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## STRATEGIC AND TECHNICAL PLANNING COMMITTEE

### MINUTES OF MEETING HELD ON MONDAY 27 JANUARY 2025

**Present:** Cllrs Duncan Sowry-House (Chair), Dave Bolwell (Vice-Chair), Toni Coombs, Richard Crabb, Spencer Flower, Craig Monks, David Northam, Belinda Ridout and David Taylor

**Present remotely:** Cllrs Belinda Bawden

**Apologies:** Cllrs Pete Roper and David Tooke

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

Lara Altree (Senior Lawyer - Regulatory), Ann Collins (Area Manager – Western and Southern Team), Tony Cosgrove (Lead Project Officer (Minerals & Waste), Philip Crowther (Legal Business Partner - Regulatory), John Miles (Democratic Services Officer), Matthew Pochin-Hawkes (Lead Project Officer) and Megan Rochester (Senior Democratic Services Officer).

65. **Minutes**

The minutes of the previous meeting held on Tuesday 26<sup>th</sup> November 2024 were confirmed and signed.

66. **Declarations of Interest**

No declarations of disclosable pecuniary interests were made at the meeting.

67. **Registration for public speaking and statements**

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

68. **P/VOC/2024/07289 - Land south-east of Sunrise Business Park and north of the A350 Blandford Bypass, Blandford Forum.**

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members. The existing waste management infrastructure did not adequately meet the demands of the Blandford residents, prompting for the application to be put fourth for the proposed site located across the road from Lidl on the A350. The greenfield site would have incorporated a long interior access road designed to improve accessibility and operational efficiency. Following the

granting of permission in 2022, a variation to condition archaeology 3 was now proposed. The Case Officer felt that it was crucial to note that no construction could commence on the site until all archaeological assessments and necessary work had been completed. The previous approved condition failed to deliver the required standards, leading to the proposal of a revised condition that allowed for modifications to ensure compliance. Comments from the senior archaeologist further substantiated the need for the adjustments, highlighting the importance of adhering to archaeological protocols. The Officer's recommendation was to grant the application.

### **Public Participation**

There was no public participation.

### **Members questions and comments**

- Clarification as to which area would be released for archaeological works.
- Cllr Northam sought clarification to paragraph 134 of the officer report as it didn't concur with the officer comments regarding Dorset Council being the applicant.
- Cllr Rideout queried where the results of the archaeological dig would have been published and whether they would be available to the wider public.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** the waste management centre as recommended, was proposed by Cllr Spencer Flower, and seconded by Cllr Toni Coombs.

**Decision:** Grant the application as per the officer recommendation.

## **69. P/FUL/2024/04447 - Land North of Eweleaze Spinney, Chickerell**

The Case Officer provided members with the following update;

- An update sheet had been circulated to members ahead of the meeting.
- Revised drawings.
- Briefing note from applicant.
- Additional representatives had been received.
- Revised planning conditions: Condition 2; approved drawings. Condition 7: water tanks and Condition 9; hard and soft landscaping.

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site, which was located between Southill and Chickerell, and explained the proposal and relevant planning policies to members. Members

were informed of the planning considerations including site boundaries, proximity to residential properties, and its current use for horse grazing. The site was characterized by several constraints, including surface water flood risk, public rights of way, a mineral safeguarding area, and the presence of a national grid overhead line. Photographs from the southern boundary of the site provided a clear perspective looking towards the site.

The previous planning application was refused in March 2024 due to concerns related to fire safety, contamination, single vehicular access and lack of vehicle passing places. The current planning application was a revised scheme to address the reasons for refusing the earlier application. Key changes in the proposed layout included a reduction in power capacity, the introduction of a secondary emergency access route, and a well-considered landscaping plan featuring wildflowers and shrub planting that aligned with existing features. The overall design aimed to provide a well-contained environment that offered significant amenity benefits. Significant attention had been given to drainage strategies developed in collaboration with the council's flood risk management team. Additionally, the initiative incorporated renewable and low-carbon technologies, targeting electricity storage that could support approximately 19,500 households across Dorset—representing 8.7% of local demand. The key planning issues favourably supported the principle of development, aligning with national planning practice guidance and NFCC standards for health and safety. The Officer's recommendation was to grant planning permission subject to conditions set out in the officer report.

