impacts of climate change and this proposal has several question marks and inconsistencies in that regard. This permission will likely extend to 2050 when the UK is supposed to reach "net zero"; this application seems more likely to be a detriment than a help towards achieving that goal.
- Local Impact vs. National Operations: Highlights the potential mismatch between the abattoir's local presence and its national operational scope.

Emphasize the importance of truly local abattoirs in reducing transport emissions and supporting local economies.

- Traffic and Transport Concerns: Stress the discrepancy between the predicted 5% increase in traffic and the expected doubling of production and workforce. Points out the potential for increased traffic congestion, road wear, and safety hazards in Bridport and surrounding areas.
- Environmental Impact: Raises concerns about the environmental impact of increased waste transport and effluent discharge. Questions the adequacy of the effluent treatment plant and the potential for nutrient pollution in local water bodies.
- Corporate Confidentiality vs. Public Interest: Argues that while some details may be considered confidential, they are crucial for assessing the true environmental and community impact of the expansion. Requests more transparency regarding the destination of products and waste.
- Alignment with Climate Goals: Emphasises the need for planning decisions to align with the UK's net-zero goals. Argues that the proposed expansion, with its potential for increased emissions and environmental impact, may hinder progress towards these goals.
- Lack of adequate public consultation.
- More real time follow up needed with regard to impact of traffic and likely congestion.
- No actual figures for previous operation, yet applicant is not challenged despite double size planned.
- Comments of the 1994 planning committee are not considered, despite more houses nearby. Why?
- The applicant not challenged regarding complaints at Telford, seemingly not considered as a concern.
- Surely the council should establish the cattle collection/onward area, important communities are aware.
- Is the applicant correct in stating that there were no restrictions on the original abattoir? Can it be run, anyway, as is without any updating? It would appear that H&S need to be involved if so. Are we residents being given an ultimatum? One would think this option not viable for the large-scale operation required by the applicant.
- Workers will likely be outsiders, not benefiting the local community.
- It is clear that Dorset and Dorset farmers will not benefit from this proposal.
- If the extension is agreed, careful consideration should be given to working hours, noise, pollution, lighting. Your residents do not and should not have to live with 24/7 disruption. Is weekend working proposed? These facts need to be clear to residents.
- Will some of the large consignments of cattle be sited on the field? What of the noise cows make?

- How will the site be monitored to ensure final agreements are complied with?

**Summary of comments of support:**

- Don't really see a problem with this at all it's been an abattoir for many years and will bring much needed employment
- Although I understand the concerns of people living nearby, the application appears to make ample provision for minimising any disruption.
- This will be a valuable amenity in and for an agricultural area and should help reduce food miles and animal stress.

**NB in answer to the objections made to the application, the applicant has supplied the following points of reply:**

**AONB Impact**

*The proposal reuses and improves an existing building without extending the existing development curtilage and would provide a significant amount of beneficial new landscape planting.*

*The consultation response from Dorset National Landscape (DNL) acknowledges the existing abattoir and its established use, confining comment to proposed changes.*

*DNL note that redevelopment would deliver positive changes. Existing stark light grey cladding panels would be replaced with a more muted palate of recessive materials, lessening the visual presence of the development. Building mass is increased but contained within the existing hard developed site area and it would be no taller than existing buildings. The increased development is counterbalanced by the proposed design, which includes new low-pitched roofs on the east side.*

*In response to DNL and neighbour comments:*

- (i) proposals are being drawn up for additional planting on the Mangerton Lake boundary, along the edge of the lake extending into the field east of the process plant. Suitable evergreen species will be included in the planting mix;*
- (ii) boundary treatment details including acoustic treatment and fencing by the house and car park would be subject to planning condition control;*
- (iii) car park level revised to sit lower into the site with a string landscape edge;*
- (iv) final planting details and density would be covered by a planning condition;*
- (v) light design would be subject to a planning condition to ensure controlled lighting with spillage and sky glow designed out.*

**Failure to provide for Dorset farmers**

*Presently the abattoir is closed. It provides no service to Dorset farmers. Pickstock will revive the facility. It will serve Dorset farmers if they wish to trade with Pickstock and it will also serve other geographical areas.*

*There are no planning controls, obligations or limitations on the existing abattoir as to the type or geographical location of livestock that can be processed at the plant. The previous operator's choice to process a mix of species was a business decision. It would not be appropriate for planning to control such matters.*

### **Lack of sustainability**

*Pickstock has chosen to acquire and operate an existing processing plant. That makes best use of the embodied carbon in the buildings and proposed improvements would create a more thermally efficient plant, reducing levels of energy consumption.*

*The development will incorporate measures for onsite generation of energy, including installation of photovoltaic panels to provide electricity. The existing facility has no such features.*

*Absent the Mangerton Lane facility, livestock to be processed by Pickstock would have to travel from the region to Telford for processing. Operating the plant reduces road miles for the livestock and emissions from transport vehicles*

*The development supports travel choice, explained in the Travel Plan, and ensures provision of adequate car parking and space for commercial vehicles. The Travel Plan will ensure employees are aware of all travel options and provide encouragement for the most sustainable travel mode to be used.*

### **Negative impacts on the ecosystem**

*The proposed development complies with recently introduced requirements to provide a minimum 10% biodiversity net gain, benefitting local ecosystems.*

*Natural England has no objection to the development, subject to securing the promised mitigation and net gain.*

*All emissions from the plant would be controlled by an environmental permit to ensure acceptability. Dorset Council is legally entitled to assume that the environmental permitting system will operate effectively. (NPPF para 201)*

*Vehicle emissions are regulated by central government. Increasing adoption of hybrid and electric powered vehicles and demise of older more polluting fossil fuel engines will continue to deliver a reduction in road transport emissions in the UK, including those associated with operating the Mangerton Lane facility.*

*There is no significant flood risk. Currently surface water free drains without attenuation. The proposed development includes attenuated drainage to capture and manage all surface water flows sustainably, providing significant betterment*

### **The promise of local jobs and economic benefits**

*The Council's economic development officer fully supports the planning application because of the substantial financial investment it would facilitate in the Mangerton Lane facility, job creation and support for Dorset's AgriTech sector.*

*Employment opportunities will exist when Pickstock begins operating at Mangerton Lane. The estimate of job numbers is informed by Pickstock's considerable experience in the industry and the supply of livestock the business knows it will process.*

*Jobs will be open to all suitable candidates regardless of their location. Some may*

already live locally or chose to move to the area if they secure a job. Others might opt to commute. Pickstock and the development control system cannot control who applies for a job and where those job candidates and employees choose to live.

The current dormant facility provides no economic benefit. An active facility would provide well paid jobs, trade with cattle and dairy farmers in the region and provide local business with opportunities to supply consumables and provide services to Pickstock.

### **Compromising child safety**

The safety of young pedestrians is not affected by the planning application. The roads used to travel to and from the Mangerton Lane plant are public roads accessible to and used by all normal vehicle types. Vehicles can already use these public roads to access the existing Mangerton Lane facility.

### **Adverse effect on residential and environmental amenity**

The processing plant has existed since 1990. It is not new to Mangerton Lane. It is an established use with an associated level of traffic generation, explained in the Transport Statement.

The highways officer has reviewed and endorsed the Transport Statement and sees no reason for objection to the proposed development.

The improvements proposed by Pickstock would be beneficial to emissions, modernising the plant and installing the latest systems and technology to reduce and minimise environmental impact

### **Noise pollution**

The application site is an existing abattoir. Vehicles can already travel to and from the facility along public roads without limitation. Approval or refusal of the application makes no difference to road noise arising from that established position.

Noise from operation of the plant would be reduced from the outset and controlled by an environmental permit and monitored by the permitting authority to ensure compliance and continued improvement where the need or opportunity arises. Pickstock's existing Telford plant has an excellent permit compliance record; there has never been a breach of permit conditions and the business has a positive working relationship with the regulator which it expects to repeat at Mangerton Lane.

The planning application includes a noise assessment which has considered operational noise. It recommends control on

- (i) hours of use of external jet wash equipment
- (ii) nighttime HGV movements
- (iii) position and power source for refrigeration units; and
- (iv) installation of a 3m acoustic barrier.

These measures ensure no adverse noise impact from the proposed improved site. The measures are not required for Pickstock to operate from the existing plant,

*which has no planning permission controls. Approving the application would lock in the noise improvement measures.*

### **Odour pollution**

*The planning application will enable improvements to the site which would benefit odour control, but those improvements are not required to operate the existing plant.*

*Odour has been appraised for the planning application. Most processes take place within enclosed buildings so odour emission can be controlled. Some odours can arise from the lairage which must be ventilated for animal welfare (normal farmyard smell) and from animal byproducts that are stored in trailers and taken away each day. The assessment submitted with the planning application has shown that only the very nearest residential properties are likely to experience occasional slight odour and at levels which are not objectively significant.*

*The Council's environmental health officer is satisfied with the planning application Odour Assessment methodology and the validity of its findings.*

### **Light pollution**

*There are no lighting controls on the existing planning permission. Modern lighting installations can be designed to produce carefully targeted lighting with minimal spillage and sky glow. Pickstock expects Dorset Council would wish to impose a condition to control new lighting installations if planning permission is granted for the proposed site improvements.*

### **Loss of local amenities and open spaces**

*When operating, the existing abattoir did not cause any loss of local amenities or open spaces. An improved facility would have no such impact.*

### **Ground conditions and environmental pollution**

*The process plant exists and can operate in its existing form, or with the improvements that Pickstock proposes.*

*The planning application package has considered all relevant environmental matters in order to satisfy the local planning authority and its consultees that the proposed renewal of the existing facility will be environmentally acceptable.*

*Ultimately, emissions are controlled by Environmental Permit, not the planning permission. Dorset Council is legally entitled to assume that the permitting system will operate effectively whilst it considers acceptability of the physical changes Pickstock would like to make to improve how the site functions (NPPF para 201).*

## **10.0 Duties**

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (AONB).



