

Planning Committee



Application Address	Canford Resource Park, Arena Way, Magna Road, BH21 3BW
Proposal	Demolition and Removal of existing structures and the erection of a Carbon Capture Retrofit Ready Energy from Waste Combined Heat and Power Facility with associated Combined Heat and Power Connection, Distribution Network Connection and Temporary Construction Compounds and associated buildings and ancillary car parking.
Application Number	APP/23/00822/F
Applicant	MV Environment Limited
Agent	Savills
Ward and Ward Member(s)	Bearwood & Merley <ul style="list-style-type: none"> • Cllr Marcus Andrews • Cllr David Brown • Cllr Richard Burton
Report status	Public
Meeting date	12 June 2025 (this follows the deferral from committee meeting on 12 September 2024. The previous Committee meeting was deferred due to the late receipt of a legal opinion on the committee agenda report from David Elvin KC on behalf of Powerfuel Portland Ltd and the insufficient time available for officers to consider the issues raised before the committee meeting).
Summary of Recommendation	<p>Grant in accordance with the details set out below for the reasons as set out in the report, subject to completion of s106 legal agreement.</p> <p>It should be noted that the recommendation to grant permission is subject to the need to refer this decision to the Secretary of State for a 21-day period to decide whether they wish to intervene in the decision and call-in the planning application before the decision notice is issued.</p>
Reason for Referral to Planning Committee	<ul style="list-style-type: none"> • There have been 20 or more representations which are contrary to the recommendation. • The Head of Planning Operations considers the application is potentially contentious and raises material planning issues which would affect the public interest. • Application requires an Environmental Impact Assessment.
Case Officer	Senjuti Manna
Is the Proposal EIA Development?	Yes – see the EIA section in the main body of the report

Description of Proposal

1. Planning permission is sought for the proposed demolition and removal of existing structures and the erection of a Carbon Capture Retrofit Ready Energy from Waste Combined Heat and Power Facility with associated Combined Heat and Power Connection, Distribution Network Connection and Temporary Construction Compounds and associated buildings and ancillary car parking at Canford Resource Park, Arena Way, Magna Road BH21 3BW.
2. The proposed development includes following components (see Figure 1 for details)
 - Energy from Waste (EfW) Combined Heat and Power (CHP) Facility, the primary development within the site, to include:
 - Main building with a maximum 50m in height and approx. 8,000 sqm of footprint
 - Chimney stack of 110m in height
 - Associated ancillary and temporary developments including:
 - Point of Connection Compound, also called Distribution Network Connection (DNC), to be constructed adjacent to pylon Tower BM34 to the east of the site which will contain electrical equipment including Point of Connection masts.
 - Temporary Construction Compounds 1 & 2 (TCC1 & TCC2) with associated Office and Welfare Buildings, Gatehouse for access control, Car Parking, and Storage Area. It is to be noted that only the TCC1 will be utilised for the proposed development. This is proposed to be secured by a condition.
 - Internal access roads
 - Boundary fencing
 - Weighbridge and gatehouse structure (within EfW CHP Facility site).

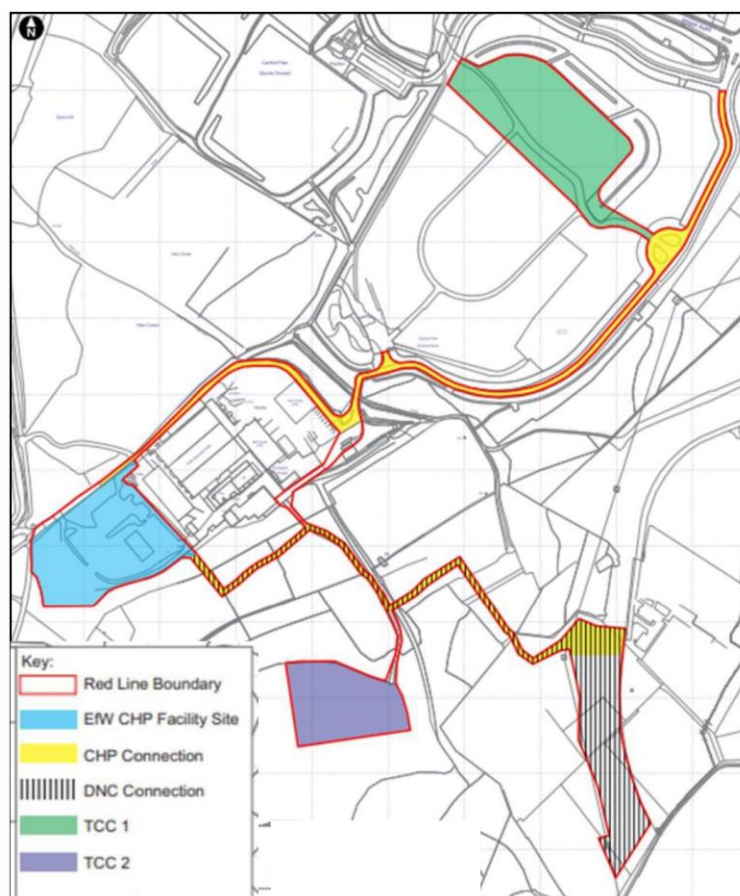


Figure 1: Proposed site layout

3. The primary waste throughput of the proposed development would be to treat Local Authority Collected Household (LACH) residual waste and similar residual Commercial and Industrial (C&I) waste from Bournemouth, Christchurch, Poole and surrounding areas, that cannot be recycled, reused or composted and that would otherwise be exported to alternative EfW facilities further afield, either in the UK or Europe or landfilled.
4. At the operational stage, the proposed facilities would:
 - Process up to 260,000 tonnes per annum (tpa) of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste.
 - Generate 31 megawatts (MW) of energy, exporting around 28.5MWe of electricity to the Distribution Network Operator (DNO) grid or for businesses at Churchill Magna Business Park. Additionally, potentially providing electricity through private wire along Arena Way to Magna Road.
 - Have potential to export 5MWth of heat to Churchill Magna Business Park through a Combined Heat and Power (CHP) connection and Distribution Network Connection (DNC) Corridor.
 - Employ up to 32 full time equivalent (FTE) employees.
5. The application seeks a temporary 40 year operational consent for the main facility, after which point the facilities would be decommissioned and removed from the Site. The decommissioning process (including the removal of structures from the Site) would likely take place following the 40 year period, with time limitations being secured by recommended conditions. The DNC and Heathland Support Area are proposed to be retained permanently.
6. The proposal includes the retention of an area of land within the EfW CHP Facility site (part of Waste Plan 2019's Allocated Site Inset 8, see figure 3 below) to enable the construction of a Carbon Capture plant which could be built in the future, subject to further planning permission. Defra capacity note (December 2024) requires "*further developments must be able to demonstrate that making use of the heat they produce is viable and that they can be built carbon capture ready, in accordance with the government's 'decarbonisation readiness' requirements once they come into force*". The government's decarbonisation readiness' requirements have not come into force yet and as such, the proposal does not require to demonstrate that it can be built carbon capture ready. Notwithstanding, the applicant has provided details to demonstrate that the proposal will be 'carbon capture retrofit ready'. The technology could have the potential to capture carbon dioxide emissions, to be permanently stored rather than released into the atmosphere, and allow the proposal to achieve a further reduction in greenhouse gas emissions. This is an added benefit of the proposal.
7. There is also potential for the Incinerator Bottom Ash (the byproduct of the incineration process) to be processed within the wider Canford Resource Park area. This would allow the byproduct to be utilised for producing sand, grit and aggregates or other reuse purposes.
8. The applicant, MVV Environment Ltd, has advised that they intend to be the operators of the facility if it is constructed.

Description of Site and Surroundings

9. The application site is a parcel of land located off Magna Road A341, accessed from Arena Way and is located within Green Belt adjacent to the former White's Pit landfill sites. Majority of the application site has been allocated for waste development within the Bournemouth,

Christchurch, Poole and Dorset Waste Plan (BCPDWP) (2019) Policy 3, Inset 8 and sits within the Canford Resource Park (CRP) wider area. It is to be noted that the proposal will utilise only a part of the Allocated Site, see figures 2 and 3 below.

10. There is an existing complex of waste management facilities within the Allocated Site area including a Mechanical Biological Treatment Plant (MBT), a landfill gas compound and a Materials Recovery Facility (MRF). Additionally, a low carbon energy facility which was approved under application ref APP/12/01559/F (and later varied through s73) also forms part of the existing development and is within the current application red line area. This facility was partially built and remains on the site, but it did not come into operation – the current proposal seeks to demolish this facility.
11. The planning application affects 8.8 ha of land. The majority of this area will be used either temporarily during construction or for developments below ground, roadways (most of which pre-exist), and the creation of Heathland Support Areas. In terms of above ground structures required for the operational lifetime of the proposed facility, the total land area is 2.57 ha. The majority of this, the EfW CHP Facility and ancillary structures itself, occupies 2.3 ha of the land within the Allocated Site. The other 0.27 ha is the grid connection (the DNC compound) which, in the form proposed or another form very like it, would be needed for any energy recovery development as envisaged in Policy 3 Inset 8. Figures 2 and 3 below show the extent of the application site and land allocated in Waste Local Plan. The main building will be located on two western parts labelled “Low Carbon Energy Facility” and “Extension Area” in figure 3 (Allocated Site).

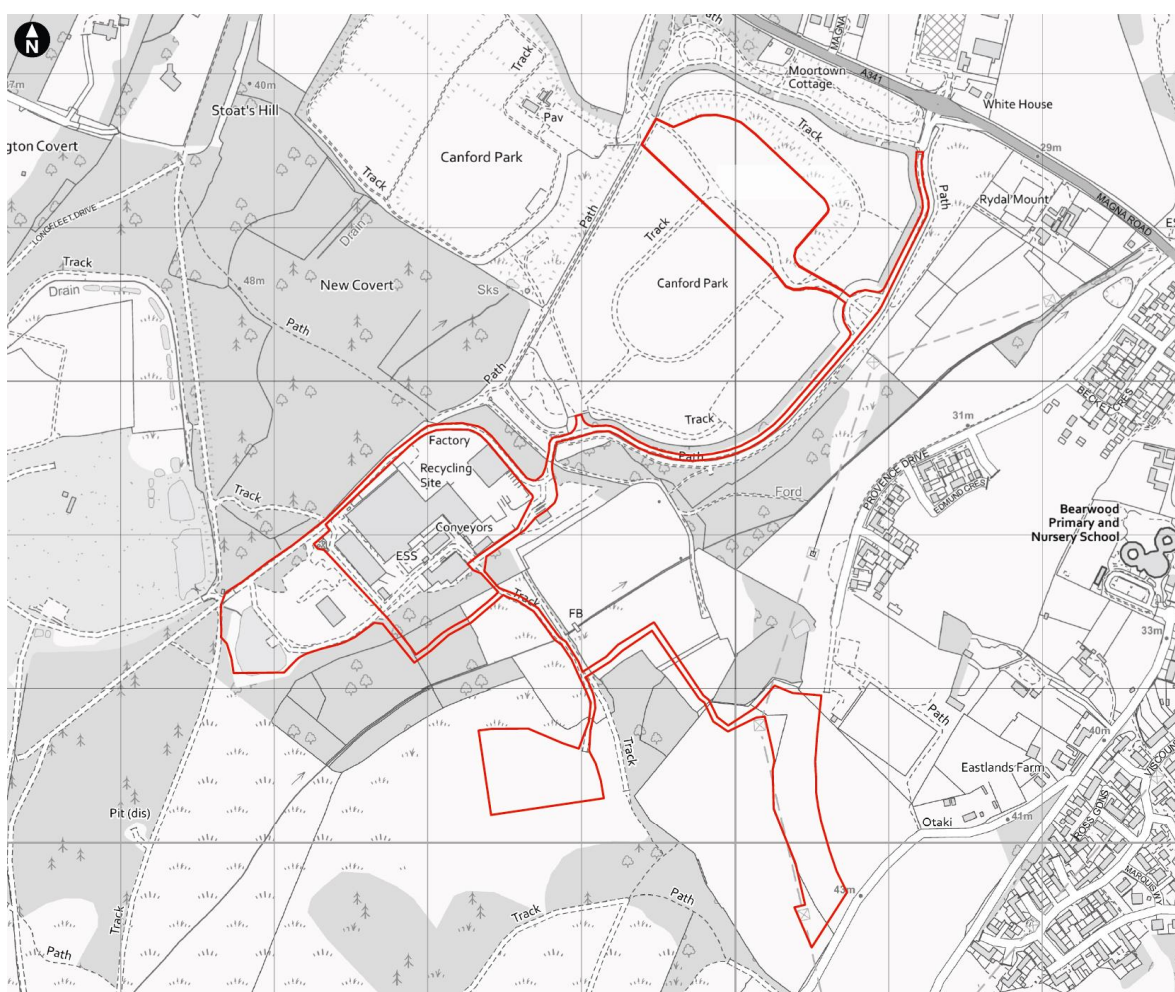


Figure 2: The site location plan

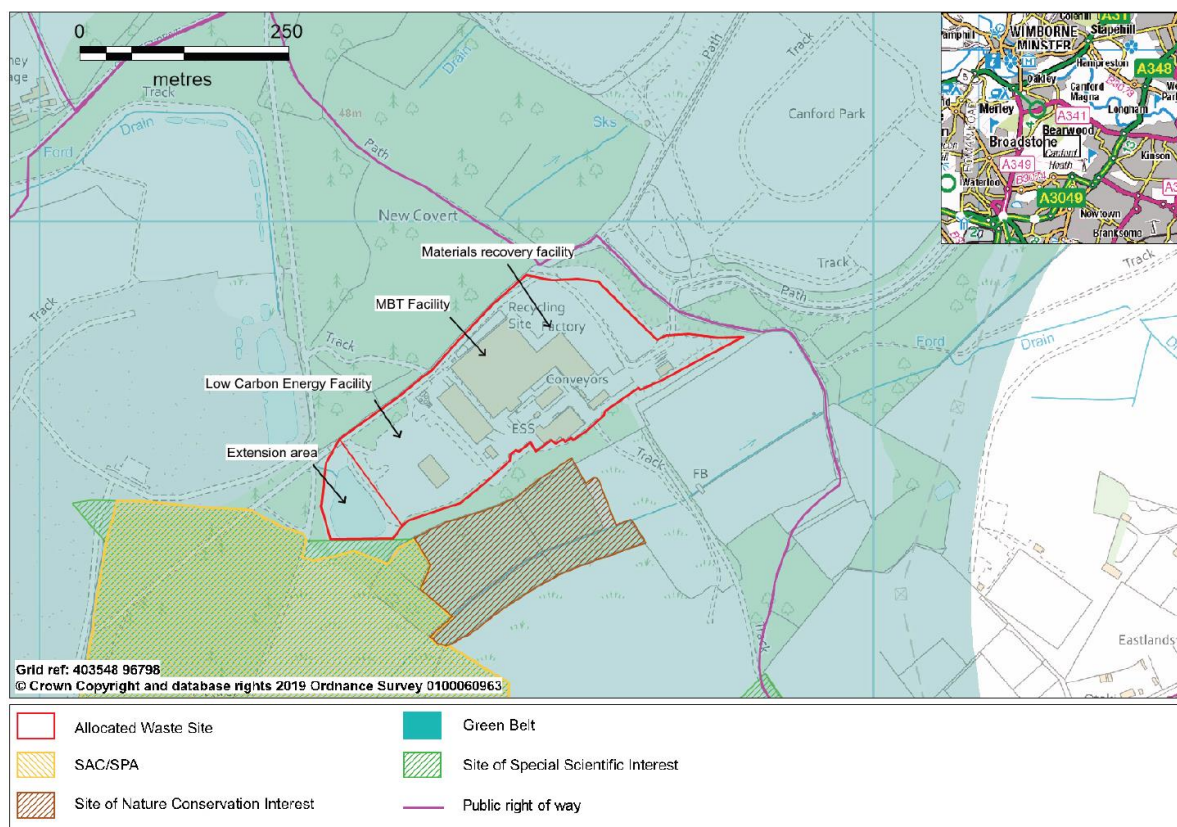


Figure 3: Site allocation map in Waste Local Plan 2019 (Inset 8)

12. The wider Canford Resource Park (CRP) area is currently occupied by a mix of waste uses (indicated on the site plan in Figure 4 below), including:

- A Mechanical Biological Treatment (MBT) facility with capacity to deal with 125,000tpa of residual waste.
- A Materials Recovery Facility (MRF) with capacity to take 150,000tpa of mixed waste.
- A partially constructed low carbon energy facility, which is not operational but has consent for up to 100,000tpa of residual waste.
- A landfill gas engine generator compound.

Existing buildings within the site generally range from the equivalent of 1 – 4 storeys and are of an industrial style and nature.

13. Additionally, the former landfill site adjoining the application site to the northwest (at White's Pit) includes solar farm, hydrogen producing electrolyzers and an inert waste recycling facility as well as a concrete batching plant (see figure 5 below). The inert waste management facility utilises IBA to process and recycle construction waste to produce grits, sand and top soil.