### **Public Participation**

Mr Fannon spoke in objection to the proposal. He questioned the absence of credible test data, emphasizing that safety couldn't be assumed without real-life evidence. He highlighted that containers burn for days and felt that BES facilities belong far from communities. The applicant's promise of minimal energy supply—only 1.7 watts per home—seemed inadequate. With the threat of toxic smoke looming. He hoped the committee would consider the safety of residents and refuse the proposal.

Kay Kelsall felt that the application failed to meet fire chief requirements for two distinct access points. The report acknowledged that the secondary eastern route merged with the primary route, undermining safety. While the applicant cited prevailing northern winds, real-life examples reveal the risks posed by smoke and toxins from fires, not the flames themselves. There's no substantiated evidence of an effective fire response to mitigate these concerns. Ms Kelsall felt that the proposal was unacceptable and urged members to refuse.

John Perrot also spoke in objection to the proposal. He felt that the concerns regarding the FRS were valid and should have been prioritized by the committee. The poor application design raised significant issues, particularly with contaminated water. Previous refusals highlight the flaws which remained unaddressed. Three minutes is insufficient to fully outline the inconsistencies, especially regarding pollution control. The similarity of the two applications cannot be ignored. It's crucial to uphold Policy 9 of the NPPF and object accordingly.

Chris Cox spoke on behalf of the applicant. He felt that the proposal represented a significant step forward in addressing previous concerns and delivering a project which prioritized safety, environmental benefits, and renewable energy security. From the outset, the applicant and agent had worked closely with Dorset & Wiltshire Fire and Rescue Service, engaging with them to ensure that fire safety measures met and exceeded their requirements. Their input had been invaluable in shaping a comprehensive approach to fire prevention, detection, and suppression. To address the committee's previous concerns about emergency access, a secondary access route had now been incorporated into the design. This ensured that emergency services would always have rapid and reliable access to the site. In terms of fire safety, the proposal incorporated cutting-edge systems which would work together to create one of the most robust fire safety frameworks in the industry. All statutory bodies, including the Environment Agency, Dorset & Wiltshire Fire and Rescue, and public health officers, had raised no objections, demonstrating their confidence in its safety and design. Additionally, significant biodiversity enhancements would have been delivered. To conclude, the project adopted the most advanced safety systems of any Battery Energy Storage System in Dorset. It supported renewable energy generation and contributed to the UK's energy security, whilst also delivering environmental benefits to the local area. Mr C Cox thanked the officer for their comprehensive report and hoped members would support.

Cllr David Palmer spoke on behalf of Chickerell Town Council who hoped the committee would overturn the officer recommendation and refuse the planning application. He highlighted their justification for requesting the committee to refuse based on the proximity of the proposed site to both an existing urban area and proposed new housing development, which if agreed, would have delivered 393 new houses and land for a primary school adjacent to the proposed storage site. Cllr Palmer highlighted the concerns of the residents of Chickerell through their attendance at Town Council meetings and conversations with Councillors. They were concerned regarding the fire risk and the potential release of hazardous chemicals and the health risks that it would impose. The Town Council also referred to the Chickerell Neighbourhood Plan, highlighting wildlife corridors and the importance of protecting land from potential development. Cllr David Palmer also highlighted the proximity of the proposed development to the football stadium and the Dorset Police Divisional HQ, arguing the potential risks in evacuation of the sites if necessary due to a major incident caused by the proposed battery storage site. In conclusion, Chickerell Council believed that the Committee should listen to the concerns of residents and acknowledge the intentions and commitments of Neighbourhood Plans and in so doing, refuse the application.

### **Members questions and comments**

- Cllr Taylor was concerned regarding electricity, water and toxic fumes. He sought clarification on the height of the batteries compared to sea level and the flood risk. He also queried the lack of security and monitoring of the proposed site.
- Clarification relating to the self-contained run off tank to be used in the event of a fire and the procedure for dealing with polluted water.