## 11.0 Relevant Policies

### **Adopted West Dorset and Weymouth & Portland Local Plan:**

Adopted West Dorset and Weymouth & Portland Local Plan:

The following policies are considered to be relevant to this proposal:

INT1	- Presumption in favour of Sustainable Development
ENV1	- Landscape, seascape & sites of other geological interest
ENV2.	- Wildlife And Habitats
ENV5.	- Flood Risk
ENV9	- Pollution and contaminated land
ENV10	- The landscape and townscape setting
ENV 12	- The design and positioning of buildings
ENV15.	- Efficient And Appropriate Use Of Land
ENV 16	- Amenity
ECON1	– Provision of Employment
ECON3	– Protection of Key Employment
SUS2	- Distribution of development
COM7	- Creating a safe & efficient transport network
COM9	- Parking provision
COM10.	- The Provision Of Utilities Service Infrastructure

### **Made Neighbourhood Plans**

Bridport Neighbourhood Plan 2020-2036 (made 5/5/2020)

Policy EE1 Protection of existing employment sites – NB - the application site is not identified in the Neighbourhood Plan

Policy L1 Green Corridors, Footpaths, Surrounding Hills & Skylines

Policy L2 Biodiversity

Objective 10 - To expand the local economy, improve opportunities to start up new businesses and to grow existing businesses.

### **Other Material Considerations**

#### **Emerging Dorset Council Local Plan:**

Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and

- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

## **Emerging Neighbourhood Plans**

None

## **National Planning Policy Framework**

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes

Other relevant NPPF sections include:

- Section 4 'Decision making': Para 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed beautiful new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed and beautiful places' indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- In Areas of Outstanding Natural Beauty great weight should be given to conserving and enhancing the landscape and scenic beauty (para 189). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 191). Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

All of Dorset:

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Supplementary Planning Documents/Guidance For West Dorset Area:

WDDC Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

Conservation Area Appraisals:

None

Village design statements:

None

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

## **12.0 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.

## **13.0 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 Public Sector Equalities Duty.

In the context of the above PSED, the proposal would provide disabled parking for employees. The proposed building is likely to be subject to Building Regulations as regards to access for all.

#### 14.0 Financial benefits

What	Amount / value
Material Considerations	
Economic Development	Investment in this site will be worth a total of £2m and will create 20 new jobs.
Non-Material Considerations	
Business rates	Unknown

#### 15.0 Environmental Implications

The applicants have submitted a Sustainability Statement which explains the following:

*“The proposal is to alter and extend the existing abattoir including the associated buildings and functions to comply with current standards and regulations. The current building falls below current standards in terms of thermal efficiency, animal and staff welfare, environmental standards among others. The abattoir has not been operational for over 12 months partly due to these shortfalls in standards. It is proposed to improve efficiency in every aspect.*

##### 1. Reducing energy consumption and operational carbon emissions.

*1.1 The new and replaced building fabric will provide the required thermal efficiency for Building Regulations, a SBEM calculation will be provided to ensure the buildings are energy efficiency.*

*1.2 Photovoltaic panels are proposed to be mounted on the roof to provide electricity; this energy will be used to offset the use of mains electricity.*

*A combined heat and power engine unit is proposed to generate electricity and hot water which is powered by tallow from the abattoirs.*

*1.3 Calculations will be provided to ensure the onsite renewable energy generation matches the total energy consumption of the development.*

*1.4 Building Regulations Part O calculations will be provided to confirm the building will not overheat. There are no windows on the south elevation, windows on the west elevation will have solar glass and or solar shading.*

##### 2. Maximising the use of sustainable materials and cutting embodied emissions.

*2.1 All external and internal walls and roof panels will be Kingspan QuadCore*

*Coldstore LEC Panel which is part of our Lower Embodied Carbon solutions. QuadCore Coldstore LEC has an LCA (LifeCycle Assessment) that shows a 22.35% reduction in embodied carbon (measured by the Global Warming Potential 'GWP' kgCO<sub>2</sub>e) between life cycle modules A1 – A3, and a 17% reduction in embodied carbon between life cycle modules A – C. The reduction percentage is created by comparing standard QuadCore with QuadCore LEC to the EN15804-A2:2019 standard.*

*2.2 Demolished parts of the building will be sent to recycling centres.*

### 3. Minimising waste and increasing recycling.

*3.1 The construction company that we use will be registered with the Considerate Construction Scheme.*

*3.2 A Site Waste Management Plan (SWMP) will be prepared and adhered to as a way of reducing and managing construction waste.*

*3.3 Sufficient space and safe and convenient access for waste recycling.*

### 4. Conserving water resources .

*4.1 Fittings and fixtures will be used that minimize water consumption such as pushbutton spray taps, dual flush low volume wc's. A water consumption calculation will be provided to ensure water consumption for domestic fittings is below 110 l/person/day.*

*4.2 Underground rainwater harvesting water storage tanks are proposed which will be used for washing down.*

### 5. Incorporating green and blue infrastructure.

*5.1 Biodiversity Net Gain has been calculated at over 10%, additional soft landscaping and ecology measures are proposed.*

### 6. Sustainable drainage.

*6.1 SuDS drainage details are being proposed with permeable surface to the new car park with filter trenches, balancing point with control out flow, as all detailed on the drainage proposals.*

### 7. Adaptation to climate change.

*BNG calculations have been provided.*

### 8. Sustainable travel.

*8.1 Please refer to the submitted travel plan.*

## **16.0 Planning Assessment**

16.1 **Planning History** - The existing abattoir building is vacant and unused but it was originally granted planning permission via the following permissions:

1/W/90/0132P - Planning permission was granted in outline form under application reference 1/W/90/0132P for development described as "develop land by the erection of a slaughterhouse construct new vehicle access". This was granted planning permission by the former West Dorset District Council on 1st May 1990. This permission was subject to 9 conditions, which other than the standard time period and commencement conditions required

- the first 10 metres of the access to be provided and carried out;

- visibility splays to be provided;
- surface water drainage directly from the site onto the County Highway to be provided;
- any contaminated surface water runoff and animal waste to be conveyed to a total containment system for subsequent disposal in accordance with the then MAFF Code Of Good Agricultural Practice;
- a detailed landscaping and planting scheme to be submitted for approval; and
- the development to take place in accordance with details of proposals to control the emission of noise and smell, to be submitted and approved by the local planning authority.

16.2 1/W/91/0043R - Following the outline approval a reserved matters application was then approved under application reference 1/W/91/0043R. This was granted planning permission by the former West Dorset District Council on 21st February 1991. This permission was subject to 7 conditions which repeated the above conditions but added :

- Details and samples of all external materials for the building to be submitted and approved.

16.3 The above outline and reserved matters application therefore formed the development permitted which exists today albeit that the site is currently not in use.

16.4 1/W/91/0302F - A further planning application for extensions to the approved slaughterhouse was then submitted under application reference 1/W/91/0302F. This was granted planning permission by the former West Dorset District Council on 21st June 1991. This permission was subject to 3 conditions only, which other than the standard time period for commencement were:

- details of a landscaping and planting scheme to be submitted for approval; and
- details of external materials to be submitted for approval

16.5 1/W/93/0302F - A further planning application described as “Erect covered animal yard adjacent to abattoir building”, was then submitted under application reference 1/W/93/0302F. This was granted planning permission by the former West Dorset District Council on 24th of January 1994. This permission was subject to 4 conditions only which other than the standard time period for commencement were:

- details of external materials to be submitted for approval;
- details of a landscaping and planting scheme to be submitted for approval; and
- a condition allocating space within the application site for lorry parking.

16.6 An informative note was added to the above-mentioned planning permission which explained at that time that “*the planning authority is of the opinion that further extension on this site because of restrictions on available space for parking and increased potential of noise nuisance to neighbours properties would not be appropriate*”. That of course would not stop a planning application being submitted which would need to be considered in the normal manner and hence this current application.

16.7 There were no specific conditions on any of the above-mentioned permissions restricting hours of operation.

16.8 Existing Section 106 Agreement - There is also an existing section 106 legal agreement dated 22<sup>nd</sup> September 1995 in place for this site which restricts occupation of the existing dwelling to the following:

- As residential accommodation only for so long as the dwelling and the abattoir remain in one ownership and immediately upon sale or lease of the dwelling or any part thereof separately from the abattoir the right to occupy the dwelling is to be extinguished;
- Occupation of the dwelling limited to a person employed solely by the owners as a supervisor or a security person at the abattoir on a full-time basis together with their family and dependents;
- The dwelling not to be occupied until 24-hour electronic security surveillance cameras are installed connecting and operating at the dwelling for the purpose of monitoring the security of the abattoir and for those cameras to be retained permanently thereafter;

16.9 The existing dwelling was approved following outline planning permission application ref number 1/W/95/0039P "*Develop land by the erection of a house for supervisor*" approved on 22<sup>nd</sup> September 1995, and the reserved matters approval for "*Erect house*" also approved on 22<sup>nd</sup> September 1995 the same date as the outline approval. The applicants have confirmed that the dwelling would be retained and occupied in accordance with the existing Legal Agreement. It is considered however that it would require a Deed of Variation in order to link its requirements to the current application proposals.

#### 16.10 Planning Policy - Principles

The 'development plan' is made-up of two documents namely the adopted West Dorset And Weymouth And Portland Local Plan and the made Bridport Neighbourhood Plan (BNP). The former has a number of policies relevant to the application. Policy INT1. (Presumption In Favour Of Sustainable Development) states that:

*i) There will be a presumption in favour of sustainable development that will improve the economic, social and environmental conditions in the area. Where there are no policies relevant to an application, or relevant policies are out of date at the time of making the decision, the following matters will be taken into account:*

- *the extent to which the proposal positively contributes to the strategic objectives of the local plan;*
- *whether specific policies in that National Planning Policy Framework indicate that development should be restricted; and*
- *whether the adverse impacts of granting permission could significantly outweigh the benefits.*

16.11 Policy SUS2 (Distribution Of Development) explains that outside defined development boundaries (as is the case here), development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints, and be restricted to (amongst other things)

- *alterations and extensions to existing buildings in line with their current lawful use, including their subdivision or replacement;*
- *new employment, tourism, educational/training, recreational or leisure- related development;*

16.12 Policy ECON1 (Provision Of Employment) states in part that Employment development will generally be supported (emphasis in bold):

- *within or **on the edge of a settlement;***
- ***through the intensification or extension of existing premises;***
- *as part of a farm diversification scheme;*
- *through the re-use or replacement of an existing building; or*
- ***in a rural location where this is essential for that type of business.***

16.13 The Bridport Neighbourhood Plan (BNP) Policy EE1 (Protection of existing employment sites) does not refer to the application site. However Objective 10 of the BNP is applicable and seeks “*To expand the local economy, improve opportunities to start up new businesses and to grow existing businesses*”.