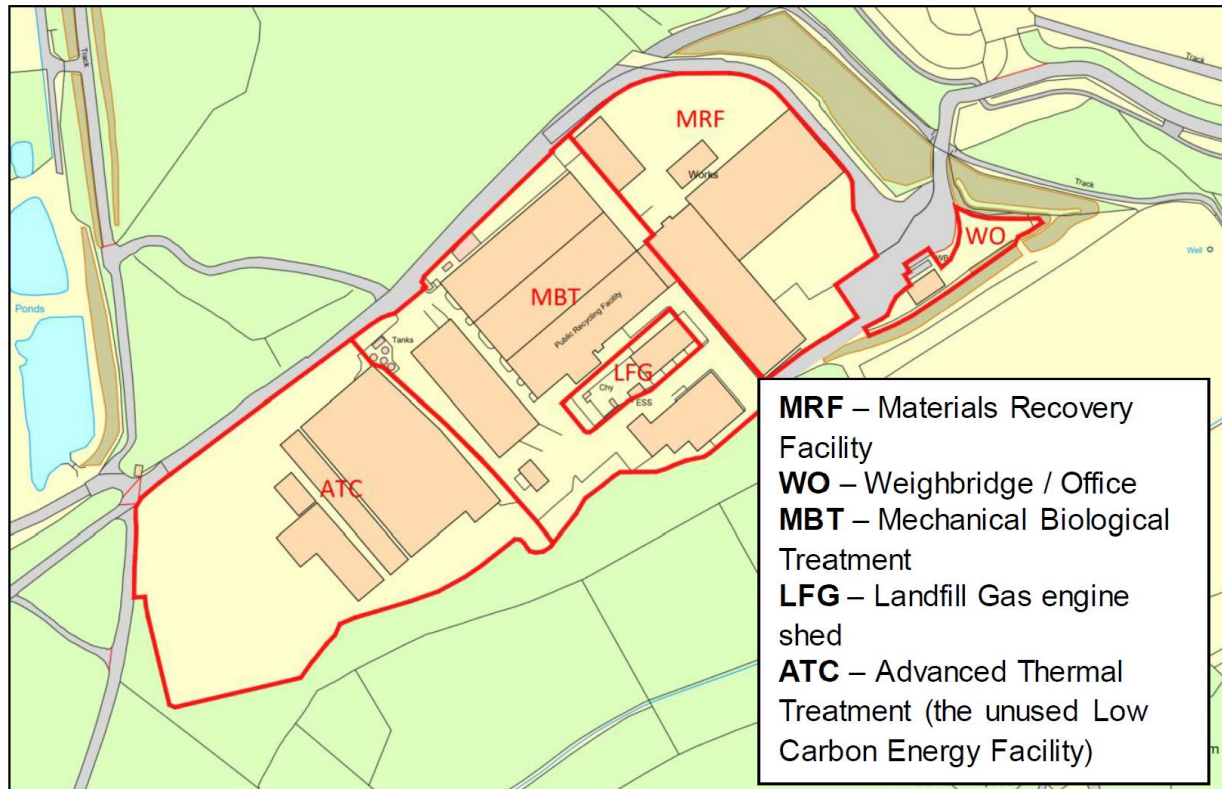


Figure 4 - Site plan of existing uses on the Canford Resource Park (CRP) site

14. The site partially adjoins the Canford Heath to the southwest side which is a public open space featuring multiple categories of European/ internationally designated nature conservation sites, including:
 - Dorset Heathlands Special Protection Area (SPA)
 - Dorset Heaths Special Area of Conservation (SAC)
 - Canford Heath Site of Special Scientific Interest (SSSI)
 - Frogmoor Wood Site of Nature Conservation Interest (SNCI)
15. The nearest residential area is the new Canford Paddock housing development (outline application ref APP/17/00008/F) c. 500m to the east of the main proposed building and c. 200m from Temporary Construction Compound TCC1. The nearest residential units to the west are distanced by c. 550m on Arrowsmith Road, and some on the northern side of Magna Road, opposite TCC1 c. 670m from the main CRP site, see figure 5 below. Poole Crematorium is located c. 1.6km to the southwest..

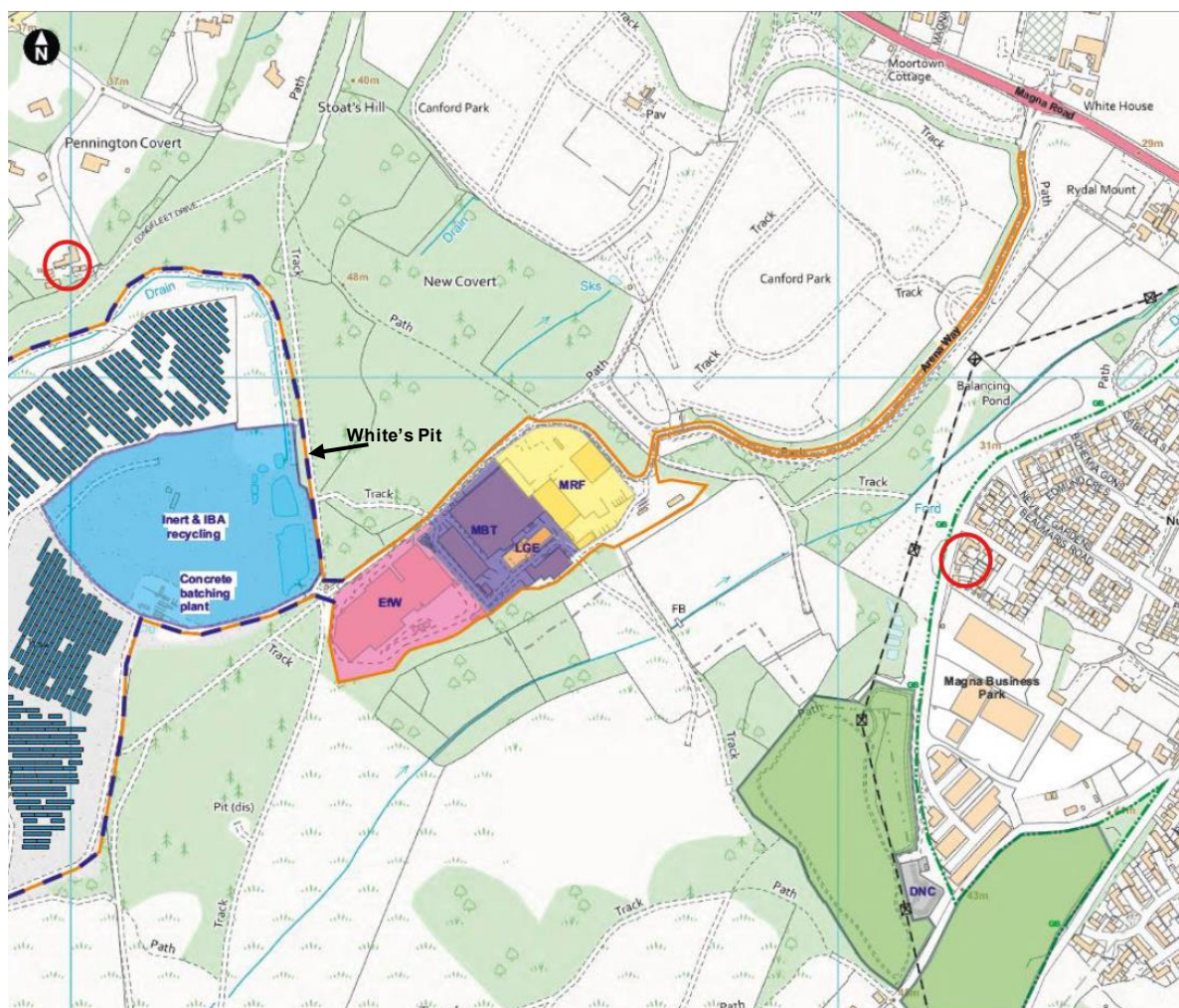


Figure 5 – The Site and the surrounding areas. Nearest residential properties are identified with red outline

Relevant Planning History

16. The Site and wider Canford Resource Park (CRP) site have a large planning history. The key planning history of the application Site has been listed below:

Reference no.	Description	Decision & Date
00/31392/006/Y	Development of a domestic and commercial waste processing facility utilising enclosed composting vessels at Whites Pit Site Control Centre.	Granted a 25 year temporary permission by planning committee; 09/01/2002
04/31392/012/Y	Erect a single storey extension to composting hall.	Granted under delegated decision; 21/06/2004
06/31392/017/F	Retention of 2 storey office block and portacabin. Erect 2 single storey green waste storage and preparation warehouses. Install water treatment tanks and bio filter bed.	Granted temporary permission for up to 09/01/2027 by planning

		committee; 04/01/2007
APP/11/01653/F	Install 3 gas production units (pyrolysis units), to feed existing gas turbines, to be installed at inert recycling compound, with enclosures and pipelines.	Granted under delegated decision; 23/02/2012
APP/11/01652/C	Variation of planning condition 5 of application APP 5/94/31174/8 to allow synthetic gas to be used to supplement landfill gas to enable 5.0 MW of renewable electricity to be consistently generated.	Granted under delegated decision; 08/03/2012
APP/13/00242/F	Erect extensions to existing Material Recovery Facility with ancillary infrastructure, accessed via existing Service Road.	Granted under delegated decision; 20/06/2013
APP/12/01559/F	Development of Low Carbon Energy Facility consisting of a single storey Feedstock Preparation Building, 10 Advanced Thermal Conversion Units, 10 Gas Engines, Electricity Transformers, Storage Tanks, Exhaust Stacks Welfare and Maintenance facilities, accessed via existing site and Arena Way. (This application includes an Environmental Impact Assessment).	Granted temporary permission for up to 09/01/2027 under delegated decision; 01/07/2013
APP/13/00805/Y	Variation of condition 2 of Approved app. 04/31392/012/Y to allow for the operation of the enclosed facility until 20/06/2035 at the Site Control Centre, Magna Road.	Granted under delegated decision; 01/10/2013
APP/13/00806/Y	Variation of condition 1 of Planning App. 00/31392/006/Y to allow for the operation of the enclosed facility until 20/06/2035 at the Site Control Centre, Magna Road.	Granted under delegated decision; 01/10/2013
APP/13/00807/F	Variation of condition 2 of Approved app. 06/31392/017/F to allow for the operation of the enclosed composting facility until 20/06/2035 at the Site Control Centre, Magna Road.	Granted under delegated decision; 01/10/2013
APP/13/00808/F	Variation of condition 3 of Approved application APP/12/01559/F to allow for the operation of the Low Carbon Energy facility until 20/06/2035 at the Site Control Centre, Magna Road.	Granted under delegated decision; 04/10/2013
APP/13/00855/F	Removal of Condition No.2 of planning permission APP/13/00242/F	Granted under delegated decision; 02/12/2013
APP/13/01361/F	Variation of condition 7 of approved application 13/00807/F to allow extended vehicle arrival/departure times	Granted under delegated decision; 04/02/2014

APP/13/01437/Y	Removal of condition 1 of approved APP/13/00805/Y to remove the operational time limit.	Granted under delegated decision; 14/02/2014
APP/13/01438/Y	Removal of condition 1 of approved APP/13/00806/Y to remove the operational time limit.	Granted under delegated decision; 14/02/2014
APP/13/01439/F	Removal of condition 1 of approved APP/13/00807/F to remove the operational time limit.	Granted under delegated decision; 17/02/2014
APP/13/01449/F	Removal of condition 3 of approved APP/13/00808/F to remove the operational time limit.	Granted under delegated decision; 19/02/2014
APP/14/00733/F	Variation of condition 2, 6 and 7 of planning permission APP/13/00855/F to amend the approved plans and drawings, remove ref to 'inert' waste and to amend restriction on time of vehicle movements.	Granted under delegated decision; 26/08/2014
APP/15/00874/Y	Erect commercial and industrial waste materials recovery facility with new weighbridge, office and welfare facilities	Granted under delegated decision; 28/10/2015
APP/18/00130/F	Non material amendment following the approval of APP/14/01648/F to change the colour of the roller doors from orange to dark green	Granted under delegated decision; 16/02/2018
APP/17/00888/F	Variation of Condition 6 of Planning Permission APP/13/01449/F as described in that Description of Development to link approved operations to other adjacent planning consents, ref 14/00733 and 15/00874	Granted under delegated decision; 16/07/2018
APP/21/00400/F	A 30 years installation of renewable energy and fuel generation stations comprising five containers for a hydrogen processing plant powered by ground-mounted photovoltaic solar arrays including pipes, cables, fence, gates, four battery containers, five transformers and one switchgear container and with 2ha of biodiversity gain and landscape enhancements as amended 06/05/2021, 18/05/2021, 08/06/2021 and 23/06/2021	Granted under delegated decision; 08/10/2021
APP/22/00284/F	Variation of Condition 2 of Planning Permission APP/21/00400/F as described in that Description of Development to revise the list of approved plans and technical reports to allow for the co-location of the hydrogen plant with the approved battery store on the restored landfill; the consequential	Granted under delegated decision; 20/05/2022

	amendments to conditions 4, 6, 7, 8, 11 and 12.	
PREA/22/00049	Environmental Impact Assessment Scoping Opinion request for an Energy from Waste and Combined Heat and Power Facility at Canford Resource Park	Written response provided on 14/10/2022

Table 1: Relevant planning history of the site

17. In addition to above, two other historic permissions within the wider Waste Local Plan area are of relevance.
18. An application (ref 8/21/0207/FUL) at Eco Composting Ltd, Chapel Lane, Parley (herein after 'the Parley permission') in Christchurch was granted permission on 08/12/2022 for:

Proposed development comprising the installation of a low carbon Energy Recovery Facility for the generation of electricity and heat through a low-emission thermal process using residual waste; including a new administration building and associated car parking area; associated reconfiguration of existing and permitted uses; an increase in permitted waste throughput; landscaping and associated works.

19. The facility was approved at planning committee on 08/03/2022 and is within the BCP plan area. It was permitted with a throughput of 60,000tpa of residual waste and would output 3.4MWe of energy and 11.5MWth of heat.
20. An application (ref WP/20/00692/DCC) was refused planning permission at Dorset planning committee in March 2023 for:

Construction of an Energy Recovery Facility (ERF) with ancillary buildings and works including administrative facilities, gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths and existing off-site electrical sub-station, with site access through Portland Port from Castletown.

21. Planning permission for this development was granted by Secretary of State on 16 September 2024 (hereafter refer to as 'the Portland Permission') and a legal challenge to this decision has been dismissed by High Court on 2 April 2025. As such, this permission is extant and a material consideration for the purpose of determination of the current application at Canford Resource Park, albeit the facility at Portland is yet to be constructed.

Constraints/ Status

22. The following planning constraints/ status apply to the current application site:
 - Green Belt
 - Woodland TPO (surrounding the site)
 - Adjacent to Dorset Heathlands SPA and SAC
 - Adjacent to Canford Heaths SSSI

Public Sector Equalities Duty

23. In accordance with section 149 Equality Act 2010, in considering this proposal due regard has been had to the need to —

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Other relevant duties

24. In accordance with regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 (as amended) ("the Habitat Regulations), for the purposes of this application, appropriate regard has been had to the relevant Directives (as defined in the Habitats Regulations) in so far as they may be affected by the determination.
25. In considering whether to grant planning permission or permission in principle for development which affects a listed building special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest - section 66 - Planning (Listed Buildings and Conservation Areas) Act 1990.
26. With regard to sections 28G and 28I (where relevant) of the Wildlife and Countryside Act 1981, to the extent consistent with the proper exercise of the function of determining this application and that this application is likely to affect the flora, fauna or geological or physiographical features by reason of which a site is of special scientific interest, the duty to take reasonable steps to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest.
27. For the purposes of section 40 Natural Environment and Rural Communities Act 2006, in assessing this application, consideration has been given as to any appropriate action to further the "general biodiversity objective".
28. For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area.
29. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.
30. For the purposes of this application to the extent it is relevant, in accordance with regulation 18 of the Waste (England and Wales) Regulations 2011 regard has been had to the following provisions of the Waste Framework Directive (2008/98/EU) (as amended), (a) Article 13; (b) the first paragraph of Article 16(1) and (c) article 16(2) and (3).

Article 13 Protection of human health and the environment

Member States shall take the necessary measures to ensure that waste management is carried out without endangering human health, without harming the environment and, in particular: (a) without risk to water, air, soil, plants or animals; (b) without causing a nuisance through noise or odours; and (c) without adversely affecting the countryside or places of special interest.

Article 16 Principles of self-sufficiency and proximity

Member States shall take appropriate measures, in cooperation with other Member States where this is necessary or advisable, to establish an integrated and adequate network of waste disposal installations and of installations for the recovery of mixed municipal waste collected from private households, including where such collection also covers such waste from other producers, taking into account best available techniques.

The network shall be designed to enable the Community as a whole to become self-sufficient in waste disposal as well as in the recovery of waste referred to in paragraph 1, and to enable Member States to move towards that aim individually, taking into account geographical circumstances or the need for specialised installations for certain types of waste.

The network shall enable waste to be disposed of or waste referred to in paragraph 1 to be recovered in one of the nearest appropriate installations, by means of the most appropriate methods and technologies, in order to ensure a high level of protection for the environment and public health.

The principles of proximity and self-sufficiency shall not mean that each Member State has to possess the full range of final recovery facilities within that Member State.

Consultations

31. The following consultation responses were received in relation to the proposal.

32. Vikki Slade, MP

28/11/2024 – *There is concern relating to the size and scale of the scheme. It is suggested that a much smaller scheme will be appropriate in this location. However, if the committee do not consider that there are material planning reasons to refuse this application, then the permission should include strict conditions regarding pre-separation, carbon capture and storage and full filtration.*

33. Bureau Veritas review of Air Quality chapters of Environment Statement (on behalf of BCP)

30/04/2024 – *The applicant has responded with sufficient information and detail that the methodology used, and information presented is robust and in line with industry standard best practices. The assessment identifies potentially significant effects at ecological receptors however, this impact has then been considered within the ecological assessment and Shadow HRA and is with specialist ecologists to determine the likely effect of emissions from the development on the specific species and habitats present around the site. No objections subject to conditions.*

34. Bournemouth Airport

16/08/2023 – *Holding objection on the grounds of aviation safety.*

05/09/2024 – *Anticipates the holding objection will be removed in due course, although for the moment, it is necessary for it to remain.*

09/05/2025 – *Continues with the holding objections, until such time the discussions with the developer resolve BIAL's concerns. Good progress has been made, and it is expected that a mutually acceptable position will be achieved, but this is not yet finalised.*

35. Defence Infrastructure Organisation (Safeguarding Team representing the Ministry of Defence)

12/03/2025 – No objections subject to conditions to protect Military Low Flying System.