- Concerns regarding there only being one access point to the site which already served an existing development. Cllr Coombs was disappointed that this was not referenced within the officer report.
- Cllr Northam raised that there had been an error in the report at Section 7, paragraph 7.4 page 52 regarding the planning history.
- Clarity that the operators were different applicants.
- Questions relating to the impact of toxic fumes and fire safety and whether there had been any consideration to development that may be proposed in proximity to the site in the future.
- Cllr Crabb queried the proposed physical security, risk assessments and site management.
- Cllr Ridout asked the Case Officer to confirm how the tanks would be filled and wanted assurance that any contaminated water would be removed. She also thanked the officer for the inclusion of useful links in the officer report relating to the suppression system.
- Cllr Coombs noted that the applicant had overcome most issues, however, the main concern was site access and that the need for two access points was previously discussed. Cllr Monks agreed with these comments and was also concerned about safety.
- Cllr Ridout praised the applicant for the work that they done to implement significant change. She was happy to support the proposal.
- Members did not feel that the risks outweighed the benefits, and a safety management plan was needed.
- Cllr Northam felt that the committee did not need sight of the safety management and emergency recovery plans as this would be subject to planning conditions.
- Cllr Bolwell was not concerned regarding the gas suppression system or battery monitoring systems as they gave early warnings. He was also confident that the tank could take contaminated water runoff. However, like other members he was concerned regarding the Plume and site access. Despite this, he raised that site access was already considered in a previous application for a nearby site and from a planning perspective he did not feel as though access was a strong enough material consideration to warrant refusal. Therefore, on that basis, he would support the officer recommendation if a proposal was put forward.
- Cllr Coombs could not identify any information within the report which had assessed the adjacent development and that they would share a single access point from Coldharbour. She recommended deferral to ensure that work was to be done to assess the risk and consider an additional access point.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **defer** was recommended and proposed by Cllr Toni Coombs and seconded by Cllr Craig Monks.

**Decision:** Defer the application to seek further clarification or an amendment regarding an additional access point.

70. **Urgent items**

There were no urgent items.

71. **Exempt Business**

There was no exempt business.

**Decision Sheet**

**Duration of meeting:** 10.00 am - 12.33 pm

**Chairman**

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**Strategic and Technical Planning Committee**  
**Monday 27<sup>th</sup> January**  
**Decision List**

**Application:** P/VOC/2024/07289

**Application Site:** Land south-east of Sunrise Business Park and north of the A350 Blandford Bypass, Blandford Forum.

**Proposal:** Development of a waste management centre for the bulking and transfer of waste and recyclables, comprising a covered waste transfer station, with waste storage, sprinkler tank and pump house, and a split-level household recycling centre with vehicle unloading bays and partially covered central yard, a dedicated 're-use centre', WEEE storage building, office building, staff parking area, weighbridge and associated landscaping. Formation of new access from A350 (with variation of condition 3 of planning permission P/VOC/2022/06369 to allow archaeological and certain construction works to proceed concurrently).

**Recommendation:** Grant the application deleting pre-commencement Condition 3 and replacing it with a new condition to read: 'Archaeology: prior to commencement of development an archaeological plan shall be produced in accordance with the AC General Site Recording Manual V2 (2012) and submitted to and approved in writing by the Waste Planning Authority. All archaeological preparation and recording shall be implemented in accordance with the approved management plan.

The management plan shall include details on:

- Site preparation
- Archaeological recording
- Finds management
- Reporting & monitoring process

Reason:

To ensure the proper recording and preservation of features of archaeological merit and interest in accordance with Policy 19 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Decision: **Grant Planning Permission with the following conditions :**

**1. Time Limit**

The development to which this permission relates must be begun not later than 5 April 2025, being the three year commencement period of the approved application number P/DCC/2021/01597\_1.

#### Reason

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

## 2. Submitted Plans and Details

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

- Site Layout Plan Drawing No L230 Revision P15 received 12.10.22
- Site Construction Access Drawing No L239 received 12.05.21
- Proposed Plan – Whole Site Drawing No 2 000 Revision P3 received 13.10.22
- Site Entrance General Arrangement Drawing No 70029189-WSP-00-ZZ-DR-C-700-002 Revision P03 received 12.10.22
- Proposed Plan – Transfer Barn Drawing No 2 001 Revision P2 received 13.10.22
- Proposed Plan – HRC Level Drawing No 2 002 Revision P2 received 12.10.22
- Site Sections Drawing No L232 Revision P7 received 12.10.22
- Proposed Elevations Drawing No 3 000 Revision P3 received 12.10.22
- Proposed Sections Drawing No 3 050 Revision P2 received 12.10.22
- Tree Constraints Plan Drawing No L235 received 12.05.21
- Highways Layout Vehicle Tracking Drawing No 70029189-WSP-00-ZZ-DR-C-700-001 Revision P03 received 12.10.22
- Drainage Strategy Drawing No 70029189-WSP-00-ZZ-DR-C-500-001 Revision P03 received 12.10.22