16.14 The site's location which although outside of the Defined Development Boundary (DDB) for Bridport and Bradpole, is considered to be on the edge of the settlement and the proposals seek to intensify and extend the existing premises. The existing rural location has already been established in that the Abattoir site currently exists but has been unused for some time. The principle of the proposals are therefore considered acceptable given the above-mentioned development plan policies.

16.15 In addition the National Planning Policy Framework (NPPF), Section 6. “Building a strong, competitive economy” states at para 85:

*“Planning.....decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential”*

16.16 The NPPF as regards “Supporting a prosperous rural economy” explains in part at para 88 that:

*“Planning ..... decisions should enable:*

*a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed beautiful new buildings;*

and at Para 89 that :

*“Planning .....decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the*



*scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist”.*

16.17 In light of the above development plan policies and the NPPF paragraphs referred to, the proposals are considered to be acceptable in principle.

**16.18 Impact on the character and appearance of the landscape including the designated National Landscape (formerly known as AONB)**

16.19 The site lies within the Dorset National Landscape. As is set out above at section 10 of this report, Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to “*seek to further the purposes of conserving and enhancing*” the natural beauty of the National Landscape. In addition the NPPF at Section 15.(Conserving And Enhancing The Natural Environment) states in part at para 187 .

*“Planning.....decisions should contribute to and enhance the natural and local environment by:*

*a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*

*b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*

*d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*

*e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;*

At NPPF para 189 it states. “*Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas....”.*

16.20 NPPF Para 190 explains that:

*“When considering applications for development within .....Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development*

*is in the public interest. Consideration of such applications should include an assessment of:*

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
- b) the cost of, and scope for, developing outside the designated area, or meeting =the need for it in some other way; and*
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated”*

NB – For the purposes of paragraph 190, Footnote 67 of the NPPF states, “*whether a proposal is ‘major development’ is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined*”. In this case the application is a major application, but of course the substantive buildings and use of the site as an abattoir currently exists (though not used) and this application seeks extensions and alterations to it. In this sense the proposal is not a new abattoir proposal set within the National Landscape and as such the development is not considered to be “major” development in the AONB for the purposes of paragraph 190 of the NPPF.

16.21 In addition to the National Policy backdrop, policy ENV1 of the adopted Local Plan states in part that:

ENV1. (Landscape, Seascape And Sites Of Geological Interest) (emphasis in bold)

- i) The plan area’s exceptional landscapes and seascapes and geological interest **will be protected, taking into account the objectives of the Dorset AONB Management Plan and World Heritage Site Management Plan. Development which would harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Beauty or Heritage Coast, including their characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness, will not be permitted.***
- ii) **Development should be located and designed so that it does not detract from and, where reasonable, enhances the local landscape character.** Proposals that conserve, enhance and restore locally distinctive landscape features will be encouraged. **Where proposals relate to sites where existing development is of visually poor quality, opportunities should be taken to secure visual enhancements. Development that significantly adversely affects the character or visual quality of the local landscape or seascape will not be permitted.***
- iii) **Appropriate measures will be required to moderate the adverse effects of development on the landscape and seascape.***

16.22 Policy L1 (Green Corridors, Footpaths, Surrounding Hills & Skylines) of the Made Bridport Neighbourhood Plan states:

**1. Proposals must preserve and enhance the natural beauty of the Dorset AONB by:**

**a. Being located on sites that do not adversely affect the wider landscape setting.**

**b. Being designed in such a way as to positively exploit the site features using form, scale materials and an architectural approach appropriate to the site context.**

**2 Proposals that do not preserve and enhance the AONB will be refused.**

**3. Where development may be visually prominent or adversely affect landscape character, production of a Landscape and Visual Assessment (LVIA) will be required**

16.23 A further material consideration are the policies of the Dorset AONB Management Plan 2019 to 2024 along with the Landscape Character Area assessment document February 2009 in which the landscape character is defined as “Brit Valley”. Members should be aware that in July 2022, the Minister responsible at the time, Lord Benyon, offered the National Landscape management bodies the ability to delay a full management plan review until December 2025. The Dorset National Landscape Partnership Board opted to take the full term until December 2025. To enable existing plans to remain legally functional beyond their current dates, the Minister’s letter described the need for a “plan on a page” to cover the interim period. A draft plan was approved by the Dorset National Landscape Partnership Board in May 2024 and was subsequently approved at the Dorset Council Cabinet meeting on 17<sup>th</sup> December 2024 so that the 2019 – 2024 Management Plan remains current until December 2025. More details of the plan to cover the interim period, which enables the 2019 – 2024 Management Plan to be continued to be used in 2025 can be found [here](#).

16.24 Given the current proposals, and in light of the above-mentioned Policy backdrop, the Dorset National Landscape officer has been consulted and ongoing discussions have taken place with the applicant’s agent seeking to clarify aspects of the proposal from that originally submitted. As such the officer makes the following comments:

*“The use of the site as an abattoir is therefore established and my comments only relate to issues such as changes to the appearance of the site, rather than the principle of locating an abattoir in this location.*

*The site is located in the Brit Valley character area, as defined by our Landscape Character Assessment (LCA) - [Brit Valley | Dorset National Landscape \(dorset-nl.org.uk\)](#). The character area is quite diverse, ranging from locations with extensive urban influences to peaceful rural countryside. This site is located in the immediate context of attractive open countryside to the northeast of the village of Bradpole. Overall, the Brit Valley is judged to have a moderate strength of character and is considered to be in declining condition, largely due to the influence of urban and industrial development within and close to the towns of Bridport and Beaminster. The LCA notes that development has resulted in changes, including the loss of important landscape features and the construction of intrusive industrial, residential*

*and tourist developments around the urban fringe, which have weakened rural character.*

*The existing abattoir is understood to have been developed following planning permissions granted in the 1990s. The buildings on the site are visible from the surrounding landscape, particularly from the east, where public footpaths W6/2 and W6/3 cross the field that sits between the site and River Asker (LVA VPs 2, 3 & 4), as well as from some wider viewpoints in this direction (e.g. LVA VPs 7 & 8). There are also filtered views of the Abattoir building and visibility of the area proposed to be used for car parking from footpath W6/1, which provides a connection from Bradpole to Mangerton Lane.*

*The existing structure includes a large amount of light grey metal cladding within the roofing and elevations. The result of this is that the buildings appear relatively stark in the landscape, having an industrial character, and therefore quite impactful in those views where it is seen, particularly from the east, due to the light colour of the materials.*

*The redeveloped building proposes a more muted colour scheme, with elevations largely clad in 'bottle green' sheeting and the roof to utilise a dark 'anthracite grey' colour. I have not been able to identify the specific colour codes for these materials and recommend that clarification is sought, to ensure a final appearance that is acceptable. Although I regard 'bottle green' as a potential improvement on the existing colours of the elevations, I would prefer the use of Van Dyke Brown (RAL 8014), as per my pre-application comments. Furthermore, I would recommend the specification of a matt finish for the elevations and roof cladding, to minimise potential impacts from reflectivity. A similar point is made in relation to the proposed PV panels, which should be specified with an anti-reflective finish and be mounted on dark grey frames to avoid contrast with the colour of the roof.*

*In terms of the scale of the redevelopment of the main abattoir buildings, the proposal increases the overall size/mass of the development, although these changes are contained within the existing site area (with the exception of the new effluent plant). The plans and elevational drawings indicate that the redevelopment will permanently remove the existing holding yard and outbuilding within the southern area of the site. The area containing the main abattoir building will then be redeveloped, with notable additions including the lairage and welfare facilities at the western extent of the building. These additions will increase the mass of the building but are set within a central area of the site and will not exceed the existing maximum building height. The proposals also extend the scale/extent of the abattoir eastwards, toward the extent of the site boundary (as per the red line area). This area presently contains a building, this being the effluent treatment plant. Whilst of greater scale, the new abattoir building in this location must also be considered in the context of the removal of the existing covered yard, to the south. Furthermore, the specification of improved (more recessive) materials, as well as modifications to the form of the abattoir building, particularly the presentation of a low-pitched roof toward the east, means that the intensification of development within the site is counterbalanced by the proposed design, to a reasonable extent.*

*The application also proposes notable changes within the western portion of the site, where a tied dwelling is proposed to be converted into an office and the land to the west of this is proposed to be used as a parking area, providing 40 spaces for staff and visitors. As compared to the pre-application plans, the access arrangement from Mangerton Lane is substantially improved, with no new access and associated hedgerow and bank removal being proposed.*

*Nonetheless, the decision to locate a large amount of parking in this area would have a marked impact on the former curtilage of the dwelling and wider land, not least due to the presence of footpath W6/1, which descends from elevated land at the northeastern edge of Bradpole and passes beside the area proposed for parking, before arriving at Mangerton Lane. It is understood that the plans seek to accommodate the legal course of the footpath, with this being contained between an existing hedge, to the west and a post and wire fence to the east”*

16.25 The officer following further discussions with the applicant's agent and their landscape consultant and based on the submission of amended plans to clarify the proposals, has made further comments which are as set out below:

*“Concerning the car parking area, the revised design is understood to have lowered the levels and introduced earth banks and a landscape buffer. It is also noted that a number of spaces appear to have been relocated to another part of the site, enabling the overall configuration of the parking area to be revised. The resulting layout appears to fit more comfortably with the space available. The corridor through which the footpath to the immediate south of the car park is routed has been widened to 3m and confirmed to remain as grass. Between this and the car parking, which sits at a lower level, a 5m wide planted landscaping buffer has been introduced, which has been extended to run the full length of the corridor containing the footpath. The proposed black mesh security fencing that would have enclosed the car park has also been removed, which is considered an improvement. The landscape buffer will be planted with an understorey of native whips, at a density of five plants per sqm and also contain seven evenly-spaced heavy standard trees, which are specified as *Acer campestre*. There will also be a number of native heavy standard trees planted along other sides of the car park.*