36. Dorset Council

28/11/2023 – The rebuttal proof of Mr Alan Potter on behalf of Dorset Council – this includes planning (need) proof of evidence.

21/12/2023 – The proposed development site is an allocated site, Inset 8 of the Waste Plan. As an allocated site, it complies with the Spatial Strategy of the Waste Plan, providing treatment capacity for non-hazardous residual waste arising in the Plan area, with the need for such facilities primarily being focussed on new capacity in the south-east Dorset conurbation. The location of the proposed EfW CHP Facility will provide the benefit of a reduction in the distance travelled by collected waste, and therefore the freight costs and impacts of transporting the waste including carbon emissions.

The proposed development site sits within the South East Dorset Green Belt, which is protected from 'inappropriate development' that is harmful to the designation. However, the National Planning Policy for Waste, paragraph 6, states that 'local planning authorities should recognise the particular locational needs of some types of waste management facilities when preparing their Local Plan'. The issue of the Green Belt and how it could be affected by the development of some of the allocated sites in the Waste Plan was carefully considered at the Examination into the Waste Plan 2019, and referenced in the Inspector's report. The Inspector was satisfied that Inset 8 was appropriately located.

Dorset Council are concerned that, in light of updated forecasts of need, a plant of the size proposed with an operating lifetime of 40 years from the date of its being fully operational i.e. up to c2065, would compromise the movement of waste up the waste hierarchy. BCP Council are recommended to review the updated forecast information, and to discuss options for reducing the size of the plant with the applicant.

05/12/2024 – Dorset Council's original response referred to updated evidence of waste need that the Council had submitted to the inquiry. This evidence was not accepted by the Inspector or the SoS, who concluded that the adopted Waste Plan's assessment of need should be used. It is therefore advised that the same approach be used for this application, and that Dorset Council's previous concerns about the scale of the development in the light of updated evidence therefore no longer apply.

Dorset Council considers that the proposal complies in principle with the adopted plan's spatial strategy as it is an allocated site. As a consequence, it is also considered that the site would be well placed to deal with a significant volume of waste arisings from the conurbation, as well as being suitably co-located with other adjacent waste facilities.

It is for BCP as the local planning authority to satisfy itself that the identified need and benefits are sufficient to outweigh the Green Belt impacts.

37. Dorset Wildlife Trust

15/12/2023 – DWT would request that more detailed supporting information is provided which allows the Biodiversity Net Gain proposals for the site to be properly reviewed. This should include detailed justification for the choice of habitat types, distinctiveness and condition where appropriate.

38. Dorset Archaeology

26/03/2024 – Condition 6 on the application's list of suggested conditions should cover the archaeological side, so that details of necessary archaeological works can be worked out with the applicant and their archaeological adviser in due course.

39. Environment Agency

25/08/2023 – No objections subject to conditions.

05/04/2024 – No additional comments to make on the revisions and supplementary information submitted by the applicant.

40. Historic England

12/09/2023 – There are concerns regarding the application on heritage grounds. It is for the decision maker to consider if the public benefits associated with the proposal outweigh the harm and to establish if any heritage benefits could be achieved to offset any harm.

25/03/2024 – Recommended that the local authority's conservation and archaeology advisers are closely involved. They are best placed to advise on local historic environment issues and priorities (including access to data held in the Historic Environment Record), adverse impacts on non-designated archaeological assets and other elements of the historic environment; required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

41. Natural England

21/12/2023 – Objections – further information needed.

26/04/2024 – No objections subject to conditions and obligations.

31/03/2025 – No objections subject to conditions and planning obligations. Additionally, an error has been noted in the original response dated 21/12/2023 which requires correction. The error related to the ammonia emission value. The original response set this as 5 µg/Nm³ when it should have been **5 mg/Nm³**.

42. Wessex Water

25/09/2023 – No objections.

43. Local Lead Flood Authority/ BCP FCERM

18/08/2023 – No objections subject to appropriately worded conditions and informative.

23/05/2024 – No in-principle objection to the proposed scheme on flooding or surface water management grounds, subject to conditions.

44. BCP Highways Officer

25/08/2023 – The submitted TA is based on a worst case scenario and is considered highly robust, with the likely new vehicle movements on the highway in relation to delivery of waste being only 46% of that shown within the TA. The applicant has proposed use of a Construction Traffic Management Plan (CTMP) to minimise impact of the traffic during construction works

and an Operational Traffic Management Plan to manage operational traffic of the development. These will have to be secured through conditions.

04/03/2024 – The majority of LHA comments have been addressed and other concerns can be dealt with through conditions. The only minor issue is with cycle parking. The proposal includes covered cycle parking only, whereas the recommendation is for secure and covered cycle parking, e.g., a lockable store. However, this could also be secured through a condition.

19/03/2024 – The majority of the original comments have been addressed and other concerns can be dealt with through conditions. Therefore, the Highway Authority supports the proposal, subject to conditions.

03/05/2024 – Additional conditions and S106 contributions to be secured.

45. BCP Economic Development Officer

02/12/2024 – Support the proposed development. MVV are already keen to support the communities in which they operate in appropriate and meaningful ways. During the construction phase of the site there would be circa 600 direct construction jobs, with up to 400 workers on site at any one time. MVV are already engaging with Bournemouth & Poole College, Sovereign Network Group, Stonewater Housing, Skills & Learning and Skills Bootcamps to support the Green Skills Pathway which will lead to supporting apprenticeships and trainees amongst the planned 30+ FTE.

46. BCP Heritage Officer

14/04/2025 – The proposal would make a negative contribution to the significance of the affected heritage assets. The harm would be less than significant on the moderate level of the gradient of harm. This harm should be considered exceptional, in line with NPPF 213, and should be assessed against the benefits attributed to the proposed development.

02/06/2025 – Addendum report to clarify the level of harm and associated NPPF paragraph to assessing the proposal.

47. BCP Environmental Health Officer (Air Quality)

21/09/2023 – Additional information required.

21/11/2023 – The operation of the EfW will be regulated by the Environment Agency, with an Environmental Permit to cover control of emissions that have been assessed in the above air quality assessments and to ensure compliance with relevant emission limits. Conditions are to be attached to any planning permission.

04/04/2024 – Additional information has been submitted. One additional comment added to the previous observations – Where the input criteria used in any air quality assessment already reviewed changes in future, for example construction traffic volumes, the air quality assessments will require updating and re-submission.

48. BCP Environmental Health Officer (Contaminated Land)

26/09/2023 – No objections subject to conditions.

49. BCP Environmental Health Officer (Noise)

22/05/2025 – Recommended approval subject to conditions.

50. Laird Bailey Landscape Architects (on behalf of BCP)

01/11/2023 – Further information required before a full response can be provided.

22/03/2024 – It is considered that the applicant has worked constructively with the LPA on design and development in order to reduce and mitigate landscape and visual effects where possible. While there will be significant visual implications for surrounding visual receptors, these are limited to 7 of the 14 viewpoints identified and in some instances over short distances. The proposed development benefits from existing landscape features mitigating impacts by way of location amongst industrial development, surrounding undulating topography and enclosing existing mature vegetation. Overall, the proposals would not lead to wide-ranging fundamental effects on landscape character.

51. BCP Arboricultural Officer

07/05/2024 – In the absence of detailed arboricultural method statement (AMS) and the lack of detail regarding the removal of protected trees and sections of woodlands along the cable run, the proposal cannot be fully assessed or supported at this time.

Officer note: These details are secured by conditions, see 'Ecology, Trees and Biodiversity' section in planning assessment below.

52. BCP Biodiversity Officer

04/12/2023 – Holding objection due to lack of detail and surety of what will be delivered.

11/09/2024 – No objection on biodiversity grounds, subject to conditions. However, still consider the new building will be intrusive to the users of Canford Heath Nature Reserve and that it will have a negative impact on their enjoyment of this nature reserve.

53. BCP Design Officer

10/04/2025 – Considering the scale, footprint, and height of the proposed main building, along with the 110m tall chimney stack, the development will result in a substantial structure that is likely to impact the open character of the area, potentially causing a negative visual effect on the surroundings, including heritage assets. The Council's Urban Design Team suggests that applying a dark green colour, such as Kingspan Olive Green cladding, to the entire building—including the curved roof—combined with the planting of additional trees may enable the building's mass and bulk to better integrate with the surrounding landscape.

Officer note: These details are secured by conditions.

Representations

54. Notices were posted in the vicinity of the site on 6 September 2023 notifying the proposed development. Additionally, press notice was posted in a local newspaper and notification sent to the Secretary of State for Levelling Up, Housing and Communities. Further site and press notices were posted on 7 and 8 March 2024 respectively, publicising the amended plans.
55. Representations have been received from 341 separate addresses with multiple comments from several addresses. At the time of writing this report, 469 objections; 4 supports; and 2 representations neither supporting nor objecting to the application have been received.

56. Objections raised in the representations covered the following grounds:

Principle of Development

- This is the wrong location for the proposed development. The existing waste facilities have a negative impact and should be closed down and moved away from residential housing.
- The proposal would not constitute 'appropriate development' within the Green Belt. Harm to the Green Belt must be given substantial weight.
- Green Belt openness has both spatial and visual aspects – the visual impact of the proposal must be considered within the assessment.
- BCP has pledged to protect Green Belt land, and it should not be lost.
- The Carbon Capture infrastructure must be considered as part of the current application and if found inadequate, the application must be refused.
- With the recent approval of the Portland incinerator by the Secretary of State's determination, on 16th September 2024, the argument of "special circumstances" for building on designated green space is no longer valid, and accordingly the proposal must now be rejected.
- The proposal will have a negative impact on recycling efforts as councils are often locked into long-term contracts that require minimum waste tonnage to be sent for incineration.

Waste Management

- There will still be waste in the form of solid residues left at the end of the process – how will that be managed. It will likely be disposed at waste landfill.
- This plant intends to ferry in waste from outside BCP, possibly even overseas, thus creating even greater amounts of pollution and road noise/ traffic jams. Then the burnt residue will have to be transported back out again, causing yet more pollution, road noise and traffic jams.
- Much of what is incinerated could have been recycled, incineration releases tonnes of CO₂ in exchange for very little energy.
- The unbuilt portions of the partially existing Low Carbon Energy Facility on the CRP site should not be taken into account within the application.
- If the facility does not take waste from the adjacent buildings, the benefits of co-location do not exist.
- The proposal does not make any detailed assessment of the Portland appeal site as an alternative site.
- Some councils have been forced to either buy out of expensive incinerator contracts (with public money) or to import waste from beyond their local areas in order to fulfil their contractual obligations, which reduces the benefits of the plant.
- The proposed waste throughput would be over 10 times the capacity assessed in the waste site allocation.
- Incinerator Bottom Ash (IBA) facilities are usually located to serve multiple facilities and there is no evidence that an onsite IBA facility would be implemented or be of benefit. The facility would also be subject to Green Belt considerations.
- The Parley incinerator has already been approved in spite of 700 objections. How could two such facilities even be considered within the same area?

Design and Landscape Impact

- The proposal would be very visible in the wider context, extending beyond treelines it would be an eye sore, having a significant visual impact on the landscape and would be overbearing and out of character with its surroundings.
- The 90-110m proposed stack chimney will be an eye sore for miles around, towering over Canford Heath.
- Existing vegetation around the site would not provide any screening given the scale of the proposed buildings.
- A large area of green space would be lost to enable the development.

Heritage Impact

- The proposal underestimates the impact on heritage assets, in particular the nearby scheduled monuments.

Neighbouring Amenity

- Residents in Canford Paddock are dealing with horrendous odours due to the site and cannot open the windows. The site should be closed.
- The incinerator will negatively impact on air quality and odour from burning waste. This will be worse in the summer.
- The existing site attracts flies.
- The proposal should be built further away from residential areas.
- The site already makes too much noise, especially noticeable at night with HGV movements.
- The proposal would result in potential light pollution to nearby residential properties.
- The development will create additional litter in the area.

Health

- The fumes will blow over nearby residential areas and negatively impact on air quality, impacting on human health of residents including those with asthma. This is contrary to the NPPF.
- The development is too close to homes and schools.
- The noxious fumes will increase childhood asthma and other hospital admissions, putting further pressure on local health services.
- There is not enough monitoring, not enough enforcement, and not enough transparency.
- The operation of additional vehicles will result in traffic fumes, impacting on residents' health. HGVs will be required to transport incinerator bottom ash from the site, which will result in hazardous waste being transported through densely populated areas.
- Emissions are in addition to noise and air pollution from low level aircraft entering and exiting Hurn Airport which would be flying over the proposed incinerator on their flight path.

Sustainability/Climate Change

- The development would harm the environment and result in substantial levels of carbon dioxide being released into the atmosphere. In a time of climate crisis we should not be burning waste, especially waste that we know to be contaminated with plastic. This would result in a significant adverse impact on climate change and should result in considerable harm weighing against the proposal.
- The incinerator may be 'carbon-capture retrofit ready' but unless carbon capture and storage actually becomes a proven, cost-effective technology at some point in the

future, CO2 emissions from the incinerator (around 1 tonne of CO2 for every tonne of waste incinerated) will exacerbate the climate crisis.

- Incinerator-generated electricity cannot be justified with cheap, low carbon alternatives now available. We could invest in recycling and composting programs, and we could develop renewable energy sources such as solar and wind power.
- The Combined Heat and Power (CHP) connection is not guaranteed and the applicant has only stated that they will construct connections to the site boundaries – given the proposed connections and work required, it is unlikely that this will be implemented.
- Carbon Capture technology does not exist at the moment and may never be a viable possibility in the 'Canford incinerator. The site is not well-located for this to be implemented. The inclusion of "Carbon Capture Ready" is merely a distraction tactic to attempt the acceptance of what is an old, dirty technology. The site does not have capacity to retrofit the actual required facilities which the development states can be accommodated. This retrofitted building would also be subject to Green Belt considerations.
- The high number of vehicle trips will contribute to climate change.
- Recent data reveals that waste incineration for energy production now emits as much greenhouse gas per unit of energy as coal-fired power plants.

Ecology

- The proposal would fail to protect and enhance local sites of biodiversity. It would harm local protected species.
- The proposal would damage the ecosystem to Canford Park SANG, which is crucial for the mental and physical wellbeing of residents.
- If contributions towards biodiversity are required, the proposal must therefore result in harm.
- It is encroaching an SSSI, SPA, SAC and RAMSAR sites, which will drive the inhabitants away due to ground noise, causing significant impact on certain significant species. The application does not demonstrate an acceptable impact on the protected sites.
- Achieving an acceptable acid deposition impact requires the Environment Agency agreeing a low limit of ammonia emissions. The lower level of emissions may still have an unacceptable impact on the protected sites.
- BCP has declared a Climate Emergency and should not give permission for more pollution.
- The development introduces a fire hazard near a nature reserve.
- The proposed Biodiversity Net Gain has no method of being secured and should not be considered. It should also not be given weight in the planning balance.
- Noise and light spill will affect local wildlife.

Transport and Amenity

- The A341, which would serve as a primary route for transporting waste to the Canford Magna facility, is already under significant pressure.
- The proposal will result in additional traffic and Heavy Goods Vehicles in the area, increasing congestion on roads and impacting on residents and existing local businesses. This is exacerbated by the nearby new residential developments and the AFC Bournemouth sports facility.
- The additional traffic will negatively impact on highways safety.
- A recent cycle lane has been put in to help cyclists, large trucks likely to be a danger to cyclists.
- The access to the area by heavy waste vehicles will impact the bridges, road surfaces and road users. The HGV's will also have a greater impact on the durability of the road,

leading to increased costs for repairs and yet more roadworks for local people to have to bear the cost of and endure the inconvenience.

Construction Process

- This development is very likely to cause water, air and environmental impacts both during construction and daily operations.
- The risks associated with large scale building and operations within a closed waste landfill site would require very close management, monitoring and on-going investigation/inspection. The cost of this will be significant and given existing budget pressures, is this affordable?

Economy

- The resulting odour and pollution will negatively impact on parks, reducing visitors and thereby negatively impacting on the viability of local businesses.
- The danger to the airport will negatively impact on the local economy.
- The proposal will harm the economy of the area as a tourist destination.
- The proposal will result in residents moving away from this area which will have negative impact on local economy.

Airport Safeguarding

- The proposal is a danger to aircraft using the local Bournemouth International Airport, who have objected to the proposal.

Public Safety

- The development would increase safety risk situated in a residential area.

Need

- The proposed capacity of the Canford Magna EfW facility far exceeds the waste management needs of Bournemouth, Christchurch, and Poole. This overcapacity would likely lead to the importation of waste from outside the region to keep the plant operational, further increasing transportation-related emissions and contradicting the principles of sustainable waste management.

Other matters

- Residents are being kept out of the loop on the incinerator proposals. BCP needs to do more to raise awareness of the application.
- More than 9 site notices should have been displayed in this Green Belt location, or in Merley.
- Plans indicate the dog field will be removed.

57. A petition was run, and 1699 responses were received via the Council's ePetition portal, with a further 174 written responses received. The Council's petition scheme, as set out in the constitution, does not permit petition against live planning applications. However, in this instance it was agreed to allow the petition to run and to treat the responses as a planning submission. The petition was run to object to the proposed development.