#### Reason

For the avoidance of doubt and in the interest of proper planning and to ensure compliance with the planning permission in accordance with Policies 5, 12, 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

## 3. Archaeology

Prior to commencement of development an archaeological management plan shall be produced in accordance with the AC General Site Recording Manual V2 (2012). The plan shall be submitted to and approved in writing by the Waste Planning Authority. All archaeological preparation and recording shall be implemented in accordance with the approved management plan.

The management plan shall include details on:

- Site preparation
- Archaeological recording



- Finds management
- Reporting & monitoring process

Reason :

To ensure the proper recording and preservation of features of archaeological merit and interest in accordance with Policy 19 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

#### 4. Construction Environmental Management Plan

Prior to commencement of the development a Construction Environment Management Plan (CEMP) to address the environmental impacts of the construction phase must be submitted to and approved in writing by the Waste Planning Authority. The plan shall include:

- Identification of ecologically sensitive sections of the development where operations will have to be limited to certain periods of the year, for example, avoiding disturbance of nesting birds.
- Phasing and programming for the construction phase of the development.
- Working hours.
- A protected species monitoring schedule (covering the period prior to and during construction), details of DEFRA licences to be obtained and any measures for capture, relocation or any other contingency measure to be taken in relation to protected species within the development site, nominated expert(s) to carry out monitoring, capture and relocation, a timetable for the preparation of suitable receptor sites.
- Pollution control, monitoring and contingency procedures including measures to address water, noise, vibration and air pollution risks and ground contamination.
- Identification of visually sensitive areas where advance planting is required and details of planting including species, planting plans, ground preparation and five years aftercare.
- Measures to protect trees to be retained in accordance with BS 5837.
- Measures to protect and maintain existing water courses and water features during construction.
- Notwithstanding the provisions of Part 4 Schedule 2 of the Town and Country General Permitted Development Order 2015, proposals for the location and extent of any contractors' compounds and haul roads, including materials stores.
- Measures to reduce greenhouse gas emissions during construction and minimise
- excavation waste.
- Persons responsible for any of the above measures.

The CEMP shall include safeguarding measures to deal with the following pollution risks:

- the use of plant and machinery

- wheel washing and vehicle wash-down and disposal of resultant dirty water
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

The development shall be implemented in accordance with the approved Construction Environmental Management Plan.

Reason:

To prevent pollution of the water environment and to protect ecology and local amenity in accordance with Policies 13, 15, 16 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

#### 5. Construction Traffic Management Plan

Prior to commencement of the development a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Waste Planning Authority. The CTMP shall include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods
- a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing 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 CTMP.

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.

#### 6. Construction – Stakeholder Communication

A stakeholder communications plan in relation to planned construction works, including the form, extent and timing of any communications, shall be prepared

and agreed in writing by the WPA and thereafter implemented in accordance with the agreed plan.

Reason:

In the interest of amenity, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

#### 7. Dust Management Plan

Prior to commencement of the development a Dust Management Plan shall be submitted to and approved by the Waste Planning Authority. The plan shall subsequently be implemented in accordance with the approved details.

Reason:

In the interests of amenity and to protect residents from nuisance and in the interests of protecting biodiversity, in accordance with Policies 13 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

#### 8. Soil Handling

Prior to commencement of development a soil management plan shall be produced in accordance with the "Construction Code of Practice for the Sustainable Use of Soils on Construction sites" (Defra, 2009) and "BS3882:2007 Specification for topsoil and requirements for use" and submitted to and approved in writing by the Waste Planning Authority.

The soil management plan shall include:-

- position of topsoil and subsoil stockpiles
- details for the working, retention, storage, cultivation and amelioration of existing site topsoil and subsoil to suit all proposed landscape planting works
- a programme for the stripping of soils.

The approved soil management plan shall be complied with for the duration of the development.