*The changes made in relation to the car parking area are substantive improvements that are expected to result in a design that is more acceptable from the outset. Overall, I am satisfied that the car park would be set within sufficient landscaping so that the residual long-term effects on users of the footpath, both as it descends rising land from the direction of Bradpole and as it passes immediately to the south of the car park, are addressed.*

*The car parking area will require a degree of cutting into the existing rising ground and it is proposed that a relatively low retaining wall will be constructed along some of southern boundaries of the car park. The details of this, in terms of materials and dimensions, are not known but could presumably be conditioned. This will provide a containing edge to the landscape buffer and should reduce the gradient of the planted bank as it rises toward the footpath.*

*Concerning the landscaping within the wider land ownership, to the east of the abattoir, planting will be undertaken along a raised bank, with a mix of heavy standard trees and understorey whips at a density of five plants per sqm. This*

*appears to be an acceptable approach. The success of this may hinge on the preparation of the area prior to planting, in terms of the nature of the materials that will form the bunding and issues such as the avoidance of compaction of this area prior to planting. The details of this are an issue that might be addressed through a suitably worded condition that could also address ongoing management. In a similar area, I have noted correspondence from the agent referring to the retaining boundary wall, which is to the west of the landscape buffer, where it is proposed that a 'green wall' system will be used. As the exact details of this are not provided, a condition should be used to ensure that the final appearance is acceptable. It may be appropriate to extend this condition to encompass the potential boundary of the wider landscaping itself, as it is unclear if any fenced protection of this area may be required to protect planted stock (if so, timber post and wire fencing would be recommended).*

*I note that a further area of planting has recently been proposed, in an area toward the lake within neighbouring land. This is a belt of planting that will incorporate the same understorey mix and density referred to above. This is considered broadly acceptable and I can see no fundamental landscape reasons to resist this planting.*

*Concerning the external cladding and PV panels, I have noted a willingness to specify these with a matt finish. Concerning the colour of the external wall cladding, whilst my ongoing preference would be for Van Dyke Brown, I do not consider the bottle green (RAL 6007) to be objectionable and regard this as preferable to the existing cladding. At this stage the detailed specification for the cladding and panels is not available and I suggest a condition is applied to ensure control over the final appearance, to ensure that the expected colour and finish are achieved.*

*Finally, concerning lighting, I note that the applicant is accepting of the need for a corresponding condition. In the preparation of information that may be provided to discharge this, I would highlight the following information that is relevant to preserving dark skies:*

- [https://britastro.org/dark-skies/pdfs/CfDS1703\\_E5\\_Good\\_Lighting\\_Guide.pdf](https://britastro.org/dark-skies/pdfs/CfDS1703_E5_Good_Lighting_Guide.pdf)
- [https://cranbornechase.org.uk/wp-content/uploads/2020/01/FactSheet7a\\_Good\\_External\\_Lighting1.pdf](https://cranbornechase.org.uk/wp-content/uploads/2020/01/FactSheet7a_Good_External_Lighting1.pdf) “

16.26 As for the details of the proposed external materials; the external appearance of effluent plant equipment in the southeast corner of the site; landscaping proposals for the site; and lighting of the proposed car park, and the solar panels to the roof of the building are all matters that could be conditioned if planning permission is granted.

16.27 Given the fact that the Abattoir building already exists, the proposed extended and resulting building with an appropriate use of external materials would result in there being no significant adverse impact on the wider Dorset National Landscape, subject to planning conditions. It is considered that the car park proposals would result in a localised adverse landscape impact but it is considered when taking the proposed development as a whole this adverse effect would be outweighed by the benefits from this proposal particularly in terms of the Economic growth aspects of the proposals as regards new jobs created and given the comments of our Economic Development Officer who fully supports this application. They comment that this site would be worth a total £2m and would create 20 new jobs. This would also support

the AgriTech key sector and would enable increased livestock welfare, to include reduced travelling time and improve on site holding facilities.

16.29 Overall, it is considered that the scale and design of the proposed extended building is considered to be acceptable given the sites location at a much lower level than the adjacent County Highway Road, albeit that the proposed car parking facilities could be considered to result in a localised impact. Of course, under the Countryside & Rights of Way Act 2000, the local planning local authority must make sure that all decisions seek to further the purpose of conserving and enhancing the natural beauty of the AONB. Decisions and activities must consider the potential effect it will have within the AONB as is the case here. In this case any adverse effects are considered to be of a localised nature and there are economic benefits arising from the proposed development which are considered to be positive attributes. However, changes have been made to the car parking area from that originally submitted which have led to what are considered to be substantive improvements and subject to planning conditions the development as a whole is now considered acceptable. As a result it is considered that the proposals as a whole accord with the development plan and the NPPF.

16.30 **Impact on the amenity of nearby properties by reason of Noise and Odour**

16.31 Policy ENV16(Amenity) of the adopted Local Plan states:

*i) Proposals for development should be designed to minimize their impact on the amenity and quiet enjoyment of both existing residents and future residents within the development and close to it. As such, development proposals will only be permitted provided:*

- They do not have a significant adverse effect on the living conditions of occupiers of residential properties through loss of privacy;*
- They do not have a significant adverse effect on the amenity of the occupiers of properties through inadequate daylight or excessive overshadowing, overbearing impact or flicker;*
- They do not generate a level of activity or noise that will detract significantly from the character and amenity of the area or the quiet enjoyment of residential properties; and*
- They do not generate unacceptable pollution, vibration or detrimental emissions unless it can be demonstrated that the effects on amenity and living conditions, health and the natural environment can be mitigated to the appropriate standard.*

*ii) Development which is sensitive to noise or unpleasant odour emissions will not be permitted in close proximity to existing sources where it would adversely affect future occupants.*

*iii) Proposals for external lighting schemes (including illuminated advertisement schemes) should be clearly justified and designed to minimize potential pollution from glare or spillage of light. The intensity of lighting should be the minimum necessary to achieve its purpose, and the benefits of the lighting scheme must be shown to outweigh any adverse effects.*

16.32 Policy AM2 Managing Vehicular Traffic (c) of the BMNP seeks to “Ensure residential and environmental amenity is not adversely affected by traffic”.

16.33 The NPPF Para 135(f) also states “*Planning.....decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users;***

16.34 The proposals have been the subject of consultation with our Environmental Health colleagues. They comment that Section 6.8 A(1) b of Schedule 1, Part 2, Chapter 6, of The Environmental Permitting (England and Wales) Regulations 2016 state that proposals for the slaughtering of animals at a plant with a carcass production capacity of more than 50 tonnes per day would be subject to the above-mentioned Regulations. The applicant has submitted noise and odour reports and has confirmed that they will need Environmental Permits and are in process of applying for this subject to planning approval. The development would produce over 50 tonnes as that equates to 163 cattle per day and the target is 200 cattle. These Regulations and the permit regime are undertaken by the Environment Agency as the regulatory authority and are subject to any specific operational controls via that legislation. In addition Para 201 of the NPPF clearly states (my emphasis in bold/underlined):

**“201 - The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities”**

16.35 Our Environmental Health colleague goes on to comment as regards the odour and noise reports that:

**“ODOUR**

*I have twice reviewed the odour report in the context of the IAQM ‘Guidance on the assessment of odour for planning’ Version 1.1 July 2018. I remain satisfied that the Odour report uses appropriate methodology and has entered correct assessment data into those processes. Therefore, I am not able to suggest that the odour report*



conclusions are not valid, **subject to the following technical/legal but significant point.**

The following comments, whilst somewhat detailed, are material to the consideration of this application, in theory in relation to both odour and noise.

Paragraph 201 of the National Planning Policy Framework ('NPPF') includes the comment: 'Planning decisions should assume that [pollution control] regimes will operate effectively'.

Relevant to this is the fact that abattoirs which satisfy certain criteria and throughput thresholds are required to operate under an environmental permit, as prescribed by the **Environmental Permitting (England and Wales) Regulations (2016)**. **In such cases, the Environment Agency is the permit regulator.**

For abattoirs, the Environment Agency as the environmental permitting regulator can (and must) pre-emptively include pollution conditions on the permit relating to both odour and noise, and it is a criminal offence not to comply with such conditions. Such conditions aim to ensure that operators use the 'best available techniques' to minimise noise and odour.

When the environmental permitting regime applies to an abattoir, Paragraph 201 of NPPF means that **it is not for the planning regime to seek fully to replicate the pollution controls referred to above**. In such circumstances, the role of the planning regime might be regarded as being to consider whether, **with environmental permitting controls in place**, the proposed development is an acceptable use of the land. This does not mean that the planning regime has no role in relation to securing acceptable noise / odour circumstances; however, planning refusal and/or conditions should only occur if it is considered that the 'best available techniques' controls in the environmental permitting regime alone could not achieve the noise/odour objectives of the National Planning Policy Framework, relevant Planning Practice Guidance and Dorset Local Plan.

If the criteria/thresholds requiring an environmental permit were not met, then the environmental permitting regime would not apply, and the associated **proactive** regulatory control of noise and odours post – planning permission would not exist; any complaints of noise or odour would need to be investigated reactively by the council under statutory nuisance laws.

If environmental permitting did not apply, the onus would be on the council to respond to any complaints from residents by gathering evidence to establish whether a **statutory nuisance** existed. No requirements can be made of an operator if, for whatever reason, it is not possible to establish the existence of a statutory nuisance. For the fundamental reasons just outlined, the statutory nuisance regime under the Environmental Protection Act 1990 is **not a substitute** for the environmental permitting regime under the Environmental Permitting (England and Wales) Regulations (2016).