58. Additionally, objections have been received from the following members and groups:

59. Cllr Lisa Northover (Muscliff & Strouden Park)

14/04/2025 – *The proposal would have significant impact on the Frogmoor Wood - a designated Site of Nature Conservation Interest (SNCI). The developer's ecological assessment lacks the detail and rigour needed to properly evaluate the effects of construction on these sensitive habitats. The baseline botanical surveys were carried out too late in the season to be reliable, and the data presented appears inconsistent and, in some cases, inaccurate. There is also insufficient evidence to demonstrate that the scheme will deliver a genuine Biodiversity Net Gain.*

60. Poole & Purbeck Group of Dorset CPRE

13/10/2023 – *Objected to the application. It is noted that the applicant is not proposing actual carbon capture facilities and is proposing the erection of very large structures to a time scale that is unstated but at a time when planning for waste reduction, recycling and safe disposal is in a state of flux and when climate change is being addressed.*

It is considered that the proposal fails to respect local planning policy particularly Greenbelt protection since openness will be adversely affected by substantial structures that will loom over and dominate adjacent trees.

19/01/2024 – *Sending a report from Parliament session titled 'Clean Air (Human Rights)'.*

12/11/2024 – *Sending a newspaper cutting with article titled 'air pollution raises risk of autism for children'.*

61. The Society for Poole Ltd

10/10/2023 - *object to the application. The proposal fails to respect Greenbelt protection policies, fails to accord with the existing local waste plan, exacerbates congestion and pollution issues, does not provide the net gain in biodiversity, increases the risks with public health, fails to respond to the climate emergency, apparently seeks to pre-empt a suitable policy concerning waste reduction.*

62. Canford School

21/01/2025 – *The school takes a neutral stance on this application and seeks assurance that Councillors are confident that they are properly informed and are fully satisfied that the proposals include all possible measures to ensure that the health of the pupils, together with staff and other members of the Canford community, will not be detrimentally affected should this development proceed.*

63. Bearwood Primary & Nursery School

10/02/2025 – *Object to the application. The residents of the nearby areas will move from this area resulting in reduction in pupil numbers. Pollution from this will be extremely detrimental to all residents and pupils. Increased traffic will create a higher level of pollution.*

64. Mag Watch

25/09/2024 – *The Officer Committee Report (for 12 September 2024 Planning Committee) made three key assumptions regarding the proposal's compliance with the Waste Plan; Allocation of the site; and Development of Green Belt land. However, all three of these assumptions are rendered invalid by the Secretary of State's determination of the Portland appeal.*

22/10/2024 – Burning household rubbish in giant incinerators to make electricity is now the dirtiest way the UK generates power, BBC analysis has found (BBC News website 15.09.24). About 3.1% of the UK's energy currently comes from waste incinerators. Local authorities have more than £30bn worth of contracts involving incinerators, some lasting more than 20 years. The challenge is that even if local authorities wanted to move away from the use of energy-from-waste plants they are often unable to due to restrictive, long-term contracts. The proposal is not compatible with BCP Council's declaration on Climate Emergency.

11/02/2025 (letter dated 10/02/2024) – It does not make sense that the carbon capture aspect of the development should not be considered at the same time of the incinerator application. The government issued new guidelines at the end of last year with the requirement to demonstrate the ability to future proof. It is unknown where the captured carbon would be delivered (either for use or sequestration), thereby leaving an unknown in the Spatial Strategy and possibly resulting in a net gain of distances travelled.

11/04/2025 – A report on Mental Health Risks of the Proposed Canford Energy from Waste Incinerator. Bearwood and Merley already suffer from some of the highest suicide and self-harm rates in England. UKHSA (formerly PHE) and academic sources acknowledge a research gap around the mental health effects of incinerators, while evidence from analogous industrial settings shows links to increased anxiety, psychological stress, and community distress. MVV must provide proof of no harm to public health, or the application must be refused.

12/05/2025 – Summary Objections: 1. The proposal is contrary to Waste Plan Policy 21 as the very special circumstances to justify the proposal do not exist due to the approval of Portland application. 2. There is no need for the proposed development since the current EfW capacity – both locally and nationally – is sufficient to meet present and future needs. 3. The applicant's Transport Assessment significantly underestimates traffic because it ignores the cumulative impact of all existing and proposed activities at Canford Resource Park. 4. The proposal's oppressive bulk and obtrusiveness will unquestionably have a very substantial impact on the openness of the Green Belt and is likely to have negative impact on the enjoyment of people using Canford Heath. 5. The proposal would have significant harm to the setting of the heritage asset. 6. The proposal will have significant harm to the SSSI and as such will be contrary to paragraph 193b of the NPPF. 7. The application is for a 'Carbon Capture Retrofit' EfW. New DEFRA regulations require new Ef projects to 'be able to demonstrate' their readiness. The land that the applicant has identified for their CCS is about a quarter that required for a fully functioning facility, so it is not feasible. 8. The harms of the proposed development outweigh considerably and in a number of areas the few benefits this unnecessary facility might bring.

12/05/2025 – Aviation Safeguarding Objection: There is no evidence that an Instrument Flight Procedure (IFP) assessment has been carried out.

23/05/2025 – Updated mental Health Assessment Report.

28/05/2025 – Objection on the applicant's claims to carbon capture readiness and technology. Specifically, it refers to lack of details on the pipeline route; inadequate space for future carbon capture plant required for the scale of operation; this area is not really safeguarded – it is part of circulation; and financial viability for the CC plant has not been demonstrated. This letter also makes reference to lack of experience of the applicant in delivering CC technology.

29/09/2023 – Object to the application. PPL has pursued a planning application for its own Energy Recovery Facility (ERF), on land at the Port of Portland, Dorset. This application (ref: WP/20/00692/DCC) was refused by Dorset Council and is now the subject of an appeal, which will follow the inquiry procedure and opens on 5th December 2023. The Portland ERF proposal is on an allocated employment site, on brownfield land and which falls outside of the Green Belt. It is a waste recovery facility which can meet the need for which the Canford EFW scheme has been proposed. In fact it is more appropriately scaled to meet local need and can do so without causing any harm to the Green Belt and significantly less other harm. As such, this application is a material consideration for the current application.

10/01/2024 – Further to the letter dated 29/09/2023, PPL continues to object to the proposed development. Raises a point regarding the position of the Waste Local Plan.

28/06/2024 – Further to the letter dated 29/09/2023, PPL continues to object to the proposed development. If the Portland ERF appeal is allowed, the Canford proposal cannot demonstrate very special circumstances, as the key planning consideration weighing in its favour, which is meeting the need for new residual waste treatment capacity within the subregion, can demonstrably be met elsewhere without requiring inappropriate development in the Green Belt.

11/09/2024 – Legal opinion from David Elvin, KC was received on inappropriateness of determining the Canford (current) application by planning committee scheduled for 12 September 2024.

Officer note: Due to the late receipt of the legal opinion and the insufficient time available for officers to consider the issues raised before the committee meeting, in the interests of fairness to all parties officers recommended that the application be deferred.

20/09/2024 – The Secretary of State granted permission for the Portland ERF on 16 September 2024. There are a number of key points in the Portland ERF decision notice that the Council should be aware of in relation to any future determination of the ERF proposal at Canford (Canford ERF proposal).

23/05/2025 – Legal opinion from David Elvin, KC on James Burton's opinion dated 19 December 2024 with a postscript dated 27 January 2025 along with a copy of the judgement of case *STOP PORTLAND WASTE INCINERATOR v SECRETARY OF STATE FOR HOUSING, COMMUNITIES AND LOCAL GOVERNMENT & Anon.* [2025] EWHC 777 (Admin) and a copy of Residual waste infrastructure capacity note.

66. Representations received support the scheme made the following points:

- It is sensible that an incinerator be built in close proximity to the source of the waste.
- As the recovery plant already exists on the site, it can be considered Grey Belt.
- New plant will be enclosed and as such will not produce much odour.
- It is important that the existing recovery plant is shut down to reduce traffic.
- Although incineration is not good, it is better than doing nothing.
- Currently the waste is treated in Canford and then sent to other Energy from Waste centres outside of this area. The proposal will significantly reduce the lorry trips.

67. The applicant submitted support letters from local businesses as part of the planning application submission (Planning Statement Appendix 8) on following matters:

- The development is well aligned with existing tonnages, growth plans and legacy commitments. The project will drive some great sustainability improvements for the

region, becoming a flagship EfW operation as well as forming another part of the network of EfW partnerships we have in South Central region.

- The residual waste from the existing facilities is currently bulked up and sent for energy recovery at other EfW (Electricity from Waste) facilities in the UK or is baled for onward energy recovery at EfW facilities in mainland Europe. The proposal would reduce the need for residual waste to be transported out of Dorset while also providing electricity.
- The proposal would provide heat and electricity to other businesses in the Magna Business Park.
- The proposal can provide electricity and heat from the facility to AFC Bournemouth's first team training facility.
- Accelerated Carbonation Technology is a genuine Carbon Capture and Utilisation process and converts carbon dioxide to be used to create a sustainable source of aggregate for construction. The proposal can benefit from such technology.

68. All representations received for this application are given due consideration during the application assessment stage. The full assessment of the proposal including complete planning balance exercise is included in the assessment section below.

Policy Context

69. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the Poole Local Plan (PLP) (2018) and the Bournemouth, Christchurch, Poole and Dorset Waste Plan (BCPDWP) (2019).

70. **Local documents:**

Poole Local Plan (2018)

- PP1 Presumption in favour of sustainable development
- PP2 Amount and broad location of development
- PP18 Magna Business Park
- PP24 Green infrastructure
- PP27 Design
- PP29 Tall buildings
- PP30 Heritage assets
- PP31 Poole's coast and countryside
- PP32 Poole's nationally, European and internationally important sites
- PP33 Biodiversity and geodiversity
- PP34 Transport strategy
- PP35 A safe, connected and accessible transport network
- PP36 Safeguarding strategic transport schemes
- PP37 Building sustainable homes and businesses
- PP38 Managing flood risk
- PP39 Delivering Poole's infrastructure

The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019)

- Policy 1 Sustainable waste management
- Policy 2 Integrated waste management facilities
- Policy 3 Sites allocated for waste management development
- Policy 6 Recovery facilities
- Policy 12 Transport and access
- Policy 13 Amenity and quality of life
- Policy 14 Landscape and design quality
- Policy 15 Sustainable construction and operation of facilities
- Policy 16 Natural resources
- Policy 17 Flood risk
- Policy 18 Biodiversity and geological interest
- Policy 19 Historic environment
- Policy 20 Airfield safeguarding areas
- Policy 21 South East Dorset Green Belt
- Policy 22 Waste from new developments
- Policy 23 Restoration, aftercare and afteruse
- Inset 8 Land at Canford Magna, Poole

Supplementary Planning Documents / Guidance and Other Local Documents

- BCP Parking Standards SPD (2021)
- Dorset Heathlands Planning Framework 2020-2025 SPD (2020)
- Dorset Heathlands Interim Air Quality Strategy 2020-2025 (2021)
- Heritage Assets SPD (2013)
- Nitrogen Reduction in Poole Harbour SPD (2015)
- Poole Harbour Recreation SPD (2020)
- Poole Green Belt Review (2017)
- BCP Council Level 1 Strategic Flood Risk Assessment (2024)
- Standards For Waste Container Storage and Access (2023)
- Bournemouth Dorset and Poole Mineral Strategy (2014)

BCP Emerging Local Plan

The Council submitted its Draft BCP Local Plan to the Secretary of State in 2024 which sought to replace the existing Local Plans from the predecessor authorities including Poole Local Plan. However, in March 2025, following stage 1 of the examination hearings into the Plan, the Council was advised by the appointed Inspectors that they were unlikely to consider that the Council had complied with various requirements regarding its Duty to Cooperate. The Council is currently considering its next steps and whether to withdraw the draft plan from examination. Having regard to the current position, at this time, the weight to be afforded to the policies in the draft BCP Local Plan is negligible, although the background papers created in support of the Draft Local Plan provides latest information on various topics and can be afforded some weight.

71. **National Documents:**

72. National Planning Policy Framework ("NPPF" / "Framework") (2024)

- Chapter 2 Achieving sustainable development
- Chapter 4 Decision-making
- Chapter 6 Building a strong, competitive economy
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport

- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-design places
- Chapter 13 Protecting Green Belt land
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 Conserving and enhancing the natural environment
- Chapter 16 Conserving and enhancing the historic environment

73. National Planning Policy for Waste (NPPW) (2014)

74. National Planning Practice Guidance (NPPG)

Other Relevant Documents:

- Inspector Report on the Examination of the Bournemouth, Dorset and Poole Waste Plan dated 31 January 2019
- Residual waste infrastructure capacity note, DEFRA December 2024
- Incineration of waste in England Research Briefing April 2025 (House of Commons Library)
- National Policy Statement EN-1 – Overarching National Policy Statement for energy
- National Policy Statement EN-3 – Renewable energy infrastructure
- National Policy Statement EN-5 – Electricity transmission and distribution network

75. The Government is currently revising the energy NPS EN-1, EN-3 and EN-5. The consultation on the draft policy positions ended on 29 May 2025. While the review is undertaken, the current suite of energy NPS remain relevant government policy and EN-1 to EN-5 have effect for the purposes of the Planning Act 2008. The draft National Policy Statements reflect the DEFRA capacity note which is the published Government policy position.

76. DEFRA capacity note presents the evidence and analysis relating to municipal residual waste arisings and infrastructure capacity in England from 2020 to 2035, accounting for the effect of Defra's packaging reforms. It is prepared to support decision makers in planning for residual waste treatment to support the transition to a circular economy. It includes evidence from data modelling with assumptions that three packaging reforms will be implemented. These are:

- Extended producer responsibility for packaging by October 2025.
- Simpler Recycling for non-micro businesses in 2025, households in 2026, and micro businesses in 2027.
- a Deposit Return Scheme for drinks containers in 2027.

The modelling undertaken demonstrates that, following implementation of these policies, there will be sufficient residual waste infrastructure capacity to treat forecast municipal residual waste arisings at a national level.

Key Issues

77. The key issues involved with this proposal are:

- Environmental Impact Assessment considerations
- Primacy of the Development Plan and Presumption in Favour of Sustainable Development
- Principle of development including need

- Green Belt Assessment
- Heritage impact
- Character of the Area including design, form, scale and landscape impact
- Amenity impact
- Transport and accessibility
- Flood risk and drainage
- Air quality
- Ecology, trees and biodiversity
- Energy, sustainability and climate change
- Contaminated land
- Economic development and employment
- Cumulative and in-combination effects
- Decommissioning
- Environmental Permit

These issues will be considered along with other matters relevant to this proposal below.

Planning Assessment

Environmental Impact Assessment

78. The application is EIA development, exceeding the threshold under Part 3(a) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations (2017) for the generation of electricity.
79. In 2022 the applicant submitted an Environmental Impact Assessment (EIA) scoping request to the Council. The Council provided a scoping opinion which agreed with the applicant's submission, concluding that the proposal constitutes EIA development under the definitions given within the EIA Regulations and that the following environmental effects should be scoped into an Environmental Statement as part of a future planning application:
 - Transport
 - Air Quality
 - Noise and Vibration
 - Ecology and Nature Conservation
 - Landscape and Visual Impact
 - Historic Environment
 - Hydrology
 - Geology, Hydrogeology and Ground Conditions
 - Population and Health
 - Carbon and Greenhouse Gases
80. The planning application is supported by an Environmental Statement (ES) which discusses the impact of the development on the identified issues. The ES has been reviewed by various consultees including independent external reviewers. Consultee comments form part of the officer assessments of this application.

Primacy of the Development Plan and Presumption in Favour of Sustainable Development

81. The starting point of decision making is the Development Plan in accordance with S38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 12 of the NPPF reinforces

that by stating, “*The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making*”. Paragraph 11 of the NPPF clarifies that “*Plans and decisions should apply a presumption in favour of sustainable Development*”.

For **decision-taking** this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweighs the benefits, when assessed against the policies in this Framework, takes as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

82. Paragraphs 231 – 232 of the NPPF provide further information on whether policies within a local plan should be considered out of date for the purpose of decision-making:

231. The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this Framework has made.

232. However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Bournemouth, Christchurch, Poole and Dorset Waste Plan

83. In this instance, the proposal is for a waste management facility and the adopted Bournemouth, Christchurch, Poole and Dorset Waste Plan (BCPDWP/WP) 2019 is the most relevant local Development Plan. The Waste Plan has been examined in 2019 and found sound. The application site has been allocated for residual waste management related developments, the need for which arises from the adopted WP, see the discussion below. The Waste Plan contains a number of relevant policies, all of them have been identified in paragraph 68 above. Of those, the following are considered the most important policies for determining the application.
84. **Policy 1** of the Waste Plan 2019 refers to sustainable waste management and sets out that in considering development proposals, the Waste Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework, and work proactively with applicants to promote the circular economy and find solutions which mean that proposals can be approved where

appropriate to secure development that improves the economic, social and environmental conditions in the area.