Reason:

To ensure appropriate protection of soils in accordance with Policy 16 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

#### 9. Landscaping

Prior to commencement of development full details of both hard and soft landscape proposals shall be submitted to, and approved in writing by, the Waste Planning Authority. These details shall include, as appropriate:

- Proposed finished levels or contours.
- Surfacing of vehicle and pedestrian access and circulation areas
- Hard surfacing materials.
- Any proposed functional services above and below ground, e.g. drainage, power, communication cables, pipelines, etc

Soft landscaping details shall include:-

- Planting plans (to include varied tree species selection and naturalistic spacing to the individual tree planting along the access road)
- Written specifications (including cultivation and other operations associated with grass establishment).
- Schedules of plants, noting species, planting sizes and proposed
- numbers/densities, where appropriate
- Implementation timetables.

And the hard and soft landscaping shall be carried out in accordance with the approved details within 12 months of the commencement of development.

Any trees that are removed die or become, in the opinion of the local authority, seriously damaged or defective within five years of planting shall be replaced with specimens of a similar size and species as originally required

Reason:

In the interests of the character of the area of this part of the AONB and in accordance with Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

#### 10. Boundary Treatment

Prior to the commencement of the development, details of all proposed means of enclosure, boundary walls and fences to the site, shall be submitted to, and approved in writing by, the Waste Planning Authority. The development shall thereafter be implemented in full accordance with the approved details.

Reason:

In the interests of the amenity of the area.

#### 11. Surface Water Management

Prior to commencement of development 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, shall be submitted to, and approved in writing by

the Waste Planning Authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is brought into use.

Reason:

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

#### 12. Drainage

Prior to commencement of development details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to and approved in writing by the Waste Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason:

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

#### 13. Materials

Prior to building works commencing samples/details of external materials / finishes (matte finishes) shall be submitted to, and approved in writing by, the Waste Planning Authority and the works shall be carried out using the approved materials.

Reason:

To ensure that the external appearance of the completed development is satisfactory and sympathetic to its locality in accordance with Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

#### 14. Kerbs, Signage and Road Marking

Prior to the development being brought into use, a scheme detailing the layout and design of kerbs, signs and road markings shall be submitted, and approved in writing by the Waste Planning Authority. The approved scheme shall be implemented and maintained for the duration of the development.

Reason:

To minimise the impact of the site within the AONB and in the interests of the safe movements of vehicles within the site in accordance with Policies 12 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

15. Internal Estate Road Layout and Construction

Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number L230 Rev P15 must be constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason

To ensure the proper and appropriate development of the site and in accordance with Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

16. Highway Works in Advance of Operation

Prior to the development being brought into operation the proposed left-in left-out junction onto the A350 shall be constructed in accordance with the details set out in Drawing No 70029189-WSP-00-ZZ-DR-C-700-002 Rev P03 contained within Appendix D of the Transport Assessment (or similar scheme to be agreed in writing with the Waste Planning Authority); and the existing highway filter drain on the north side of the A350 shall be reconstructed to restore it to at least its original capacity in accordance with details set out in Blandford Forum Waste Management Centre Flood Risk Assessment & Drainage Strategy (February 2021) and Drainage Strategy Drawing No 70029189- WSP-00-ZZ-DR-C-500-001 Rev P03.

Reason

These specified works are seen as a pre-requisite for allowing the development to be brought into operation, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal and to ensure the correct functioning of the drainage system, to prevent the increased risk of flooding and to improve and protect water quality.

17. Visibility Splays

Prior to the development being brought into operation the visibility splay areas as shown on the submitted plans must be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason

To ensure that a vehicle can see or be seen when exiting the access.

18. Landscape and Ecological Management Plan

The development hereby approved shall be subject to a minimum landscape and ecological management period of 25 years and shall be in accordance with the details set out in the Landscape and Ecological Management Plan dated March 2021, Updated January 2022 and the accompanying plans: LEMP Operational Phase Management Plan Drawing No L260 Revision P1 and LEMP Landscape Soft Works Plan Drawing No L261 Revision P1.