***This significant legal distinction is a relevant material consideration in this application, especially in this case in relation to potential conditions addressing odour.***

*The odour report includes, and is predicated on, the following statement:*

*'Activities at the premises will be controlled under an Environmental Permit. In accordance with the Environmental Permitting (England and Wales) Regulations (2016) and subsequent amendments, this will include appropriate conditions to ensure that odour impacts do not occur as a result of the operation of the facility.' I would therefore strongly recommend that clarity be sought as to whether this installation will indeed operate under an environmental permit.*

**(NB - Confirmation has been received from the applicant confirming that the Environmental Permitting Regulations of 2016 will apply in this case).**

### **NOISE**

*I have considered the 'Pickstock Telford Limited Noise Impact Assessment Report Crown Farm Meats, Mangerton Lane, Bridport DT6 3SFReport Ref: P6934-R1-V3 Issue Date: 13th December 2024 Document Status: Version 3' by NoiseAir. ('The Noise Report'). The assessments in this report are accepted.*

*The section on odour above referred to the possibility of odour **and noise** control through an environmental permit, and the effects that may have on planning conditions relating to odour. As a general point this consideration can indeed apply to noise; however I am satisfied here that if the proposed mitigation measures found in The Noise Report are adopted as conditions, this will satisfactorily address noise matters from a planning viewpoint, to the extent that whether or not an environmental permit was required would not alter the wording of the proposed conditions.*

*Therefore, unlike odour, with noise I can move directly onto recommending conditions, based on recommendations of The Noise Report, beyond which I will have no further comment to make about noise.*

*I would therefore recommend the following conditions in relation to noise:*

1 All of the mitigation measures and recommendations identified in 'Chapter 6: Recommendations' subchapters 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.9 of the 'Pickstock Telford Limited Noise Impact Assessment Report Crown Farm Meats, Mangerton Lane, Bridport DT6 3SFReport Ref: P6934-R1-V3 Issue Date: 13th December 2024 Document Status: Version 3' by NoiseAir shall be implemented; in the case of design/layout measures this shall be prior to the commencement of operational use of the development as an abattoir, and in the case of operational measures from the date of commencement of operational use of the development as an abattoir.

*Reason – To protect the character and amenity of the area and the quiet enjoyment of nearby residential properties in accordance with Dorset Council adopted Local Plan, Policy ENV16*

2 Operational use of the development as an abattoir shall not commence until the applicant has submitted a written operational noise management plan to the local planning authority and received written approval of the written operational noise plan from the local planning authority. The noise management plan shall include, but not necessarily be restricted to, all the matters identified in Subchapter Paragraphs 6.8.1, 6.8.2 and 6.8.3 of the 'Pickstock Telford Limited Noise Impact Assessment Report Crown Farm Meats, Mangerton Lane, Bridport DT6 3SF Report Ref: P6934-R1-V3 Issue Date: 13th December 2024 Document Status: Version 3' by NoiseAir.

Reason – To protect the character and amenity of the area and the quiet enjoyment of nearby residential properties in accordance with Dorset Council adopted Local Plan, Policy ENV16”

### General Comment

*I must stress that these comments do not imply that the Environmental Protection Team is guaranteeing that noise or odour from this development will not be detected, nor that any such noise/odour might be regarded as unpleasant. Their role is to consider the application documents (including relevant representations), relevant guidance, and the Local Plan and comment on that basis”.*

16.36 In light of the above detailed comments from our Environmental Health colleague it is clear that the issue of odour would be primarily under the control of the Environment Agency via the Environmental Permit Regulations, and Government guidance as per NPPF para 201 states in part “*Planning decisions should assume that [pollution control] regimes will operate effectively*”.

16.37 As for the issue of noise, Environmental Health set out that subject to conditions as are set out above and which seek to secure all the mitigation measures and recommendations identified in Chapter 6 of the submitted noise report, the proposed development would have no adverse impact on the area or on nearby residential properties to the South.

16.38 These Chapter 6 controls are with regards to:

Jet Wash Facilities - *It is recommended that the operational hours of the jet wash facilities are between the hours of 07:00 and 19:00 so as to reduce noise breakout from the development site during the evening and night-time periods.*

HGV Movements - *During the night-time period, HGV movements are restricted to between the hours of 07:00 and 23:00*

Refrigeration Units - *There would be up to 4 no. refrigeration units housed on the site overnight. It is also understood that depending on use requirements, they may be operational during the night-time period. The location proposed for these units is along the northern façade of the proposed abattoir but it is recommended that when operational, refrigeration units are located along the southern façade of the abattoir. When operational during the night-time period, the refrigeration units will be hooked up to an electricity source on site. It is understood that when electrified, the noise emissions from refrigeration units are lower than when diesel generator powered.*

However, it is also understood that, should the electricity source fail, the back-up diesel generator will typically be triggered into operation.

Masonry Housing - Masonry construction housing has been proposed for the pump house and the jet wash pump unit. The housing has been considered to provide a 20 dB(A) reduction in the associated noise emissions for the assessment. This reduction is only applied within this assessment on the understanding that the following measures have been included:

- Proposed housing is of masonry construction;
- Appropriate door sealing has been included for any access door sets installed;
- Any louvres or attenuators located within the wall structure or door sets to accommodate appropriate airflow have been appropriately acoustically sealed and are positioned and directed away from nearby residents; and,
- Access doors remain closed while plant is operational.

Enclosures - Due to the proximity of the fresh water pump house to the existing neighbours it is very likely that the performance of the proposed masonry construction will not provide sufficient noise reduction. It is recommended that the pumps are housed within a specifically designed acoustic enclosure with a minimum attenuation performance of 30 dB(A). It is also recommended that the DAF unit is installed within a specifically designed acoustic enclosure with a minimum attenuation performance of 40 dB(A).

The enclosures should be designed to provide adequate airflow to the enclosed units with consideration given to the risk of overheating. We recommend that the pump and DAF unit manufacturers be consulted on the appropriate/ proposed enclosure design.

Where it is likely any enclosure will require the incorporation of acoustic louvres or acoustic attenuators to allow appropriate airflow, such features should be positioned and directed away from any nearby residents.

Access will also likely be required within the enclosure and any door-sets should be manufactured to minimise any noise breakout by adopting appropriate door seal systems (such as a drop-down door seal system).

#### Acoustic Barrier

It is recommended that a 3 m acoustic barrier is installed along the north, east and western site boundary.

Any acoustic barrier that is installed must be a sufficiently large barrier of solid construction with a minimum mass per unit area of 10 - 12 kg/m<sup>2</sup>

#### Noise Management Plan

A noise management plan is recommended to be implemented at the development site. The NMP should be agreed with the LPA. The NMP should include the following main points, however, please note this is not an exhaustive list:

- Name of person(s) responsible for implementation of the NMP;

- *Permitted hours of operations at the Crown Farm Meats site;*
- *Details of operations and activities permitted to be undertaken at the development site;*
- *Vehicles should not be permitted to be left idling at the development site;*
- *All doors and openings should be maintained in the closed position, when doors are required to be open, this should be reduced to as small a timeframe as possible;*
- *Any reversing beacons at the development site should be of 'white noise' type rather than traditional;*
- *A clear complaints procedure outlining how complaints should be investigated and what remedial action should be taken and who is responsible for complaint investigation; and documented record of all complaints should be maintained and made available to the LA if requested.*

*Additionally, the following site-specific points should also be included in the NMP:*

- *Operation of the jet wash facility should be restricted to between the hours of 07:00 and 19:00 Monday to Sunday;*
- *The movement of HGVs to and around the site should be restricted to between the hours of 07:00 and 23:00 Monday to Sunday.*
- *Actions should be taken to ensure electrical hook up is maintained throughout the night-time period for all required operational refrigeration units to ensure backup generator engines are not triggered into operation.*

16.39 Subject to any planning permission granted including conditions as per the above matters as set out in Chapter 6 of the submitted noise report, Policy ENV16 of the adopted local plan would be satisfied.

#### 16.40 **Impact on the amenity of nearby properties by reason of traffic**

16.41 There have been a number of representations objecting to the application on the grounds of increased traffic to and from the site as a result of the proposals. Although this is a material planning consideration it needs to be borne in mind that there are no restrictive planning conditions as regards the use of the existing site as is indicated in the planning history section above. Nevertheless, the bringing back into use of an existing abattoir building which will include vehicle movements to and from the site and its impact on the amenity of neighbours needs to be considered. The submitted traffic report has also been the subject of consultation with Highways.

16.42 The submitted noise report explains that the abattoir is proposed to be operational 7 days a week. The main operations of the site have been confirmed by the applicants agent as :

- Monday to Friday 0600 – 1600 hrs are the hours the abattoir line is in operation.
- Monday to Friday 1700- 0300 hrs is hygiene and cleaning.
- Saturday 0600-1200 hrs on very rare occasions the abattoir line is in operation (happen once last year).
- Saturday 0600-1200 hrs general cleaning and maintenance.
- Sunday 1200-1700 hrs livestock delivery for Monday morning.

Typically, large deliveries of livestock would be during the main operational hours, consisting of 3 HGVs, 3 no. six wheeler rigid vehicles, and 4 no. small rigid vehicles per day. It is understood that there would be a jet wash facility for drivers to clean their delivery vehicles in the livestock delivery yard.

16.43 Subject to the conditions as set out in Chapter 6 of the noise reports and as recommended by Environmental Health, as regards traffic movements the proposals are considered satisfactory as regards the impact on neighbours' amenity particularly in light of the status of there being no existing conditions relating to the existing facility.