85. Under Policy 1, proposals for the development of waste management facilities must conform with, and demonstrate how they support the delivery of, the key underlying principles of the Waste Plan 2019. These relate to firstly the Waste Hierarchy – facilities that contribute to moving waste up the waste hierarchy and demonstrate that waste is being managed at the highest appropriate level; secondly Self-Sufficiency – facilities that enable the Bournemouth, Christchurch, Poole and Dorset area to move towards net self-sufficiency; and thirdly Proximity – facilities that adhere to the proximity principle through being appropriately located relative to the source of the waste. These requirements are in line with the NPPW paragraph 1 which states that: *“Positive planning plays a pivotal role in delivering this country’s waste ambitions through driving waste management up the waste hierarchy;.... providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle”*.
86. **Policy 3** of the Waste Plan 2019 identifies allocated sites for waste management facilities to address the shortfall in waste management capacity and identified needs for new and improved waste management facilities in accordance with paragraphs 20b and 23 of the NPPF which require strategic policies to make sufficient provision for infrastructure for waste management amongst other matters. The application site is Allocated by Inset 8 – Land at Canford Magna. Site allocation has been carried out in accordance with paragraphs 4 and 5 of the NPPW. The inspector report on examination of the WP stated that subject to the adequate mitigation measures in respect of individual proposals, the allocations are sound in terms of consistency with national policy and effectiveness (paragraph 37).
87. Waste Plan 2019 **Policy 6** deals with recovery facilities. Proposals for the recovery of non-hazardous waste, including materials recovery, mechanical biological treatment, thermal treatment, anaerobic digestion, and biomass facilities, will be permitted where it is demonstrated that they meet all of a series of criteria: (a) the operation of the facility will support the delivery of the spatial strategy, contributing to meeting the needs identified in the Waste Plan 2019; (b) they will not displace the management of waste which is already managed, or likely to be managed, by a process that is further up the waste hierarchy than that being proposed, unless the Waste Planning Authority is satisfied that the proposal would result in benefits sufficient to outweigh the displacement; (c) proposals will provide for all operations including the reception, handling, processing and storage of waste to take place within an enclosed building unless there would be no proven benefit from such enclosure and demonstrate that the proposed operations will be compatible with existing or proposed neighbouring uses; (d) where energy is produced, they provide combined heat and power, or if this is demonstrated to be impracticable they recover energy through electricity production and are designed to have the capacity to deliver heat in the future; (e) where gas is produced, it is injected into the grid, used for fuel or is refined for use in industrial processes, unless this would not be practicable; and (f) possible effects (including those related to proximity, species, and displacement of recreation) that might arise from the development would not adversely affect the integrity of European and Ramsar sites either alone, or in combination with other plans or projects.
88. Moreover, any residues arising from the facility must be managed in accordance with the waste hierarchy and the proximity principle. Processing facilities for IBA must be located at or close to the source of the waste arising.
89. Waste Plan 2019 **Policy 14** addresses landscape and design quality. Proposals for waste management facilities will be permitted where they are compatible with their setting and would conserve and/or enhance the character and quality of the landscape. This should be achieved

through (a) sympathetic design and location; (b) appropriate use of scale, form, mass, layout, detailing, materials, and building orientation; and (c) avoidance, or if this is not practicable, acceptable mitigation of adverse impacts on the landscape. This policy is consistent with the key consideration of Section 12 of the NPPF which states that good design is a key aspect of sustainable development.

90. The application site is located within South East Dorset Green Belt. The adopted Waste Plan's Green Belt **Policy 21** states that *"Proposals for waste management facilities will only be permitted in the South East Dorset Green Belt where they do not constitute inappropriate development or the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations to an extent that can demonstrate very special circumstances, including a need for the development that cannot be met by alternative suitable non-Green Belt sites"*. This reflects the approach of the NPPF Section 13 which states that *"The Government attaches great importance to Green Belts. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances"*. It is considered that Policy 21 is consistent with the national policies.
91. Overall, officers consider that the most important policies in the Waste Plan for determining this application are Policy 1, Policy 3, Policy 6, Policy 14, and Policy 21, all of which are consistent with the national policies and up to date. Additionally, the BCPDWP was found up to date in the recent appeal decision issued by the Secretary of State for the Portland Application (appeal reference APP/D1265/W/23/3327692). In paragraph 16, it is stated that,

"the Secretary of State agrees with the Inspector that subject to the agreed adjustment to Table 7, which pushes the identified shortfall upwards, there is no convincing justification for setting aside the figures in Table 7 of the WP.... Like the Inspector, she has therefore proceeded on the basis that the WP, and the figures on 'need' therein, are 'up-to-date'".

The Poole Local Plan

92. Poole Local Plan was adopted in 2018 following public examination. The following policies of PLP are the most important for determining the current application.
93. **Policy PP2** of Poole Local Plan identifies the need for various types of development including housing, employment and retail floorspaces, strategic infrastructure and the broad locations for delivering these developments. Whilst the Council currently cannot demonstrate policy compliant 5 year supply of housing land and consequently the housing policies of the PLP are out of date, the current application is not for housing but employment development and as such, part (4) of PP2 is relevant which states that the focus of meeting employment needs will include, inter alia, intensifying allocated sites within Poole's existing employment areas. This is consistent with NPPF paragraph 86b which requires planning policies to set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period. Additionally, since the scheme is located in Green Belt, part (6) of policy PP2 is relevant. Part (6) states, *"The Council will carefully manage the Green Belt in accordance with national policy"*. In this instance, the national policy is included in section 13 of the NPPF. It is considered that policy PP2 is consistent with the NPPF and is up to date, in that it effectively incorporates national policy.
94. Poole Local Plan **Policy PP27** relates to design of new developments and states that *"A good standard of design is required in all new developments, including extensions and external alterations to existing buildings"*. Additionally, PP27 requires new developments to, inter alia,

reflect or enhance local patterns of development; respond to natural features on the site and do not result in the loss of trees; be compatible with surrounding uses and not result in a harmful impact upon amenity; create accessible and safe environments; and provide well connected network of streets including parking and servicing. These objectives are consistent with key planning principles of section 12 of the NPPF which states 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*”. Consequently, PP27 is up to date.

95. PLP **Policy PP33** requires developments that affects biodiversity including any sites containing species and habitats of local importance to demonstrate, inter alia, how any features of nature conservation and biodiversity interest are to be protected and managed; incorporate measures to avoid, reduce or mitigate disturbance; seek opportunities to enhance biodiversity and where relevant, incorporate a net gain in biodiversity. This policy is in line with the Section 15 of the NPPF which requires plans to protect and enhance biodiversity and geodiversity including providing net gains for biodiversity.
96. The most important policies in the PLP 2018 for determining this application are PP2, PP27 and PP33, all of which are consistent with the national policies.

Conclusion

97. The development plan comprises the BCPDWP 2019 and PLP 2018 and includes relevant policies for the purpose of determining this application. Officers conclude that the policies which are most important for the determination of the proposal are not out of date and as such, the application needs to be determined by applying policies contained in these plans in accordance with paragraph 11 of the NPPF.

Principle of development including Waste Policy and Need

98. The proposal is for the erection of an Energy from Waste (EfW) Combined Heat and Power Facility (CHP) at Canford Resource Park as an extension of an existing waste management complex. The facility would have an annual throughput of up to 260,000tpa (tonnes per annum) of Local Authority Collected Household (LACH) residual waste and similar residual Commercial and Industrial (C&I) waste from Bournemouth, Christchurch, Poole and surrounding areas, that cannot be recycled, reused or composted and that would otherwise be exported to alternative EfW facilities further afield, either in the UK or Europe or landfilled. It is proposed that the waste will be incinerated on-site that will generate 31 megawatts (MW) of energy, exporting around 28.5MW of electricity and has the potential to export 5MW of heat.
99. As noted in paragraph 11 above, the EfW facility itself is proposed on land that has been allocated for waste development in the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) (BCPDWP/ WP). As such, Policy 3 (Sites allocated for waste management development) of the WP is relevant here. Policy 3 provides, so far as relevant:

“The Waste Plan identifies Allocated Sites, as identified on the Policies Map, for waste management development to address the shortfall in waste management capacity and identified needs for new and improved waste management facilities, as set out in the Spatial Strategy.

Proposals within the Allocated Sites, listed below, will be permitted where they are in accordance with the allocated uses set out in Insets 1 - 12, and where it is demonstrated that they meet all of the following criteria:

- a. *the proposal complies with the relevant policies of this Plan;*
- b. *the relevant Development Considerations have been addressed to the satisfaction of the Waste Planning Authority;*
- c. *there would not be an unacceptable cumulative impact, from the development, in combination with existing waste management operations; and*
- d. *possible effects (including those related to proximity, species and displacement of recreation) that might arise from the development would not adversely affect the integrity of European and Ramsar sites either alone or in combination with other plans or projects.*

Allocated Sites

.....

The following existing permitted waste sites are allocated for their potential for intensification and re-development, including facilities for the management of non-hazardous waste:

...

Inset 8 – Land at Canford Magna, Magna Road, Poole.”

100. Inset 8 states:

“This is an established facility, with dedicated access and with a relatively small number of sensitive receptors in the vicinity. The site is in the South East Dorset Green Belt but is classified as previously developed land.

There are opportunities to intensify waste management uses to manage larger quantities of waste and provide the ability to manage waste further up the waste hierarchy, within the existing site and on land to the west.”

101. As to “Allocated uses” Inset 8 states:

“Opportunities for intensification and redevelopment of the site including the management of non-hazardous waste. Waste management facilities, including incineration, that would lead to adverse effects upon the integrity of European Sites will not be acceptable.”

102. It is to be noted that the application red line includes land outside of the proposed allocation under Inset 8, see figures 2 and 3 above. Several objections received on the proposal argue the additional land outside of the proposed allocation boundary makes the proposal ‘unallocated’ and as a consequence Policy 4 of the WP would be applicable instead of Policy 3.

103. Policy 3 and Inset 8 allocates the Land at Canford Magna for “*intensification and redevelopment, including facilities for the management of non-hazardous waste*”. The policy recognises that the lawful use of the Allocated Site is currently an existing waste management facility. The Allocation is for intensification and redevelopment of that existing use.

104. The primary development proposed in the subject application is an EfW facility which is proposed within the Allocated Site. The EfW CHP Facility building will be entirely within the

land indicated in Waste Plan Inset 8. Other developments that fall outside of the site allocation are ancillary items of development such as the grid connection, the CHP connection pipes and temporary construction compounds. These developments themselves are not waste management facilities. As such, the proposed waste management facility will be located within the Allocated Site and Policy 3 is engaged.

105. Policy 4 of the WP relates to applications for waste management facilities outside of the allocated sites. As noted above, developments proposed outside of the site allocation are not waste management facilities and consequently, Policy 4 will not engage.

Assessment against provision of WP Policy 3

106. Any waste development within allocated sites must meet all of criterion a – d of policy 3. **Criteria a** requires the proposal to comply with the relevant policies of the WP. It is considered that the proposal complies with the following policies of the BCPDWP, including the most important policies, as identified in paragraph 91 above:

107. Policy 1 Sustainable waste management – Policy 1 of the Waste Plan 2019 refers to sustainable waste management and sets out that in considering development proposals, the Waste Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework, and work proactively with applicants to promote the circular economy and find solutions which mean that proposals can be approved where appropriate to secure development that improves the economic, social and environmental conditions in the area. Circular economy is defined in paragraph 3.17 of the WP as,

A circular economy is an alternative to a traditional linear economy (whereby we make, use and dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life. A circular economy is important as it reduces waste, drives greater resource productivity, helps reduce the environmental impacts of production and consumption and contributes to a more competitive economy. The co-location of complementary waste treatment facilities with other waste and non-waste developments, which could utilise waste as a resource, aligns the Plan with the notion of a 'circular economy'.

108. Under Policy 1, proposals for the development of waste management facilities must conform with, and demonstrate how they support the delivery of, the three key underlying principles of the Waste Plan, viz., Waste Hierarchy, Self Sufficiency and Proximity:

Waste Hierarchy: Appendix A of the NPPW sets out the Waste Hierarchy, which presents a cascade approach to disposal of waste in the following five elements:

1. Prevention – using less material in design and manufacture
2. Preparing for reuse – includes repair and refurbishment
3. Recycling – turning waste into a new product or substance
4. Other recovery – waste to fuel to produce heat, electricity and gas
5. Disposal – residual waste by landfill and incineration without recovery

The Proposed Development will enable the recovery of residual waste, both as energy (principally) and of materials by use of ash as a secondary aggregate, and the recycling of metals. The Proposed Development will avoid landfilling of residual waste.

The proposed Energy from Waste (EfW) facility is categorised as 'other recovery' as the fourth element of the hierarchy. BCPDWP Paragraph 9.2 states that "recovery in

the waste hierarchy includes waste treatment processes and waste management techniques that produce fuels, heat and power (i.e. energy recovery), such as...energy from waste (including combined heat and power plants)". Any waste throughput of the proposed facility cannot be recycled or treated any higher on the waste hierarchy. A planning condition is recommended to secure this, ensuring that waste suitable for recycling will not be incinerated. As such, the proposal will support the waste hierarchy, as promoted by the WP.

Self Sufficiency: The proposal will contribute to the management of waste generated within the BCPD WP area, thus contributing towards the self-sufficiency principle of Policy 1. A condition is included to secure at least 50% of the waste arising for incineration shall be from the BCPD WP area to ensure self-sufficiency.

Proximity: The site is located close to the potential source of majority of the waste, i.e., the South East Dorset Conurbation. The spatial strategy of the adopted WP has identified that the need for strategic residual waste treatment facilities will primarily be addressed through new capacity in south east Dorset and the application site has been allocated for this purpose in the adopted WP.

In paragraph 24 of the BCPDWP examination report, the inspector states that

Because the population is concentrated in the south-east of the plan area, within Bournemouth, Poole and Christchurch, strategic provision is required close to those urban areas. The plan has identified strategic requirements for residual waste management and recycling and allocates sites to meet those requirements, which are well related to the sources of waste. This approach is consistent with achieving self-sufficiency and proximity.

The site is located within an existing complex of waste management facilities adjoining other sources of sustainable energy generation (solar farm at former White's Pit) and the principle of co-location, as required by the NPPW will be applicable. The co-location of complementary waste treatment facilities with other waste and non-waste developments, which could utilise waste as a resource, aligns the proposal with the notion of a 'circular economy', as defined by paragraph 3.17 of the WP. Overall, the proposal will comply with Policy 1 of the WP.

109. Policy 2 Integrated waste management facilities – The Proposed Development would complement the existing waste management facility at CRP, as envisaged by this policy. The EfW CHP Facility would highly likely receive feedstock from existing waste management activities within the existing adjacent CRP such as the MBT that currently sends all residual waste to other waste management facilities in the UK or abroad. By extending and intensifying an existing waste management complex with different waste treatment facilities, the proposal will support the principle of co-location of Policy 2.
110. Policy 6 Recovery facilities – The proposal will be a recovery facility using thermal treatment that will support the key principles of Policy 6 including provision of combined heat and power. Policy 6 requires compliance with criteria a – f of the policy:
- a. Delivery of Spatial Strategy: As the proposal provides capacity for the management of non-hazardous waste on an allocated site, this criterion is considered to be met.
 - b. The proposal would replace an existing partially built low carbon facility that will not result in displacement of waste which is already managed by a process that is further up the waste hierarchy.
 - c. The proposal provides all operations to be taken place within an enclosed building, in accordance with this criteria.

- d. The proposal is for Combined Heat and Power generation facility with up to 28.5MW of energy output, with up to 5MWth will be heat. The details of the heat output has not been provided and a pre-occupancy condition is included to secure the detailed design for Heat output with a reporting mechanism.
- e. The proposal will produce two separate ash streams – IBA and air pollution control residue. IBA will potentially be treated within the wider CRP/ White's Pit area where existing aggregate production takes place. Air pollution control residues will be sent to an appropriately licensed facility in accordance with best industrial practices.
- f. The proposal has been reviewed by Natural England and no objection is raised subject to mitigation secured by s106.

It is considered that the proposal complies with Policy 6 subject to condition securing the details of the Heat output.