Reason

To provide effective mitigation against impacts on the landscape character and visual amenity of the AONB and ecology and to provide habitat and landscape character enhancement in accordance with Policies 3, 14 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

19. Landscape and Ecological Management Plan Reviews

The approved Landscape and Ecological Management Plan shall be reviewed on a 5 yearly basis during the 25 year period. Each reviewed Landscape and Ecological Management Plan shall be submitted to and approved by the Waste Planning Authority and once approved the development shall be carried out in accordance with the approved reviewed Landscape and Ecological Management Plan.

Reason

To provide effective mitigation against impacts on the landscape character and visual amenity of the AONB and ecology and to provide habitat and landscape character enhancement in accordance with Policies 3, 14 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

20. Tree Protection

The development hereby approved shall proceed only in accordance with the details set out in the Arboricultural Method Statement dated 4 May 2020 setting out how the existing trees are to be protected and managed before, during and after development. All existing trees, shrubs and other natural features not scheduled for removal shall be fully safeguarded during the course of the site works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.

Reason:

To ensure the continuity of amenity afforded by existing trees and in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the relevant sections of British Standards Institute (2012) Trees in Relation to Design, Demolition and Construction – Recommendations BS5837:2012.

## 21. Site Management Plan

Prior to the development being brought into use, a finalised Site Management Plan (SMP) shall be submitted to the Waste Planning Authority for approval. The SMP shall subsequently be implemented in accordance with the approved details and maintained for the duration of the development.

The SMP shall include:

- details of how excessive noise would be dealt with
- how noise levels would be maintained at their predicted level
- measures and procedures to control vermin; litter; dust and bio-aerosols
- measures and procedures to prevent mud and litter on the highway
- measures and procedures to minimise greenhouse gas emissions from the operation of the facility

Reason:

In the interests of amenity and to protect residents from nuisance, in accordance with Policies 13 and 15 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the National Planning Policy for Waste.

## 22. Odour Management Plan

Prior to the development being brought into use, an Odour Management Plan shall be submitted to the Waste Planning Authority for approval. The Odour Management Plan shall subsequently be implemented in accordance with the approved details and maintained for the duration of the development. The Odour Management Plan shall include:

- a specification for odour control based on best practice measures to date
- prescriptions for management of green waste, food waste and black bag waste
- contingency plan in the event of failure or damage to the transfer building's roller-shutter doors

Reason:



In the interests of amenity and to protect residents and sensitive receptors from odour nuisance, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the National Planning Policy for Waste.

### 23. Lighting

No lighting shall be installed until details of the lighting scheme, which shall be in accordance with the External Lighting Assessment Report (dated 16/10/2020), have been submitted to, and agreed in writing by, the Waste Planning Authority. The lighting scheme shall include timings of use of all lights, shielding and angle to reduce glare and light intrusion on land in the AONB. It shall also incorporate the following:

- Selected lights shall be IDSR compliant.
- The maximum Correlated Colour Temperature (CCT) for the scheme shall be 3000K
- All luminaires shall be fitted with UV light filtration
- No increase to the mean illuminance of the External Lighting Assessment Report
- Full shielding to prevent light emission above the horizontal Motion sensors for external lighting to be set at 5 minutes 'on time' after activation, and for a maximum of 10 minutes only where justified for operational requirements.

Thereafter the lighting shall be installed, operated and maintained in accordance with the agreed details.

#### Reason

To protect the character of the AONB and visual amenities in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

### 24. Biodiversity

The Biodiversity Plan (BP) dated 19 February 2021 shall be implemented in full in accordance with the specified timetable(s) in the BP.

#### Reason

To minimise impacts on biodiversity and ensure compliance with wildlife legislation, the National Planning Policy Framework (biodiversity paragraphs) and the Natural England Protected Species Standing Advice.

### 25. Construction Hours

No construction works shall take place outside the hours of 07:00 to 18:30 Monday to Friday and 08:00 to 13:00 on Saturdays. No construction works shall take place on Sundays or bank holidays.

Reason

In the interest of amenity and to protect residents from nuisance, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

26. Contingent Site Construction Access

The contingent site construction access on Higher Shaftesbury Road, as shown on Drawing No L239, shall only be used during the construction period if needed as an alternative to the primary site construction access. As soon as the primary site construction access becomes available for use, the contingent site construction access shall not be used by construction traffic thereafter.