16.44 **Highway Impacts**

The application is supported by a Transport Statement (TS). Policy COM7 (Creating A Safe And Efficient Transport Network) and COM9 (Parking Standards In New Development) of the adopted Local Plan, deal with highways and parking issues. Policy AM2 (Managing Vehicular Traffic) and Policy AM4 (Car Parking Strategy) of the MBNP deal with the same highway issues. The thrust of the above Policies is reflected in the BNP which states under Policy AM2 that:

*“Proposals for new development which are likely to generate increased vehicular movement should:*

*a) Provide convenient and safe access onto the adjacent roads and this should not adversely affect existing pedestrian movement.*

*b) Make the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve pedestrian access and connectivity to surrounding areas.*

*c) Ensure residential and environmental amenity is not adversely affected by traffic.*

*Development proposals that cannot meet the above requirements will not be supported”.*

16.45 The NPPF at para 115 states:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”*

16.46 NPPF Para 116 states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.*

16.47 The submitted Transport Statement explains that:

*“the development proposals seek to improve and extend the existing abattoir facility on the development site. The development proposals include the following:*

- *1,109 sqm of the existing abattoir retained;*
- *327 sqm demolished and rebuilt; and*
- *1,397 sqm extension.*

*Overall, the development proposal will increase the floor area of the main abattoir building, from 1,436 sqm to 2,833 sqm - an increase of 1,397 sqm.*

*In addition to the main abattoir building, the proposed development will also include a livestock delivery yard, waste export yard and the existing export yard. Office space will be provided within the existing residential property (Ridgeway House), with an area of car parking for staff and visitors located to the rear. A security hut will control pedestrian access between the car park/ offices and main abattoir building. This has been accepted by the Highway Authority as being appropriate and robust. It considers the impact of the traffic associated with the proposed development on the local highway network during the construction phase.*

*Given that this is an existing abattoir site, and the proposed development will generate a relatively low number of trips, it is considered that the existing access junction on Mangerton Lane will continue to provide safe and suitable access to the local highway network.*

*The development proposals include a new sliding security gate, controlling access to the main area of the abattoir site. The sliding security gate will be set-back 18m from the edge of Mangerton Lane, which will allow a 16.5m articulated HGV to pull clear of the carriageway if the gate is closed on arrival.*

*The parking area will comprise a total of 40no. car parking spaces, inclusive of 2no. accessible spaces (5%) and 8no. EVCP spaces (20%). The standard car parking spaces are 2.4m x 5m, and the disabled spaces include a 1.2m hatched area to the side and rear.*

#### *Trip Generation*

*When considering the trip generation and traffic impact of the proposed development, it should be reiterated that the site has an existing consented use as an abattoir. It is therefore reasonable to expect that a significant proportion of trips would already be on the highway network, if the abattoir was currently operational.*

*For the purposes of this assessment, it has been assumed that the AM and PM network peaks occur between 08:00 – 09:00 and 17:00 – 18:00 respectively.*

#### *Staff Trip Generation*

*The Applicant has advised that there is expected to be a total of 43no. members of staff employed at the site, including 38no. day-time staff members, 3no. night hygiene team members and 2no. full-time security staff members who will have split shifts (1no. on a dayshift, 1no. on the nightshift).*

The Applicant has also advised that car sharing is common amongst shift workers, however for robustness, it has been assumed that staff will be 100% car drivers.

Based on shift times, it is unlikely that there will be any staff vehicle trips during the AM and PM peak hours. However, for robustness, it has been assumed that nightshift workers may arrive during the PM peak period (17:00 – 18:00). This includes the 3no. night hygiene staff, as well as 1no. security staff member (4no. in total).

#### Visitor Trip Generation

The Applicant has advised that the development site is expected to receive a maximum of 1no. visitor per day.

#### Operational Movements-Waste Removal

The Applicant has advised that on a typical day, 7no. HGVs will be used to remove waste from the site, which equates to 14no. vehicle movements. 4no. of these HGVs will arrive / depart the site between 06:00 and 16:00, with a further 3no. HGVs arriving / departing after 17:00.

For the purposes of this trip generation exercise, it has been assumed that there will be 1no. arrival and 1no. departure during the AM peak hour associated with waste removal, as well as 3no. arrivals and 3no. departures during the PM peak hour.

#### Livestock Delivery

The Applicant has advised that on a typical day, 7no. HGV's will be used to deliver livestock, which equates to 14no. vehicle movements. Also, for the delivery of livestock, 15no. private cars with trailers will arrive / depart throughout the day (30no. vehicle trips).

For the purposes of this trip generation exercise, it has been assumed that there will be 2no. arrivals and 2no. departures during both the AM and PM peak hours associated with livestock deliveries.

#### Overall Trip Generation

Based on the information above, the peak hour trip generation for the proposed development is summarised in Table 5.1.

**Table 5.1 : Overall Total Trip Generation – Peak Hours**

Trip Type	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Staff	0	0	0	4	0	4
Visitors	1	1	2	1	1	2
Waste Removal	1	1	2	3	3	6
Livestock Delivery	2	2	4	2	2	4
<b>Total</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>16</b>



*As shown in Table 5.1, the proposed abattoir is expected to generate 8 two-way trips during the AM peak hour and 16 two-way trips during the PM peak hour. This equates to approximately 1 trip every 4 minutes on the local highway network, when averaged over PM peak hour.*

*As the site has an existing consented use as an abattoir, a significant proportion of trips would already be on the highway network, if the abattoir was currently operational.*

*Overall, it can be concluded that the proposed development will have a low impact on the local highway network. The proposals will not have an 'unacceptable' impact on highway safety or 'severe' impact on the local highway network, which are the thresholds stated with the National Planning Policy Framework (NPPF) (paragraph 116), under which development should not be refused on highways grounds"*

16.48 The Transport statement concludes by demonstrating that:

- *In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services.*
- *Safe and suitable vehicular access will be provided via an existing access junction from Mangerton Lane.*
- *Swept path analysis shows that a 16.5m articulated HGV can access and egress via the access junction on Mangerton Lane in a forward gear, and safely manoeuvre around the site.*
- *The proposed on-site car parking provision will adequately accommodate expected parking demand.*
- *The proposed development is expected to generate 8 two-way trips during the AM peak period and 16 two-way trips during the PM peak period. This equates to approximately 1 trip every 4 minutes on the local highway network, when averaged over PM peak hour.*
- *As the site has an existing consented use as an abattoir, a significant proportion of trips would already be on the highway network if the abattoir was currently operational.*
- *The proposals will therefore not have an 'unacceptable' impact on highway safety or 'severe' impact on the local highway network, which are the thresholds stated with the National Planning Policy Framework (NPPF) (paragraph 116), under which development should not be refused on highways grounds.*

16.49 The application is also supported by a Construction Traffic Management Plan (CTMP). This explains that if approved the appointed contractors will be required to operate in accordance with an agreed CTMP. The document will contain identified construction traffic routes to the site, estimated movements per day and safety procedures, including but not limited to:

- *Construction vehicle details (number, size, type and frequency of movement);*
- *Programme of construction works and anticipated deliveries;*
- *Timings of deliveries so as to avoid, where possible, peak traffic periods;*
- *Framework for managing abnormal loads;*
- *Location of construction site accesses;*

- *Contractors' arrangements (compound, storage, parking, turning, surfacing and drainage);*
- *Wheel and vehicle cleaning facilities;*
- *Inspection of the highway serving the site (by the developer (or contractor) and DCC Highways) prior to work commencing and at regular, agreed intervals during the construction phase;*
- *Scheme of appropriate signing of vehicle route to the site;*
- *Route plan for all contractors and suppliers to be advised on; and*
- *Temporary traffic management measures, where necessary*

16.50 All of the above has been assessed by the Council as Highway Authority as being appropriate. The CTMP information considers the impact of the traffic associated with the construction of the proposed development on the local highway network during the construction phase.

16.51 The Highways officer explains that this site has an historical use and until recently operated as an Abattoir. The proposal is for an increase in floorspace because of the need to comply with current Animal welfare standards, staff welfare facilities and with the Food Standard Agency requirements under the Food Hygiene Regulations.

16.52 Information has been provided by the applicant's agent relating to the historic traffic generation of the abattoir. This suggests that the proposal represents a 5% increase in traffic movements. Highways further explain that there have been no recorded collisions in the vicinity between 2018 and 2022 during which the Abattoir was operational. It is anticipated that when the site is up and running there will be 16 two-way trips during peak hours. The applicant has confirmed the traffic numbers will be close to those that were historically generated.

16.53 Staff movements are anticipated to mainly be outside of peak hours due to shift patterns.

16.54 The Highway Authority considers the proposed on-site parking to be acceptable as it meets with the applicants' operational requirements.

16.55 In conclusion, the Highway Authority consider that the application is satisfactory and robust and that the residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) - December 2023. Should planning permission be granted, it is suggested that the following conditions be imposed:

***Construction traffic management plan to be submitted***

*Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must 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*
- *location of construction site access*

- 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 and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing 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 strictly in accordance with the approved Construction Traffic Management 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.*

#### **Turning/manoeuvring and parking construction as submitted**

Before the development is occupied or utilised the turning/manoeuvring 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.*

#### **Electric Gate(s) details to be submitted**

Before the development commences a scheme showing precise details (including the technical specification) for the provision of the electric gate(s) must be submitted to the Planning Authority. Any such scheme requires approval to be obtained in writing from the Planning Authority. The approved scheme must be constructed before any part of the development hereby permitted is occupied or utilised. Thereafter, the electric gate(s) must be maintained and available for the purpose specified.

*Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.*

#### **Lighting and/or floodlighting**

Any lighting and/or floodlighting must be located and screened in such a manner that no illumination is directed towards the adjoining highway.

*Reason: To ensure that drivers aren't dazzled or distracted by the light.*

#### **Travel Plan to be submitted**

*Before the development hereby approved is occupied or utilised, a Full Travel Plan, based on the Interim Travel Plan must 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 must 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.*

***INFORMATIVE NOTE: Travel Plan monitoring***

*The applicant is advised that as part of the continued monitoring of the Travel Plan, they are required to regularly liaise, at regular time periods to be agreed, with Dorset Council's Travel Plan team, emma.andre@dorsetcouncil.gov.uk for the lifespan of the Travel Plan. The Travel Plan surveys, and other pertinent information should be submitted to Dorset Council to ensure that continued progress is being made to meet the targets of the Travel Plan.*

***Cycle parking scheme to be submitted***

*The development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities is submitted to the Planning Authority. Any such scheme requires approval to be obtained in writing from the Planning Authority. The approved scheme must be constructed before the development is commenced and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.*

*Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.*

16.56 **Flood Risks/Drainage** – Policy COM10 (The Provision Of Utilities Service Infrastructure) of the adopted Local Plan states in part:

- i) *Development will not be permitted where the problems associated with the lack of necessary utilities service infrastructure, including energy supplies, drainage, sewerage, sewage treatment and water supply, cannot be overcome.*

16.57 Furthermore Policy ENV5 of the adopted Local Plan explains that:

*ENV5. (Flood Risk)*

- i) *New development or the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, groundwater, fluvial and coastal sources) where possible. The risk of flooding will be minimised by:*
- *steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones;*

- ensuring development will not generate flooding through surface water run-off and/or exacerbate flooding elsewhere.
- ii) In assessing proposals for development in an area with a medium or higher risk of flooding, the council will need to be satisfied that:
  - there are no reasonably available alternative sites with a lower probability of flooding (where a site has been allocated this test will have been satisfied) adequate measures will be taken to mitigate the risk and ensure that potential occupants will be safe, including measures to ensure the development is appropriately flood resilient and resistant; and
  - safe access and escape routes are provided where required.
- iii) In the case of major development on unallocated sites, wider sustainability benefits should not remove the need to consider flood risk or surface water management, or the need to mitigate accordingly.
- iv) Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of a flood defence scheme

16.58 The BNP also explains in part that (emphasis in bold) :

*Managing Flood Risk The climate is evolving rapidly, as is our understanding of the changing pattern of rainfall and the probable impacts of climate change.*

*Nevertheless there is a possibility that the flood risk guidance available to developers will be overtaken by the pace of change. The community would like to be reassured that the flood risk both at the site and downstream will be acceptable for the lifetime of any new development. **All developments, especially those required to submit a flood risk assessment should make every effort to be informed and take account of the most up-to-date predictions of flood risk and the probable impacts of climate change***

16.59 In this case the site is located in flood zone 1 and lies outside of flood zones 2 and 3. A very small part of the site is affected by a flood risk of surface water in the 1:100 and 1:1000 timelines.