111. Policy 14 – Landscape and design quality – Policy 14 states that *Proposals for waste management facilities will be permitted where they are compatible with their setting and would conserve and/or enhance the character and quality of the landscape.*

Proposals for waste management facilities should achieve this through:

- a. *Sympathetic design and location;*
- b. *Appropriate use of scale, form, mass, layout, detailing, materials and building orientation; and*
- c. *Avoidance, or if this is not practicable, acceptable mitigation of adverse impacts on the landscape.*

112. The Main building will be located within an existing waste management complex with similar facilities and as such the location is appropriate given the surrounding use (subject to the Green Belt analysis below). Additionally, the site for the main building is allocated in the Waste Plan for waste management purposes. The proposed design will be appropriate for the proposed development. The form, layout, detailing, materials and building orientation will be in accordance with the proposal's utilitarian use and appropriate for the site's existing context. The scale and mass of the proposal will dominate the site due to the nature of the development. However, this will not have any significant adverse impact on the landscape due to proposal's location amongst industrial development, surrounding undulating topography and enclosing existing mature vegetation. Notwithstanding, mitigations measures have been proposed in the form of additional tree plantings that are secured by condition. Additionally, a 25% BNG is secured by legal agreement which can potentially provide further mitigations.
113. Other elements of the proposal include public open space as Heathlands Support Area, DNC Compound and temporary construction compound, all of which will be of appropriate design, compatible with the surrounding areas. It is considered that subject to the mitigation measures and appropriate conditions, the proposal is compliant with Policy 14 – see the analysis on impact on the character of the area section below.
114. Policy 21 South East Dorset Green Belt – Policy 21 states that *Proposals for waste management facilities will only be permitted in the South East Dorset Green Belt where:*
- a. *they do not constitute inappropriate development; or*
 - b. *the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations to an extent that can demonstrate very special circumstances, including a need for the development that cannot be met by alternative suitable non-Green Belt sites; and*
 - c. *the restoration of the site, where relevant, is appropriate to the inclusion of the land in the Green Belt and enhances the beneficial use of the Green Belt.*

115. Full assessment of the Proposed Development's compliance with Green Belt policy is set out in the Green Belt section below. It is considered that the proposal would not constitute inappropriate development in Green Belt and as such, part a of policy 21 will be engaged. Regardless, an analysis is carried out to consider need and alternative non-Green Belt sites including the recently permitted Portland EfW development. It is concluded that the proposal complies with part b of Policy 21 of the WP. Regarding part c of Policy 21, the proposal is for temporary 40 years, following which the development will be removed and land restored in accordance with a restoration plan to be agreed with the LPA. This is secured by condition. The proposal complies with parts a – c of Policy 21.
116. Policy 23 – Restoration, aftercare and afteruse – Policy 23 states that:
- “Proposals for waste management development which do not constitute a permanent use of land will only be permitted where the Waste Planning Authority is satisfied that acceptable restoration and aftercare measures will be implemented at the earliest practicable opportunity, either in a phased manner during operation or immediately on completion of the operational life of the development.”*
117. The proposal is for temporary 40 years. A condition is included to require the facility to cease operation and be decommissioned (including the removal of all relevant structures from the Site) from the Site 40 years after the grant of permission, and the Site made good to its existing state. The proposal is compliant with Policy 23 of the Waste Plan.
118. For assessment against Policy 12 Transport and access, Policy 13 Amenity and quality of life, Policy 15 Sustainable construction and operation of facilities, Policy 16 Natural resources, Policy 17 Flood risk, Policy 18 Biodiversity and geological interest, Policy 19 Historic environment, and Policy 20 Airfield safeguarding areas – see the later sections of this report. Policy 24 – Safeguarding waste facilities protects the loss of existing waste facilities. Whilst the proposal will result in the loss of the existing partially built low carbon facility, since the proposal is for a Energy from Waste development, which is for a same use, this policy is not relevant.
119. **Policy 3 Criteria b** of WP Policy 3 requires the relevant Development Considerations have been addressed to the satisfaction of the Waste Planning Authority. As discussed below in paragraphs 123 – 129, the five Development Considerations listed for Inset 8 are addressed satisfactorily by the Proposed Development.
120. **Policy 3 Criteria c** states there should not be an unacceptable cumulative impact, from the development, in combination with existing waste management operations. The proposal will result in intensification and redevelopment of the existing waste management facility in accordance with Inset 8 of the WP that will have several impacts. These impacts will be mitigated by conditions and planning obligations. Additionally, by using feedstock from the adjoining site, the proposal is likely to reduce number of vehicle trips from the CRP to other out of authority area EfW and landfill sites. As such, the proposal is considered to comply with criteria c of Policy 3.
121. Finally, **Policy 3 criteria d** requires possible effects (including those related to proximity, species and displacement of recreation) that might arise from the development to not adversely affect the integrity of European and Ramsar sites either alone or in combination with other plans or projects. The Environmental Statement submitted with the application sets out how possible effects on European sites are avoided and mitigated to an acceptable extent. Additionally, a Shadow Habitats Regulations Assessment for the Proposed Development has been provided. This has been reviewed by Natural England as statutory consultee and BCP Ecology Officers along with Holbury Consultancy Service as the specialist consultee. NE

agrees with the findings of the SHRA and considers it an acceptable basis for BCP Council to undertake Appropriate Assessment. Whilst the Council's ecology officer considers the visual impact of the development to have negative impact on the amenity of users of the public open space, no harm has been identified on integrity of the protected habitats subject to conditions and planning obligations to secure mitigation measures.

122. Overall, it is considered that the proposal complies with site allocation policy 3 of the BCPD WP 2019.

Compliance with site allocation Inset 8:

123. Inset 8 of the WP requires the following considerations to be given to any waste management proposal:

1. The applicant must provide sufficient information to enable the Waste Planning Authority to carry out screening and, if necessary, appropriate assessment at the planning application stage in accordance with the Conservation of Habitats and Species Regulations 2017. This should include as a minimum, Phase 2 surveys for Annex 1 birds to inform an assessment of the effects of development on the populations on site and in surrounding areas. Where relevant, this should also include studies that demonstrate that any emissions from development will not impact on the features (species and habitats including lichens and bryophytes) of the nearby European Sites.

124. The application has been supported by an Environmental Statement and that has been reviewed by various consultees. This includes information on birds and the effects of the emissions on the features of the Dorset Heaths SAC and specifically, effects on lichens and bryophytes. As noted above, a Shadow HRA has also been provided which is an acceptable basis for BCP to undertake appropriate assessment, as confirmed by Natural England. Appropriate Assessment (**Appendix 1**) has been carried out that identified potential harms and suitable mitigations. Based on these, the proposal is considered acceptable subject to conditions and planning obligations. Additionally, it is considered that any emissions from development will not impact on the features of the nearby Habitat Sites.

2. Preparation of a landscape design and management plan to include retention of existing vegetation including existing trees and woodland strip to provide a buffer between the site and the SNCI and to reduce visual impacts.

125. A Landscape, Ecology and Arboriculture Management Framework (LEAMF) is included in the application submission pack. This document sets out the framework within which these requirements will be addressed with subsequent detailed plans, including details of tree species, are secured by condition. Additionally, a Landscape Ecological and Arboricultural Management Plan is conditioned to ensure existing vegetation and trees is appropriately protected to screen the site and reduce visual impact.

3. Ecological mitigation likely to be required due to extension of the site and given proximity of the SSSI. This should include the mitigation of any loss of wet habitat from future development and an appropriate buffer from the SSSI.

126. There is no wet habitat affected by the proposals. The approach to ecological mitigation is set out in the Environmental Statement which is acceptable subject to conditions and mitigation measures. Planning obligations will be secured by section 106 Legal Agreement to cover ecological mitigation including provision of a Heathlands Support Area.

4. Consideration given to how the continued use of the existing site may affect restoration of White's Landfill Site and potential biodiversity enhancements.

127. The Proposed Development will not affect restoration of White's Pit. The IBA will potentially be utilised in an existing aggregate production facility within White's Pit wider area. Biodiversity enhancements are included and whilst statutory BNG is not required for this proposal due to the submission of the application prior to the Environment Act 2021 came in force, it is expected that a 25% net gain will be achieved by including sedum green roof areas on the EfW CHP Facility main building, restoration of TCC1, and enhancements to the HSA in the vicinity of the DNC POC compound.

5. Given the site's location within the South-East Dorset Green Belt, applications will be considered against national policy and Waste Plan Policy 21. High standards of design and landscaping will be expected for development within the Green Belt.

128. Full assessment of the Proposed Development's compliance with Green Belt policy is set out in the Green belt section below. It is considered that majority of the development will be located within the previously developed Allocated Site that will not have significant impact and will not be inappropriate development in Green Belt. In terms of other development, the most significant effect on green belt land outside of the allocation site will be the construction of DNC compound of 0.27 hectares. Additionally, approximately 1.1 hectare of open land will be provided as Heathlands Support Area for public recreation and habitat creation. With recent changes to the NPPF relating to Green Belt policies, it is considered that the DNC area will be located in Grey Belt and as such will not be inappropriate development, see the Green Belt section below.

129. For the assessment on design and landscape, see the Impact on Character of the Area section below.

Summary:

130. Officers conclude that the proposal will comply with the relevant policies of the adopted Waste Plan subject to appropriately worded conditions and relevant planning obligations.

Assessment against Need and Proposed Capacity

131. The starting point of understanding the need is the Waste Plan 2019. The National Planning Policy for Waste (NPPW) states, in paragraph 7 that waste planning authorities should only expect applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan. While the NPPW dates from as far back as 2014, it is specifically referred to in paragraph 4 of the NPPF 2024 and is relevant for the assessment of the current application. However, it must also now be understood in the context of the Defra Capacity Note (and to a lesser extent, given their status, draft NPSs) which clearly now require consideration of need.

132. As noted by the appeal inspector for Portland decision, "*The 'Vision and Objectives', the 'Spatial Strategy' and the approach to allocated sites in the Waste Plan 2019 are all born of that identified need*" (paragraph 12.6). During the Public Inquiry for the Portland scheme, Dorset Council as the waste planning authority argued that the need for residual waste management capacity is now significantly lower than the need identified in the 2019 WP. However, the inspector specifically rejected this idea by stating, "*I have significant doubts about whether that position is defensible*" (paragraph 12.6).

133. It is to be noted that the 2019 WP covers both BCP and Dorset Council areas and as such, the inspector's position that the forecasts in Chapter 7 of the Waste Plan 2019 and the figures

on 'need' therein, are 'up-to-date', subject to adjustments suggested in the inspector's report. These adjustments are considered below. Additionally, in paragraph 12.12 of the inspector's report, it is noted that the current application (at CRP) applies similar judgement as the Portland application in relation to need.

134. As set out above, the site is allocated by WP Policy 3 for intensification and redevelopment of the existing waste management facilities. Policy 3 does not seek to impose any specific limit on the throughput of the current site when redeveloped. Additionally, Inset 8 states that exact capacity will be assessed in connection with individual proposals, although it confirms that the site has been assessed for c. 25,000tpa of additional capacity for residual waste management over and above the existing permitted waste management facilities in the site that includes the 100,000tpa capacity of the partially built low carbon facility, which the proposal seeks to replace.

135. Chapter 7 of the WP (Forecasts and the need for new facilities) deals with the existing capacity as well as level of waste arising and projects the amount of waste estimated to arise to 2033, the end of the Plan period. In assessing the existing capacity, Paragraphs 7.62 – 7.65 of the WP state that

7.62 There is currently only one facility in the plan area that treats non-hazardous residual waste. This is a mechanical biological treatment (MBT) plant at Canford Magna. This facility is co-located with other facilities including a MRF and inert recycling facility. Dorset Waste Partnership and the former Bournemouth Borough Council have contracts for waste treatment at the MBT facility and the former Borough of Poole has recently started using this facility for its residual waste.

7.63 Residual waste arising in the Plan area is also exported for treatment in other counties. Dorset Waste Partnership has a contract to send a small proportion of waste to the Marchwood energy from waste facility near Southampton in Hampshire. In terms of assessing existing capacity, it has been assumed that this movement of waste will continue to the end of the contractual period.

7.64 A proportion of residual waste arisings from Poole is sent to energy from waste facilities outside the Plan area. It has been assumed that this movement of waste could continue to the end of the contractual period.

7.65 A Low-Carbon Energy facility (Low CEF) has also been permitted at Canford Magna. This could utilise feedstock derived from waste that cannot readily be recovered for recycling or composted.

136. In terms of residual waste capacity shortfall, Table 7 (figure 6 below) identifies the total projected arisings/waste treatment capacity need of 320,000tpa in 2023, increasing to 359,000tpa by 2033. The capacity of all facilities will provide 125,000tpa of waste management through recovery and landfill by 2033 resulting in an identified shortfall of 234,000tpa. As such, the purpose of the allocation of Inset 8 is to meet, alongside other sites (which the WP recognises may or may not be delivered) the identified need of 234,000tpa further capacity for residual waste management. There is a slight discrepancy between Table 7 and 'Identified Need 7' of the WP (page 56) in terms of future capacity. Need 7 states that there could be a shortfall of approximately 232,000tpa of treatment capacity for managing non-hazardous residual waste at the end of the Plan period (2033).
137. Paragraph 7.74 of the WP states that "Given the scale of the identified shortfall in capacity it is appropriate to plan for the provision of additional recovery capacity for non-hazardous residual waste in the Plan area to ensure that Bournemouth, Christchurch, Poole and Dorset

can aim for net self-sufficiency". It is proposed to achieve this additional capacity through allocation of sites for intensification or development (Insets 7 – 10).

Table 7 Capacity & Need - Non-hazardous residual waste (tpa)

	2015	2018	2023	2028	2033
Projected arisings / Need	300,000	304,000	320,000	339,000	359,000
Capacity (recovery and landfill) all facilities	214,000	167,000	142,000	125,000	125,000
Identified shortfall	-86,000	-137,000	-178,000	-214,000	-234,000
Potential MRF capacity ⁽¹⁶⁾	c.150,000	c.150,000	c.150,000	c.150,000	c.150,000

Figure 6: Capacity & Need of non-hazardous residual waste (Table 7 of BCPDWP 2019). Note, the potential MRF capacity is not directly relevant to the current proposal as it relates to recycling and does not represent a 'final fate' for waste in contrast to the proposed EfW.

138. The 'Capacity' row of the above table suggests that a minimum of 125,000tpa will be available throughout the plan period. This comes from the permitted operating capacity of the existing MBT facility at the Canford Resource Park. However, the MBT at CRP is, in reality, not a facility for residual waste management. It is primarily a waste sorting and intermediate waste treatment facility which is then exported from the plan area for energy recovery elsewhere or for disposal to landfill. The applicant states that in 2021, the MBT facility recovered only c. 12,000tpa of residual waste and exported c. 113,000tpa for incineration or landfill outside the plan area. However, the inspector of Portland decision adjusted the need of WP table 7 by considering 95,000tpa of waste to be leaving the MBT facility on the basis of 2023 data he had available to him, instead of 113,000tpa, meaning the MBT facility currently manages c. 30,000 tpa of residual waste, which is the current operational capacity to manage residual waste in the BCPD WP area. Since the appeal decision utilises more up to date data, this is used as 'adjustment' for the purpose of assessing the current application.
139. Taking into account the adjusted c. 95,000tpa, the residual waste management shortfall by the end of the plan period would be c. 329,000tpa. As such, there is a need for additional capacity for residual waste management in the WP area.
140. Defra capacity note paragraph 3.2 refers to residual waste treatment infrastructure capacity and states that energy recovery operational capacity forecasts contains 3 categories of infrastructure – operational, under construction and consented. These forecasts account for operational capacity and under construction rather than total permitted capacity.
141. There are two recent permissions in the BCPDWP area that can provide capacity to address the identified need. These are the Portland and Parley permissions that can manage up to 202,000tpa and 60,000tpa respectively. However, these permissions are yet to be constructed. Table 2 below shows the capacity gap between residual waste arising, operating, under construction and consented capacities within the Waste Plan area.

Need/ waste arising by 2033 (tpa)	Operational capacity (tpa)	Under construction capacity (tpa)	Consented capacity (tpa)	Capacity gap (tpa)
359,000	30,000 (MBT at Canford)	0	262,000 (Portland + Parley)	67,000

Table 2: Current operational, under construction and consented energy recovery capacity against the identified need/ waste arising in the BCPD Waste Plan area

142. Table 2 shows that there is a material capacity gap when need is compared to operational and under construction capacity (329,000tpa). This materiality reduced to 67,000tpa when consented capacity is considered.
143. Whilst the DEFRA capacity note takes into account consented capacities, it states that *"we do not assume that all consented capacity will be built in addition to existing capacity..... Consented capacity, therefore, should be viewed as a pool of potential projects that may or may not be constructed in line with local residual waste management needs"*.
144. This is in line with the approach taken in the Waste Plan which allocates three specific sites for the provision of new facilities for the management of residual waste, plus additional capacity at the existing MBT facility at Canford Magna with total potential capacity within the four Allocated Sites to c. 385,000tpa (more than the identified need) to provide flexibility in the event that one or more of the allocations does not come forward.
145. It is right to take into account the consented capacity but it is a pool of treatment options that might come forward. If the proposal and the consented capacity came forward then the remaining 67,000tpa capacity gap would be addressed but there would be an oversupply of 193,000tpa. This must be taken into account.
146. The DEFRA capacity note states: *"If a consented development cannot secure a long-term contract for feedstock supply, it is highly unlikely that it will receive financing and proceed to construction. Some of this consented capacity may also constitute replacement capacity for existing facilities nearing end of life"*.
147. As shown in table 2 above, there is a capacity gap in the BCPD WP area even after taking into consideration the recently consented schemes. As such, there is need for additional residual waste management capacity in the Waste Plan area which the proposal would address, but there is potential oversupply.
148. If the current proposal is granted permission, there is a possibility that a scenario would arise in future where all three permitted projects within the BCPDWP area seek to come forward, however, this would result in the oversupply identified above. In that event, they will be competing with each other for supply of residual waste or RDF, and they are unlikely to be able to secure finance until they have secured adequate supply, therefore, natural selection by the market will ensure only better projects move forward. As such, even if there is overcapacity, market forces will lead to only the financially viable project will come forward, as indicated in the DEFRA technical note. As a result, there is at least a 67,000tpa need and as to the potential oversupply the proposal would contribute to the pool of consents that could address the capacity gap of 329,000tpa identified in paragraph 139 above.
149. Additionally, the WP's adopted spatial strategy identified need for new residual waste management facilities including EfW developments in south-east Dorset. The inspector's report for the Portland permission recognises this. In paragraph 6.132, the inspector states, *"There is no dispute that Dorset's adopted spatial strategy is focussing on directing new ERF capacity to south-east Dorset the spatial strategy of the Waste Plan 2019 is a long-term, locally endorsed solution to Dorset's waste needs, and one that has recently been found to be sound. It reflects the collective vision of the area in line with national policy"*.
150. In Paragraph 12.108, the inspector goes on to state, *"I do not doubt that the proposal at Canford Magna might well perform better in terms of the spatial strategy in the Waste Plan 2019 but that would have to be balanced against the Green Belt harm to which substantial weight would have to be attached, and any other harm. To complicate matters further in terms of the spatial strategy, the locational benefits of the Canford Magna site might well be offset"*

by its inability to accommodate carbon capture technology, and of course Incinerator Bottom Ash would need to be removed by road". Green Belt harm is dealt with below. The harm identified by that Inspector is not found to arise. The Inspector does indicate good reason in spatial terms to allow this proposal into the pool of consents that can address the need.