Reason

In the interest of amenity, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

27. Soil Importation

No soil shall be imported to the site unless it has been tested for contamination and assessed for its suitability for the proposed development. A suitable methodology for testing this material shall be submitted to and approved by the Waste Planning Authority prior to the soils being imported onto site. The methodology shall include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by risk assessment) and source material information. The analysis shall then be carried out and a validation certificate or similar evidence should be submitted to and approved in writing by the Waste Planning Authority.

Reason:

To prevent pollution of the environment in accordance with Policy 16 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

28. Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Waste Planning Authority. An investigation, risk assessment and remediation scheme, if necessary, shall be submitted to and approved by the Waste Planning Authority and any required remediation carried out in accordance with the approved scheme. Following completion of measures identified in the approved

remediation scheme a verification report shall be submitted to and approved in writing by the Waste Planning Authority.

Reason:

To ensure that risks from soil contamination to the future occupants of the development and neighbouring occupiers are minimised, having regard to the National Planning Policy Framework 2021.

### 29. Hours and Days of Operation

Except in cases of emergency to maintain safety (which shall be notified to the Waste Planning Authority as soon as practicable), no operations shall take place outside of the hours of 07:00 to 19:00 Monday to Sunday.

The site shall only be open to the public for the receipt of waste between the following periods and hours, excluding Christmas Day, Boxing Day and New Year's Day:

- 09:00 to 16:00 1 October to 31 March
- 09:00 to 18:00 1 April to 30 September.

Reason:

In the interests of local amenity and the character of this part of the Area of Outstanding Natural Beauty, in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

### 30. Noise

Wherever practicable, vehicles operating at the operational site shall be fitted with noise reducing reversing beepers for the duration of the development.

Reason

To ensure the minimum disturbance from operations, to minimise the adverse impact of noise generated by the operations on amenity and to maintain the tranquillity of the AONB in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and with the requirements of the National Planning Policy for Waste.

### 31. Waste Transfer Building

The unloading, storage, sorting and reloading of waste materials (both incoming and outgoing) shall only take place inside the waste transfer building hereby approved (except for waste arisings contained within the external covered skip area).

Reason:

In order to protect the amenity of the area and the character of the landscape, in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

### 32. Transfer of Waste

Other than in exceptional circumstances, putrescible waste (excluding green garden waste) shall be removed from the waste transfer building on a daily basis, excluding Sundays.

Reason:

In the interest of amenity and to protect residents and sensitive receptors from odour nuisance, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the National Planning Policy for Waste.

### 33. Waste Transfer Building Doors

All vehicular access doors to the transfer barn building shall only be opened when required to allow vehicles and mobile equipment into and out of the building or for maintenance or in an emergency. The vehicular access doors shall be fitted with a fast-acting closing system that ensures they are closed rapidly following the safe passage of a vehicle into and out of the building. Doors which allow the movement of personnel into and out of the transfer barn building shall be closed when not in use.

Reason:

In the interests of amenity and to protect residents and sensitive receptors from odour nuisance, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the National Planning Policy for Waste.

#### **Informative Notes:**

##### 1.Environmental Permit

This development will require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12.

In circumstances where an activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here: <https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits>  
Waste Permit application is a separate process and Planning Permission does not automatically indicate that a waste permit will be granted.

The applicant is advised to contact [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk) to discuss the issues arising from the permit application process.

## 2. Duty of Care

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes.

The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales.

The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here:

[https://www.gov.uk/uploads/system/uploads/attachment\\_data/waste-duty-care-code-practice-2016.pdf](https://www.gov.uk/uploads/system/uploads/attachment_data/waste-duty-care-code-practice-2016.pdf)

If you need to register as a carrier of waste, please follow the instructions here:

<https://www.gov.uk/register-as-a-waste-carrier-broker-or-dealer-wales>

If you require any local advice or guidance please contact your local Environment Agency office: [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk)

## 3. Grampian

The highway improvement(s) referred to in Condition 16 above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site.

**Application:** P/FUL/2024/04447

**Application Site:** Land North of Eweleaze Spinney, Chickerell

**Proposal:** Installation of a Battery Energy Storage System of up to 49.9MW, associated infrastructure and enclosing compound, together with access and landscaping works

**Recommendation:** 2.1 Grant subject to the planning conditions at Section 17 of this report.

**Decision:** Defer the application to seek further clarification or an amendment regarding an additional access point.