16.60 In light of the above the applicant has submitted the following information to support the application:

- Report: Flood Risk Assessment, by Vale Consultancy, ref 18662, rev 1 and dated 19/01/24
- Report: Drainage Strategy Report, by Vale Consultancy, ref 18662, rev 1 and dated 02/02/24
- Drawing: Surface Water Drainage Strategy Sheet 1 of 3, by Vale Consultancy, drawing no. 18662\_500, rev 02 and dated 19/07/24
- Drawing: Surface Water Drainage Strategy Sheet 2 of 2, by Vale Consultancy, drawing no. 18662\_501, rev 02 and dated 19/07/24

16.61 The above reports also contain the results of ground investigations. As such the Council's Flood Risk Project Engineer has been consulted and makes the following comments:

***“Flood risk to the development:***

- 1. The EA's Flood Map for Planning indicates that the development site is within flood zone 1 with a very low probability of flooding.*
- 2. The risk of groundwater emergence mapping indicates that the site is within an area of variable risk of groundwater emergence.*
- 3. The Environment Agency's (EA) Risk of Flooding from Surface Water flood mapping indicates that the areas proposed for development are not significantly affected by surface water flooding.*

*Overall, the flood risk to the site is compatible with the proposed development".*

***Flood risk from the development:***

- 1. It is accepted that the results of infiltration testing do not support infiltration as a method of disposal and therefore, discharge to the existing location (watercourse) is acceptable.*
- 2. An attenuation tank that will also function as a rainwater harvesting system has been proposed to attenuate flow.*
- 3. The site is already developed with a high degree of impermeable area. The drainage strategy has calculated the existing peak runoff rates and the proposed design discharge rate. The existing QBAR rate is proposed to be the post development design discharge rate for all rainfall events including climate change. Although we sometimes seek a 30% betterment in peak discharge rates for brownfield sites, restricting runoff rates for all events to the QBAR rate provides a betterment and is acceptable.*
- 4. It is noted that urban creep is not applicable.*
- 5. A 40% climate change uplift has been used in calculations. Although the current direct rainfall uplift within Dorset is 45% for a 100-year lifespan, I note that the proposed development is commercial in nature and therefore the 100-year lifespan warranting a 45% is not applicable and thus, the proposed 40% uplift is acceptable.*
- 6. A treatment train for the treatment of surface water runoff has been proposed. These include water reuse and a vortex separator. This is acceptable.*
- 7. The surface water drainage strategy drawings are marked as preliminary. This will need to be amended for the final/detailed design at the discharge of conditions stage.*

16.62 The above documentation provides the necessary information required for the Council as Local Lead Flood Authority not to object to the proposed development subject to the following recommended conditions.

***CONDITION***

*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, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully 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, and to improve habitat and amenity.*

### **CONDITION**

*No development shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system 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*

16.63 In light of the above it is considered that there are no adverse food risk issues or drainage concerns associated with this application subject to conditions.

#### **16.64 Ecology/Biodiversity Net Gain**

16.65 Submitted with the application and following discussions with the Council's Natural Environment Team (NET), the applicant has submitted an Ecological Impact Assessment. (EclA - Jan 2025). This is in addition to a Biodiversity Net Gain (BNG) Statement.

16.66 The EIA, is an extensive report and sets out an assessment against a number of nature conservation issues, including existing nature conservation habitats, bats, common amphibians, reptiles, dormice, badgers, hedgehogs, otters, birds including barn owls, and invertebrates. In addition, all existing woodland and hedgerows are to be retained. Enhancements are proposed relating to habitats which are also part of the Biodiversity Net Gain assessment such that habitat enhancements include the planting of 38 native trees, planting of 110 metres of species rich native hedgerows with trees, and enhancement of a large piece of modified grassland to other neutral grassland in poor condition at the east of the application site and enhancement of other neutral grassland in poor condition to moderate condition at the banks of the Abattoir or compound. Native planting will provide additional foraging commuting nesting and refuge opportunities for a range of wildlife including bats, reptiles, dormice, hedgehogs, badgers, otters, birds, and invertebrates.

16.67 All of the above-mentioned measures and enhancements are set out in Sections 6 & 7 of the submitted EclA report, which has been the subject of consultation with our NET colleagues. As a result they have now confirmed the EclA report and have issued a Certificate Of Approval under the Council's Biodiversity Protocol. They recommend conditioning all proposed mitigation for retained habitats and species during the construction phase to be the subject of a Construction Environment Management Plan (CEMP) (to be conditioned pre-commencement), in addition to all other nature conservation mitigation, compensation and enhancements to be conditioned in accordance with the measures as set out in Section 6 and 7 of the EclA. Provided these matters are conditioned this would satisfactorily deal with the nature conservation issues arising from this proposal.

16.68 In summary, subject to conditions there are no adverse impacts as regards nature conservation impacts or BNG as regards the proposals.

#### **16.69 Nutrient Neutrality**

16.70 The site is located within the 5-kilometre recreational buffer of the Chesil and The Fleet SAC and SPA. However, the proposed development does not involve an increase in overnight accommodation and so there is no increase in local population which would cause additional recreational pressure at Chesil and the Fleet SPA. The proposed development represents industrial development which can result in additional nutrient discharge, but the site is not within the Chesil and the Fleet hydrological catchment itself and therefore there is no requirement for the proposal to achieve Nutrient Neutrality. On this basis there is no requirement for an Appropriate Assessment to be carried out.

#### 16.71 **Environmental Impact Assessment**

16.72 The Council's Environmental Assessment officer has assessed the proposals in relation to the Environmental Impact Regulations 2017 and a Screening Opinion has been issued stating that the proposals are not EIA development.

#### 16.73 **Other matters**

16.74 As for the Town Council's comments, their substantive response has been addressed via the assessment as set out above. However in addition they comment that a Sustainability Plan should be submitted for approval prior to the commencement of development incorporating actions to achieve net zero operation, as well as an Economic impact report demonstrating that the development will have no adverse impact on local economy; and finally that an Infrastructure legal agreement be agreed between the planning authority and the applicant, incorporating contributions for infrastructure impact setting out the economic impact in the event that the projected employment is not derived from the local community.

16.75 As regards the issue of sustainability, the applicants have submitted a Sustainability Statement which is set out in para 15 of this report. As for an Economic impact report, the Council's Economic Development and Tourism officer fully supports this application and comments that investment in this site will be worth a total of £2m and will create 20 new jobs. It would also support the Council's AgriTech key sector and will enable increased livestock welfare, to include reduced travelling time and improved on site holding facilities. Finally, it is not considered that an Infrastructure legal agreement is required for the matters as set out in the Town Council's response as these are covered adequately in the report as set out above.

#### 16.76 **Planning Balance**

16.77 The proposed development proposes extensions to an existing albeit vacant abattoir facility. There are third-party objections to the re-opening of the site along with its extensions, but the proposals are intended to provide a more modern environment for this development type. Issues associated with odour would be the subject of a separate regulatory regime by the Environment Agency under the Environmental Permit Regulations 2016.

16.78 Clearly the proposals are a large development within the Dorset AONB National Landscape, but the impact on this designation has been mitigated as far as possible including additional landscape planting proposed in order to mitigate the impact of the development from the east and to enhance Biodiversity Net Gain proposals, and there are no significant objections to the proposal from the Dorset AONB National Landscape officer.



- 16.79 There are no highways objections to the proposal which are subject to a number of highway conditions, and the proposed development offers the opportunity to seek to control some operational aspects via hours of operation conditions.
- 16.80 Overall, it is considered that the development as a whole is considered acceptable given the sites location at a much lower level than the adjacent County Highway Road The proposed car parking facilities would be considered to result in a localised impact. The Council as local planning authority under the Countryside & Rights of Way Act 2000, must make sure that all decisions seek to further the purpose of conserving and enhancing the natural beauty of the AONB. Decisions and activities must consider the potential effect it will have within the AONB as is the case here. In this case any adverse effects are considered to be of a localised nature and there are economic benefits arising from the proposed development which are considered to be positive attributes. However, subject to planning conditions the development as a whole is now considered acceptable. As a result, it is considered that the proposals as a whole accord with the development plan (the adopted Local Plan and Made Neighbourhood Plan) and the NPPF.

## **17.0 Conclusion**

Section 4 above sets out a summary of all issues associated with this proposal and in light of the issues as are set out in paragraphs 16.1-16.80 above the proposal, is considered to accord, subject to the completion of a legal agreement and planning conditions, with the development plan when taken as a whole and the NPPF.

## **18. Recommendation**

18.1 Delegate authority to the Service Manager for Development Management and Enforcement and the Area Manager for the Southern and Western Team (Development Management) to grant planning permission subject to:

- Completion of a S106 agreement to link the requirements of the existing S106 in respect of occupation of the existing dwelling to the current application.
- Planning conditions and informatives.