151. The Portland inspector made a number of adverse comments in relation to the proposal as well but officer's conclude that these do not amount to reasons for not allowing the proposal to address the 67,000 capacity gap and to be part of the pool of potential treatment options.
152. The Portland appeal inspector stated that the Canford proposal may not have the capacity to include Carbon Capture facilities. The application includes an area dedicated for the subsequent development of carbon capture. The inspector considered this space to be inadequate for a CCF. However, the inspector did not have the full technological details of the CC plant that can be utilised at Canford since the applicants for the Canford scheme were not involved with the appeal and did not give evidence. The details submitted with the application demonstrate a conceptual design for the CC plant that can be installed within the safeguarded area and utilise the existing technology (drawing MVV_CC_001a dated October 2024). The applicant states that the CC plant is not yet sufficiently developed technically or commercially for a planning application for it to be submitted (Savills letter dated 18 November 2024). However, there is a concept technical solution which is why the current application has been considered as carbon capture retrofit ready.
153. Regarding Incinerator Bottom Ash (IBA), the Canford site already benefits from planning consents (APP/15/00874/Y, APP/14/00733/F and APP/13/00242/F) and environmental permits (EBPRDB3904GC, FP3394EZ and EB3102FV) at the existing CRP facilities. The permitted inert waste processing facilities allow for the operation of treating IBA there. Currently, IBA is imported at CRP for processing inert waste and future IBA processing at CRP could displace the current importation, where it is blended with locally gained recycled aggregate. The overall cumulative effect would be less than if IBA were exported for processing elsewhere.
154. It is accepted that the resulting IBA Aggregate (IBAA) from IBA treatment would still need to be removed from the CRP. However, as the processing of IBA into IBAA is already allowed for in the Environmental Permits and the lorry movements involved in IBAA export from the site are already allowed for, the proposed development would not result in significant additional lorry movements. In fact, the applicant contends that there would be fewer lorry miles travelled and less carbon and other emissions from the proposed development in relation to IBA as the import of IBA will be reduced.
155. With regard to removal of IBA from Portland site, paragraph 12.93 of the inspector's report on Portland decision states that "*The obligation in the Agreement under s.106 which refer to the use of 'reasonable endeavours' to remove IBA by sea and use it for other (construction related) purposes is necessary to make the proposal acceptable in planning terms*". 'Reasonable endeavours' do not mean that IBA will definitely be removed by sea and reduce traffic impact. In any event, the Canford proposal would likely not result in significant additional traffic movement since, as noted above, the site has existing permits for treating IBA and the proposal will benefit from co-location, as envisaged by Policy 2 of the adopted waste plan.
156. As such, the officers consider that whilst there are two sites that benefit from recent permissions that can partially meet the existing need for waste management capacity, it does not preclude development coming forward at Canford site for a similar scheme as there will still remain some unmet capacity gap in residual waste management within the BCPDWP area.

Portland as an Alternative

157. The principal relevance of the Portland scheme is now in relation to need as identified above because it is an existing consent and the land is controlled by a rival operator and it is not an available alternative to this applicant.
158. The authorities relating to alternatives were reviewed by Holgate J. in *Stonehenge World Heritage Site Ltd v Secretary of State for Transport* [2021] EWHC 2161 (Admin). It confirms that the existence of an alternative site for a development may be a material consideration, but normally is not. The authorities state that alternatives are only obviously material (i.e. must be taken into account) in exceptional circumstances. Such circumstances might arise where there are clear planning objections to an otherwise desirable development on a particular site which are so strong that it becomes relevant and indeed necessary to consider whether there is a more appropriate alternative site.
159. In this instance, the current application site is within Green Belt and the NPPW paragraph 6 sets out how planning authorities should consider Green Belt land in preparing Local Plan. *“In preparing Local Plan, waste planning authorities, including by working collaboratively with other planning authorities, should first look for suitable sites and areas outside the Green Belt for waste management facilities that, if located in the Green Belt, would be inappropriate development. Local planning authorities should recognise the particular locational needs of some types of waste management facilities when preparing their Local Plan”*.
160. It is to be noted that, the Canford application site has been allocated for waste management in the adopted WP. This indicates, an assessment of the acceptability of the site in comparison with others were undertaken at the time of plan making and was found acceptable (with respect to alternative site) in public examination. This is confirmed by paragraphs 34 and 35 of the WP examination inspector's report.

Two of the allocated sites are in the South East Dorset Green Belt, these being at Parley and Canford Magna. Alternative sites were considered as part of the site selection exercise. This included consideration of sites outside the Green Belt which were discounted because of deliverability and location in relation to the urban area. The two allocated sites are existing waste management facilities occupying previously-developed land in Green Belt. The allocated areas would allow for development to take place in accordance with national policy on Green Belt.

In the site selection process sites were discounted from a long list of potential sites following various stages of consultation and investigation. The deliverability of sites including in terms of their availability was considered early in the process.

161. The Planning Statement submitted with the current application establishes that, *“This policy [paragraph 6 of the NPPW] was complied with in preparing the Waste Plan (adopted December 2019/January 2020). BCP and Dorset Councils (and the authorities that existed until 1 April 2019) followed this approach in allocating (Policy 3) the four sites (of which CRP is one) for residual waste management. Two of these sites (CRP being one) are in the Green Belt. They are also, in fact, the only sites allocated for residual waste recovery where proposals for residual waste management have been advanced”*.
162. The Planning Statement goes on to assess the non-suitability of the Portland scheme as an alternative site, but this assessment was done prior to Portland appeal and the grant of planning permission. The Portland scheme is an existing consent and the development it allows has by definition been found to be acceptable. If officers consider the current application proposal to result in inappropriate development in Green Belt and apply very special circumstances for granting permission, the existence of Portland permission as an

alternative will be material consideration (and is made expressly so through Policy 21 of the WLP).

163. However, for the reasons set out in the Green Belt section below, this part of Policy 21 is not engaged. In particular, it is to be noted that the inspector's report for Portland decision was published (September 2024) prior to the changes to the NPPF (December 2024) which has resulted in significant changes to the Green Belt policies including introduction of Grey Belt. This has further implications to the proposed development currently under consideration. In summary, officers consider that the proposal will not result in inappropriate development in Green Belt.

Conclusion on Principle of development including Waste Policy and Need and Alternative Sites

164. The proposal is to erect an EfW CHP facility at Canford Resource Park which Policy 3 and Inset 8 allocates for "*intensification and redevelopment, including facilities for the management of non-hazardous waste*" subject to meeting certain criteria. Officers consider that the Development Plan including the BCPD Waste Plan is up to date, and the proposal will accord with the relevant policies. The proposal would contribute to moving waste up the waste hierarchy to be managed at the highest appropriate level, would improve BCP and Dorset moving towards self-sufficiency and would adhere to the proximity principle. The proposal represents sustainable waste management and complies with BCPDWP Policy 1 (Sustainable waste management).
165. The development would contribute towards the existing residual waste capacity shortfall but will not result in overprovision on its own as there would still remain a gap in the Waste Plan area for treatment capacity to manage 69,000tpa of residual waste if the other permitted schemes do not come forward. In the event the existing permitted developments for similar facilities at Parley and Portland come forward at the same time as the current scheme, the market forces will lead to the development of the most viable scheme. For these reasons, the proposal is considered acceptable in-principle.
166. The proposal is expected to produce 28.5MW of electricity which is below the 50MW threshold within Section 15 of the Planning Act (2008) (as revised). The proposal is not an NSIP.

Green Belt Assessment

167. The application site is located within the South East Dorset Green Belt.

168. Paragraph 153 of the NPPF 2024 states,

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness⁵⁵. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

169. Footnote 55 of the NPPF confirms "*Other than in the case of development on previously developed land or grey belt land, where development is not inappropriate*". By applying the definition of para 153 of the NPPF, developments that are not inappropriate, will not be harmful to the Green Belt, including its openness by definition.

170. The Local Plan policies reflects the NPPF's approach – BCPDWP Policy 21 (South East Dorset Green Belt) states:

Proposals for waste management facilities will only be permitted in the South East Dorset Green Belt where:

- a. they do not constitute inappropriate development; or*
- b. the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations to an extent that can demonstrate very special circumstances, including a need for the development that cannot be met by alternative suitable non-Green Belt sites; and*
- c. the restoration of the site, where relevant, is appropriate to the inclusion of the land in the Green Belt and enhances the beneficial use of the Green Belt.*

171. Development considerations no. 5 of Inset 8 (site allocation) states, *"Given the site's location within the South-East Dorset Green Belt, applications will be considered against national policy and Waste Plan Policy 21. High standards of design and landscaping will be expected for development within the Green Belt"*.
172. Poole Local Plan (PLP) Policy PP2 (Amount and broad location of development) states that *"the Council will carefully manage the Green Belt in accordance with national policy"*.

Inappropriate Development and Grey Belt Considerations

173. The NPPF footnote 55 states that development on previously developed land ("pdl") or grey belt land is not inappropriate. NPPF's Annex 2 defines previously developed land as,

Previously developed land: Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

174. The main components of the proposed development including the EfW CHP main building and chimney stack as well as the site for Carbon Capture Plant, weighbridge and gatehouse structure will be located within the Allocated Site which is a previously developed land. The explanatory text of Inset 8 confirms this status of the current site: *"The site is in the South East Dorset Green Belt but is classified as previously developed land"*.

175. The PPG states that,

"Footnote 55 of the NPPF sets out that if development is considered to be not inappropriate development on previously developed land or grey belt, then this is excluded from the policy requirement to give substantial weight to any harm to the Green Belt, including to its openness.

This is consistent with rulings from the courts on these matters that, where development (of any kind, now including development on grey belt or previously developed land) is

not considered to be inappropriate in the Green Belt, it follows that the test of impacts to openness or to Green Belt purposes are addressed and that therefore a proposal does not have to be justified by “very special circumstances”

176. The section of the Allocated Site where the EfW CHP facility is proposed currently contains the partially developed low carbon energy facility which comprises buildings and plant. Remaining area of the part of the Allocated Site is covered in hard standing to facilitate the access and parking of vehicles including HGVs, see figure 7 below. As such the construction of the main building, chimney stack and other ancillary facilities (including the area for CC Plant, weighbridge and gatehouse) will result in complete redevelopment of a previously developed land.

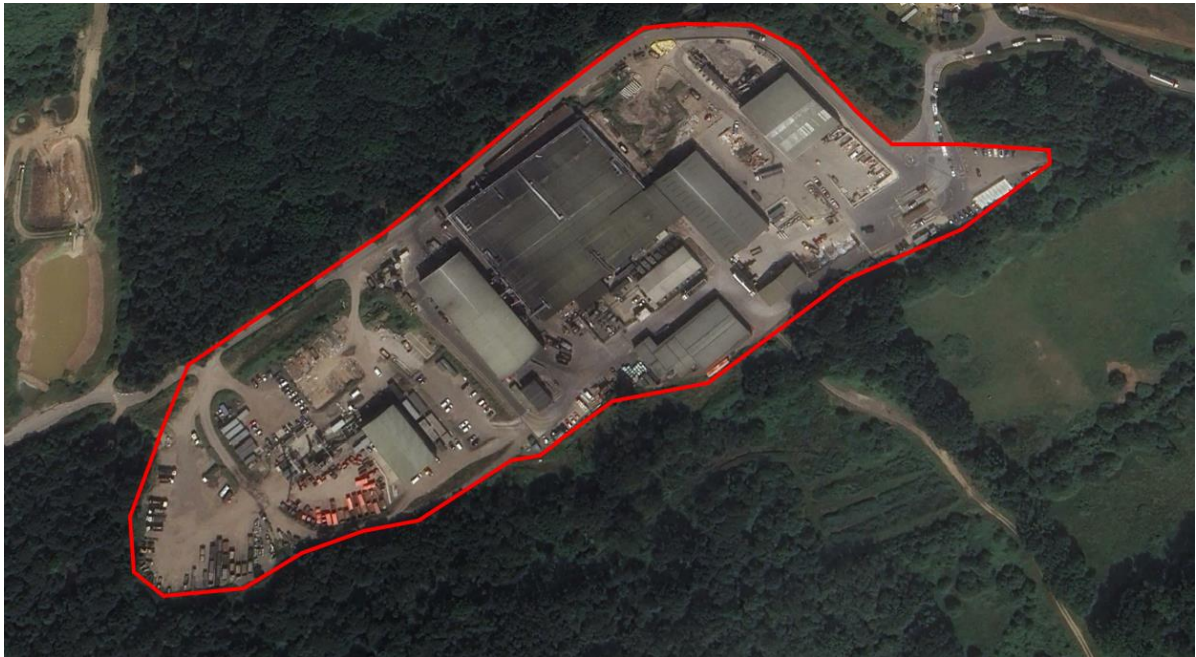


Figure 7: Aerial photo of the Allocated Site – Inset 8

177. Paragraph 154 of the NPPF states that,

Development in the Green Belt is inappropriate unless one of the following exceptions applies:

- a) buildings for agriculture and forestry;*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- e) limited infilling in villages;*
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary*

buildings), which would not cause substantial harm to the openness of the Green Belt.

h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- i. mineral extraction;
- ii. engineering operations;
- iii. local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- iv. the re-use of buildings provided that the buildings are of permanent and substantial construction;
- v. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

178. As noted above, the elements of the proposed development that will be within the Allocated Site will result in complete redevelopment of previously developed land. The existing development includes a partially built low carbon facility of approximately 15m height and a 35m tall chimney. The approved plans show the building footprints to be approximately 5,136 sqm and the site to have two chimneys of 35m height each, see figure 8 below. The proposal will replace this by a building of c. 8,000sqm footprint and a chimney of c. 110m height.

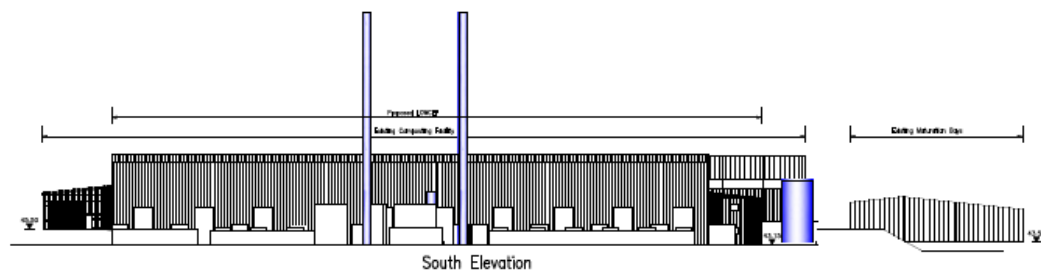


Figure 8: Approved chimneys

179. The PPG states the courts have identified a number of matters that can define 'openness' of Green Belt. There are:

- openness is capable of having both spatial and visual aspects.
- can be related to the duration of development; and
- the degree of activity likely to be generated, such as traffic generation.

180. The openness of Green Belt has both visual and spatial qualities. In terms of spatial impact, the proposal would result in 38% increase in building footprint that would result in a materially larger building and consequently will have material impact on the spatial qualities of the Green Belt. However, the site is well contained by existing road and mature vegetation on three sides and the existing waste management facilities on the fourth. The proposal will be sited completely within the existing previously developed land and will not result in any additional encroachment into the Green Belt. Consequently, the proposal, whilst having materially larger footprint than the existing buildings will not cause substantial harm to the spatial qualities of the openness of the Green Belt.

181. In terms of visual impact, the proposal will be located within an area surrounded by existing woodland that will partially screen the proposed development. With regard to building height, whilst the maximum height of the proposed development will be 50m, the ridge profile will be sloped down to reduce visual impact. The single chimney will replace two approved chimneys

that will contribute to limiting the spread of tall structures. The consented low carbon energy building's volume is approximately 67,000m³ and the proposed EfW building will have a volume of c294,000m³. The proposed building will result in a 400% volume increase (4 times larger) than the approved development within this section of the Allocated Site. This will have adverse effects on the openness of Green Belt.

182. Whilst the proposed development will have significantly larger volume than the existing and consented developments, the courts have cautioned against a purely "volumetric" approach, as Lord Justice Sales said in *Turner v Secretary of State for Communities and Local Government* [2016] EWCA Civ 466; [2017] 2 P & CR 1 at paragraph 14:

"The concept of 'openness of the Green Belt' is not narrowly limited to the volumetric approach suggested by [counsel]. The word 'openness' is open-textured and a number of factors are capable of being relevant when it comes to applying it to the particular facts of a specific case. Prominent among these will be factors relevant to how built up the Green Belt is now and how built up it would be if redevelopment occurs... and factors relevant to the visual impact on the aspect of openness which the Green Belt presents".

183. In this instance, the significant uplift of volume is not considered to cause substantial harm to openness since it will not result in any further encroachment into the Green Belt, will be sufficiently screened by the surrounding topography and vegetation that will also contain the spread of development.
184. Additionally, the proposal will replace a partially constructed redundant building with permanent permission by a temporary development that will be decommissioned after 40 years, and the land will be restored to a standard that will be agreed with the LPA prior to the decommissioning. As such, the proposal will improve the openness of the Green Belt by replacing a partially built permanent structure.
185. In terms of intensity of activity, whilst the proposal would result in additional traffic, it is likely that some lorry movements will potentially be reduced due to the possible reduction in IBA movement. Overall, the proposal will not generate significant additional traffic movement for it to substantially impact the openness of the Green Belt.
186. For these reasons, the proposal is considered to not cause substantial harm to openness when compared to the existing baseline. As such, by applying the exception 154g, the proposed development will not be inappropriate development and is excluded from the policy requirement to give substantial weight to any harm to the Green Belt, including to its openness.
187. Other components of the proposed development that fall outside of the 'Allocated Site' include temporary construction compound TCC1 (the applicant has confirmed that TCC2 will not be used for the proposed development); the Distributed Network Connection (DNC) or Point of Connection (POC) compound; and Heathlands Support Area (HSA) plus underground pipes as CHP corridor.
188. The TCC will be a temporary ancillary development of maximum 5 years, and a condition is proposed to secure its removal and restoration of the land. It will be located behind an existing bund and will contain temporary buildings and construction fencing. The compound will include two office/ welfare blocks of 7m height and one storage building of 3.5m ridge height. These would result in moderate visual impact on the Green Belt openness. However, these will be short-term in nature. Additionally, the existing bund will provide some screening. Consequently, the temporary construction compound will not cause significant harm to the Green Belt.