### **Condition 1 – Standard 3 years commencement**

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: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

### **Condition 2 – Approved Plans List**

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

2304PT-SIT01 D Location plan AMENDED PLAN

2304PT-SIT03 M Proposed site plan AMENDED PLAN

2304PT-GA04 security hut plans & elevations

2304PT-GA02 C proposed abattoir floor plans AMENDED PLAN  
2304PT-ELE01 C Proposed abattoir elevations AMENDED PLAN  
LANDP001 006 Landscape plan AMENDED PLAN  
LANDP002 006 Landscape plan AMENDED PLAN  
1047\_LANDP003 02 Landscape plan AMENDED PLAN  
18662\_500 02 Drainage Strategy Sheet 1  
18662\_501 03 Drainage Strategy Sheet 2  
J32-7832-PS-001 Rev A Site access arrangement  
J32-7832-PS-002 Rev A Site access swept path analysis  
J32-7832-PS-003 Rev A Internal swept path analysis

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

#### Condition 3 – **Materials**

Prior to development above damp-proof course level, details and samples of all external facing materials for the wall(s) and roof(s) shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

#### Condition 4 - **Construction traffic management plan to be submitted**

Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must 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
- location of construction site access
- 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 and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing 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 strictly in accordance with the approved Construction Traffic Management 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.

#### **Condition 5 - Turning/manoeuvring and parking construction as submitted**

Before the development is occupied or utilised the turning/manoeuvring 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.

#### **Condition 6 - Electric Gate(s) details to be submitted**

Before the development commences a scheme showing precise details (including the technical specification) for the provision of the electric gate(s) must be submitted to and approved in writing by the Planning Authority. The approved scheme must be constructed before any part of the development hereby permitted is occupied or utilised. Thereafter, the electric gate(s) must be maintained and be available for the purpose specified.

Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

#### **Condition 7 - Lighting and/or floodlighting**

Prior to their installation details of a lighting strategy which reflects the need to avoid harm to protected species and to minimise light spill and to be provided in such a manner that no illumination is directed towards the adjoining highway, shall be submitted to and approved in writing by the Local Planning Authority. There shall be no lighting of the site other than in accordance with the approved strategy.

Reason: In the interests of biodiversity; the need to safeguard the AONB character of the area; and highway safety

#### **Condition 8 - Travel Plan to be submitted**

Before the development hereby approved is occupied or utilised, a Full Travel Plan, based on the Interim Travel Plan must be submitted to and approved in writing by the Local 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 must 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.

#### **Condition 9 - Cycle parking scheme to be submitted**

The development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities is submitted to the Planning Authority. Any such scheme requires approval to be obtained in writing from the Planning Authority. The approved scheme must be constructed before the development is brought into use and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

#### **Condition 10 – Condition Surface Water Management Scheme**

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, and including clarification of how surface water is to be managed during construction, and a timetable for implementation has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details and the approved timetable for implementation.

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

#### **Condition 11- Condition Surface Water Sustainable Drainage Scheme**

No development shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system 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

#### Condition 12 – **Noise Mitigation**

Before the development is brought into operational use all of the noise mitigation measures and recommendations identified in ‘Chapter 6: Recommendations’ subchapters 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, and 6.9 of the ‘Pickstock Telford Limited Noise Impact Assessment Report Crown Farm Meats, Mangerton Lane, Bridport DT6 3SF Report Ref: P6934-R1-V3 Issue Date: 13th December 2024 Document Status: Version 3’ by NoiseAir shall be implemented. In the case of design/layout measures this shall be prior to the commencement of operational use of the development as an abattoir, and in the case of operational measures from the date of commencement of operational use of the development as an abattoir. Thereafter they noise mitigation measures and recommendations as set out above shall be permanently retained and maintained.

Reason – To protect the character and amenity of the area and the quiet enjoyment of nearby residential properties in accordance with Dorset Council adopted Local Plan, Policy ENV16

#### Condition 13 – **Operating Hours**

The abattoir use hereby approved shall take place in accordance with the hours as is set out in the submitted ‘Pickstock Telford Limited Noise Impact Assessment Report Crown Farm Meats, Mangerton Lane, Bridport DT6 3SF Report Ref: P6934-R1-V3 Issue Date: 13th December 2024 Document Status: Version 3’ by NoiseAir, Noise Management Plan namely:

- Monday to Friday 0600 – 1600 hrs; and Saturday 0600-1200 hrs the hours the abattoir line is in operation.
- Monday to Friday 1700- 0300 hrs hygiene and cleaning is in operation.
- Saturday 0600-1200 hrs general cleaning and maintenance is in operation.
- Sunday 1200-1700 hrs livestock delivery;
- The operational hours of the jet wash facilities only between the hours of 07:00 and 19:00 on any day

Reason – To protect the character and amenity of the area and the quiet enjoyment of nearby residential properties in accordance with Dorset Council adopted Local Plan, Policy ENV16

#### Condition 14 – **Noise Management Plan**

The development shall not be brought into Operational use as an abattoir unless and until the applicant/developer has submitted a written operational noise management plan to the local planning authority and received written approval of the written operational noise plan from the local planning authority. The noise management plan shall include, but not necessarily be restricted to, all the matters identified in Subchapter Paragraphs 6.8.1, 6.8.2 and 6.8.3 of the ‘Pickstock Telford Limited Noise Impact Assessment Report Crown Farm Meats, Mangerton Lane, Bridport DT6

3SFReport Ref: P6934-R1-V3 Issue Date: 13th December 2024 Document Status: Version 3' by NoiseAir. The development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason – To protect the character and amenity of the area and the quiet enjoyment of nearby residential properties in accordance with Dorset Council adopted Local Plan, Policy ENV16

#### **Condition 15 – Landscaping**

The development hereby permitted shall not be brought into use until all hard and soft landscape works have been carried out in accordance with the approved drawings numbered LANDP001 (006), LANDP002 (006) & LANDP003 (02). Any trees or plants that within a period of five years after planting are removed, die, or become, in the opinion of the Local Planning Authority, seriously damaged or defective shall be replaced as soon as it is reasonably practical with others of species, size and number as originally approved.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs. Hard and soft landscaping implementation and replacement.

#### **Condition 16 – Landscaping Maintenance**

Prior to the commencement of any development hereby approved, above damp course level, a schedule of landscape maintenance covering a minimum period of five years following substantial completion of the development (including details of the arrangements for its implementation) shall be submitted to and approved in writing by the Local Planning Authority. The subsequent maintenance of the development's landscaping shall accord with the approved schedule.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features

#### **Condition 17 - Construction Environment Management Plan (CEMP)**

Prior to commencement of the development a detailed Construction Environment Management Plan (CEMP), for all proposed mitigation for retained habitats and species during the construction phase shall be submitted to and approved by the local planning authority. The development should be carried out in accordance with the approved details.

Reason: In the interests of safeguarding nature conservation issues arising from this proposal.

#### **Condition 18 - Nature Conservation Mitigation**

The development hereby approved shall be carried out in full accordance with the proposed nature conservation mitigation, compensation and enhancements as are

set out in Sections 6 and 7 of the submitted Darwin Ecology Ltd Ecological Impact Assessment (EclA) dated January 2025.

Reason: In the interests of safeguarding and enhancing nature conservation issues arising from this proposal.

#### **Condition 19 – Solar Panels**

Prior to their installation details of the proposed solar panels on the roof of the building hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall also include details of their material seeking to reduce glare. The development shall be carried out in accordance with the approved details and be retained as such.

Reason: In the interests of the need to safeguard the AONB character of the area.

#### **Condition 20 – Retaining walls/Fencing**

Prior to their installation details of the height and material to be used for the retaining wall along the southern boundaries of the car park; and details of the proposed palisade security fencing as regards its height and colour shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be retained as such.

Reason: To ensure a satisfactory visual appearance of the development

#### **Informatives:**

##### **National Planning Policy Framework Statement**

In accordance with paragraph 38 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.
- The applicant was provided with pre-application advice.

##### **Travel Plan Monitoring**

The applicant is advised that as part of the continued monitoring of the Travel Plan, they are required to regularly liaise, at regular time periods to be agreed, with Dorset Council's Travel Plan team, emma.andre@dorsetcouncil.gov.uk for the lifespan of the Travel Plan. The Travel Plan surveys, and other pertinent information should be submitted to Dorset Council to ensure that continued progress is being made to meet the targets of the Travel Plan.

### **Environmental Permitting Regime**

The proposal includes a “prescribed process” for which a permit is required under the Environmental Permitting regime. Further details are available on the DEFRA website at [www.defra.gov.uk/environmental/index.htm](http://www.defra.gov.uk/environmental/index.htm) or from the enforcing authority - the Environment Agency/the Council’s Environmental Protection team.

### **Rights of Way**

The safe free passage of the public on all rights of way must not be obstructed at any time. If the public are unlikely to be able to exercise their public rights on a right of way, then a Temporary Path Closure Order must be obtained. This can be applied for through Rights of Way at Dorset Council see <https://www.dorsetcouncil.gov.uk/w/changing-the-definitive-map> , but the application must be completed and returned at least thirteen weeks before the intended closure date. It should be noted that there is a fee applicable to this application. This application and legal order must be confirmed before any works obstructing the path are commenced.

Any damage to the surface of the footpath attributable to the development must be repaired to Dorset Council’s specification, in accordance with Section 59 of the Highways Act 1980 by the applicant.

### **Animal Welfare Licensing**

The proposal includes a use which include activities that may require a licence. Further details on whether the applicant requires a licence can be found on the .gov.uk website searching ‘Animal Licencing’. Further advice can also be sought from the Dorset Council’s Animal Welfare and Dog Control team.

<https://www.dorsetcouncil.gov.uk/business-consumers-licences/licences-and-permits/animal-licences/animal-welfare-licences>

### **Biodiversity Net Gain**

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Dorset Council.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Read more about Biodiversity Net Gain at

<https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

### **Section 106 BNG**



This application is subject to Biodiversity Net Gain.  
A Section 106 Agreement is likely to be required to secure the maintenance and monitoring of any Biodiversity Gain Plan or Habitat Management and Monitoring Plan (HMMP) approved by the Council

INFORMATIVE NOTE: Travel Plan monitoring

The applicant is advised that as part of the continued monitoring of the Travel Plan, they are required to regularly liaise, at regular time periods to be agreed, with Dorset Council's Travel Plan team, [emma.andre@dorsetcouncil.gov.uk](mailto:emma.andre@dorsetcouncil.gov.uk) for the lifespan of the Travel Plan. The Travel Plan surveys, and other pertinent information should be submitted to Dorset Council to ensure that continued progress is being made to meet the targets of the Travel Plan.