189. The DNC or POC compound and Heathland Support Area will all be situated within 1.5Ha of land to the east of the existing Heathland Support Area and west of Provence Drive/ Magna Business Park, see figure 9 below. These elements of the proposed development will be permanent that will be retained following the decommissioning of the main EfW building.
190. The existing HSA is public open space used for informal public recreation and ecological management that includes tracks and open grassland for walking and with areas planted and managed for ecology. The HSA proposed as part of this application will result in an extension of the existing HSA and will be of similar character. It will not contain any building and will form part of the existing public open space. As such, this will not have any harm to the openness or physical character of the Green Belt.

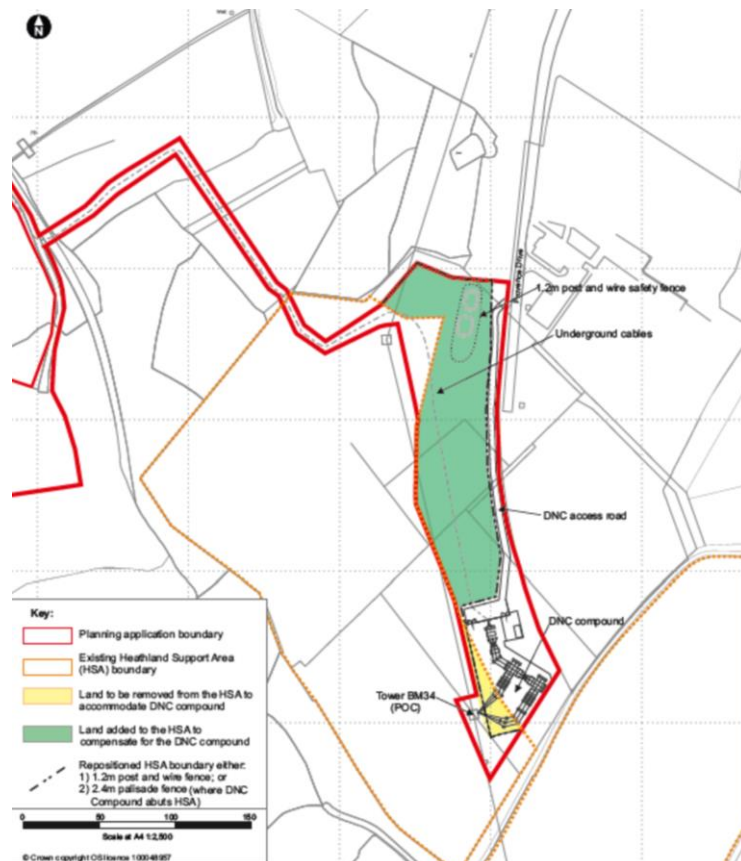


Figure 9: Location of the HSA; DNC and POC compound

191. It is to be noted that a part of the existing HSA will be removed to accommodate the DNC and POC compound. However, this is acceptable since a larger HSA will be created as an extension to compensate for this loss. The location of the DNC compound is guided by the presence of the existing electric tower BM34 which will act as the Point of Connection to the main grid. The DNC compound will be formed of two masts at 26m in height which will connect to, and reflect the height of, the existing tower, alongside a control/storeroom, surrounded by a 2.4m high palisade security fence, see figure 10 below.

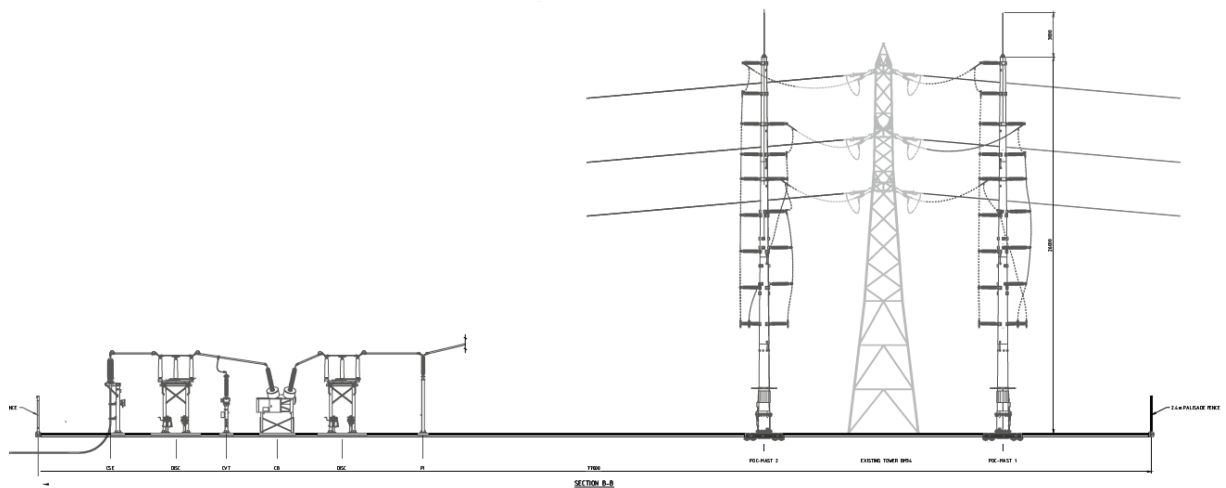


Figure 10: The DNC compound

192. Paragraph 155 of the NPPF suggests that

The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. There is a demonstrable unmet need for the type of development proposed;*
- c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and*
- d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.*

193. NPPF's Annex 2 defines Grey Belt as,

For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

194. The contributions of site for the DNC Compound for the Green Belt purposes were assessed during the preparation of the current Poole Local Plan. It was included in the sub parcel 14 – D of the Poole Green Belt Review 2017. A more recent Green Belt review was carried out in 2021 as part of the emerging BCP-wide Local Plan preparation. The 2021 assessment identified the DNC compound to be within parcel PO17. It is to be noted that unlike the 2017 Poole Green Belt review, the 2021 review has not been tested in public examination. Notwithstanding, the assessment for the purposes of Grey Belt has evolved since these two reviews were carried out. For the purpose of this application, officers consider that the land for DNC compound is Grey Belt for the following reasons.

195. Paragraph 143 sets out purposes (a), (b) and (d) as follows:

- a) to check the unrestricted sprawl of large built-up areas;*

- b) to prevent neighbouring towns merging into one another;*
d) to preserve the setting and special character of historic towns.

196. The PPG provides guidance on how to assess the contributions that a land makes to the relevant Green Belt purposes including illustrative features to identify 3 levels of contributions: strong, moderate and weak or none.

Unrestricted sprawl:

197. The PPG provides the following illustrative features for the purpose (a).

Strong	Assessment areas that contribute strongly are likely to be free of existing development, and lack physical feature(s) in reasonable proximity that could restrict and contain development. They are also likely to include all of the following features: <ul style="list-style-type: none"> - be adjacent or near to a large built up area - if developed, result in an incongruous pattern of development (such as an extended “finger” of development into the Green Belt)
Moderate	Assessment areas that contribute moderately are likely to be adjacent or near to a large built up area, but include one or more features that weaken the land’s contribution to this purpose a, such as (but not limited to): <ul style="list-style-type: none"> - having physical feature(s) in reasonable proximity that could restrict and contain development - be partially enclosed by existing development, such that new development would not result in an incongruous pattern of development - contain existing development - being subject to other urbanising influences.
Weak or none	Assessment areas that make only a weak or no contribution are likely to include those that: <ul style="list-style-type: none"> - are not adjacent to or near to a large built up area - are adjacent to or near to a large built up area, but containing or being largely enclosed by significant existing development

198. The land on which the DNC facility will be situated is close to existing developments, see figure 11 below (the location of the DNC compound has been marked with a circle). The site is located near to a large built up area, i.e., Churchill Business Park and includes an existing electric pylon, which is an urbanising influence. There is an existing belt of trees along with the presence of Heathlands immediately to the west that will restrict and contain development. The presence of the electric pylon also means that the additional utilitarian development such as a DNC Compound would not result in an incongruous pattern of development. Applying the features identified in PPG, the proposal has been assessed to make moderate contribution for the purpose (a) of Green Belt.

Coalescence of Neighbouring Towns:

199. PPG provides the following illustrative features for Green Belt purpose (b)

Strong	Assessment areas that contribute strongly are likely to be free of existing development and include all of the following features: <ul style="list-style-type: none"> - forming a substantial part of a gap between towns - the development of which would be likely to result in the loss of visual separation of towns
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Moderate	Assessment areas that contribute moderately are likely to be located in a gap between towns, but include one or more features that weaken their contribution to this purpose, such as (but not limited to): - forming a small part of the gap between towns - being able to be developed without the loss of visual separation between towns. This could be (but is not limited to) due to the presence or the close proximity of structures, natural landscape elements or topography that preserve visual separation
Weak or none	Assessment areas that contribute weakly are likely to include those that: - do not form part of a gap between towns, or - form part of a gap between towns, but only a very small part of this gap, without making a contribution to visual separation

200. The Green Belt in this location separates Merley from the extended Bearwood neighbourhood. Due to the presence of existing vegetation along the Heathlands, the visual aspect of Green belt is not prominent and consequently, this land does not make any contribution to the visual separation between these neighbourhoods. Additionally, this site is located at the edge of Green Belt and forms a very small (0.27 Ha) part of the Green Belt in this location. In any event, the PPG is clear that the purpose (b) relates to the merging of towns, not neighbourhoods or villages. Taking all these together, the site for DNC Compound is assessed to make weak or no contribution to the Green Belt purpose (b).



Figure 11: Location of the DNC Compound and its surrounding area

To preserve the setting and special character of historic towns:

201. The PPG confirms that this purpose relates to historic towns, not villages. Where there are no historic towns in the plan area, it may not be necessary to provide detailed assessments against this purpose. The Poole Green Belt review 2017 and BCP Green belt review 2021 confirm that respective sub-parcel 14 D/ PO17 does not contribute to this purpose of Green Belt since it does not form part of the setting of the historic town of Wimborne.
202. Overall, the site for the DNC compound will make moderate to weak/ no contributions to the purposes of the Green Belt and the proposed DNC compound will not fundamentally

undermine the purposes of the remaining Green Belt across the area of the plan, taken as a whole.

203. Regarding the need for the development, the DNC compound will provide grid connection for any energy recovery facility within the CRP waste management complex. The existing grid capacity has already been completely taken up by the existing facilities including the solar farm. Even if the current proposal is refused planning permission, the partially built low carbon energy facility will require a new DNC connection for it to be functional. As such, this is an essential piece of infrastructure that is needed in this area. Officers consider that criteria b) of paragraph 155 of the NPPF is met.
204. The DNC compound site is located near the existing residential and commercial developments. It is considered that the site is a sustainable location in accordance with criteria 155c) of the NPPF.
205. Part d) of paragraph 155 of the NPPF is not applicable since the proposal is not a residential development.

Conclusion on Green Belt Considerations

206. Applying the requirements of paragraph 155 of the NPPF and utilising the illustrative features, as set out in the PPG to identify contributions for the purposes of Green Belt, the site for the DNC Compound is considered to be Grey Belt and the proposed development will not be inappropriate development subject to other material considerations discussed below.
207. The main building along with other ancillary facilities and the area reserved for CC Plant will be located within previously developed land. Applying the paragraph 154g of the NPPF and associated guidance of PPG, the proposal will not constitute inappropriate development within Green Belt and will not be harmful to Green Belt including openness by definition.

Heritage impact

208. Impact on the historic environment was scoped into the Environmental Statement (ES) submitted as part of the application. Chapter 10 of the ES explains the study area assessed for the sensitivity of various designated and non-designated Heritage assets. The ES identified the following heritage assets in terms of proximity:
- 140 Grade I or Grade II* listed buildings within 15km;
 - 64 Scheduled Monuments within 10km;
 - 48 Conservation Areas within 10km;
 - 36 Grade II listed buildings within 3km;
 - 11 Registered Parks and Gardens within 15km; and
 - 51 locally listed buildings within 3 km.
209. The full list of built heritage assets is provided in ES Appendix 10.1.
210. Policy PP30 of PLP relates to Poole's heritage assets and states that "*The Council will expect development to preserve or enhance Poole's heritage assets. In all cases proposals will be supported where they preserve or enhance the historic, architectural and archaeological significance of heritage assets, and their settings, in a manner that is proportionate with their significance*". This is broadly consistent with Section 16 of the NPPF. However, policy PP30 does not require any harm to the significance of a designated heritage asset to be weighed against the public benefits of the proposal and as such, this policy is not fully up to date.

211. The BCPDWP gives direct protection to and consideration of heritage assets, in line with the NPPF approach. Policy 19 of the WP states that “*Proposals for waste management facilities will be permitted where it is demonstrated that heritage assets and their settings will be conserved and/or enhanced in a manner appropriate to their significance.... Proposals resulting in harm to the significance of a designated heritage asset will only be permitted if this is justified, having regard to the public benefits of the proposal and whether it has been demonstrated that all reasonable efforts have been made to mitigate the extent of the harm to the significance of the asset*”. This is consistent with paragraph 215 of the NPPF which requires any less than substantial harm to the significance of designated heritage assets to be weighed against the public benefits of the scheme.

212. The Site itself does not contain any heritage assets. The proposal would not impact the structure of, nor result in any physical damage to, any heritage assets. Notwithstanding, NPPF Paragraph 208 requires Local Planning Authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal including the setting. As such, it is necessary to assess the impact of the development on settings of designated and non-designated heritage assets within which the development will be experienced.

213. Annex 2 of the NPPF defines Setting of a heritage asset as

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

214. The BCP Council's Heritage Officer considers that the proposal would make a negative contribution to the significance of Canford Magna Conservation Area; Oakley Lane Conservation Area; Grade 1 listed Canford School and other Listed buildings within the Canford School wider area; and Parish Church of Canford Magna by impacting their settings. This impact will be less than significant on the moderate level and will have to be weighed against the public benefits of the proposal, as required by paragraph 215 of the NPPF.

215. Chapter 10, Appendix 10.1 of the ES covering impact on Historic Environment provides assessment on each of these heritage assets including photomontages of the proposed development to illustrate the impact from Canford School Cricket Ground; from north-east of Village of Hampreston (Conservation Area and Grade II listed buildings) looking towards the proposed development; and view from Corfe Mullen Bridleway 23 near Bowl Barrows, northwards towards the proposed development. Additionally, the ES Appendix 10.1 includes photographs of views in the approximate direction of the Proposed Development, taken from various designated and non-designated heritage assets to demonstrate impacts on their settings by the proposed development.

216. The ES concludes that

“The Proposed Development would however have an impact on some views or vistas within which certain heritage assets are seen, understood and appreciated...

The degree to which the impact the Proposed Development would have on each heritage asset are varied....

In summary, the heritage assets further afield from the Proposed Development, including for example, Badbury Rings or Kingston Lacy, may experience some change in their wider setting. This would result from the ability to see the EfW CHP Facility chimney from certain viewpoints. This would be understood in the same way that other,

existing, built elements are understood as a part of the setting of these heritage assets, such as pylons, telephone poles, or other built elements on the horizon. In many cases, the Proposed Development will only be seen peripherally or in glimpsed ways. There would be no impact on the settings of these heritage assets further afield which would result in harm to the significance.

In other cases, views from or to heritage assets from which the Proposed Development will be seen are not the primary or foremost locations in which to experience and understand the heritage asset, in that, in experiencing the heritage asset, the Proposed Development is not seen and is not part of the setting, or when seeing the Proposed Development, the heritage asset is not experienced. This is the case at, for example, the numerous urban Grade II buildings or Conservation Areas, whose settings are more immediate and do not extend to include the Proposed Development.

Those heritage assets closer to the Proposed Development have the potential to experience a greater impact on significance due to the Proposed Development having a greater prominence of presence in their setting. These include grade I listed Canford School, Nineveh Court and John of Gaunt's Kitchen. However, the visualisations and the assessment of significance and setting show that even here the visual change to setting will be minor, and the impact on significance therefore negligible”.

217. It is considered that the proposed development would have the greatest impact on the settings of the Bowl Barrows (Scheduled Monuments) located south of the proposed EFV development. It would be highly visible and legible in the setting, as can be seen in the LVIA indicative imagery View 10 (reproduced as Figure 6-14 in Appendix 10.1 of the ES), resulting in harm to their significance. This impact is considered to be at the mid-level of 'less than substantial harm' in NPPF terms and needs to be weighed against the public benefits of the proposed development. This has been carried out in the 'Planning Balance' section of this report.
218. The case officer considers that the impact of the proposed development on the settings of other designated and non-designated heritage assets will be negligible, including the settings of Grade 1 listed Canford Magna Parish Church, Grade 1 listed Canford School and other Listed buildings within the Canford School wider area. The separation distance between the proposed development and these heritage assets will be more than 2kms and whilst the height of the proposed chimney will make it visible within the setting of these heritage assets, it will be read as part of the surrounding urban experience that has been evolving rapidly in recent past including erection of the AFC Bournemouth's training facilities, which is located within 700m of the wider Canford School complex.
219. The Council's Heritage Officer states that *“In this case the PD would make a negative contribution to the significance of the affected heritage assets. The harm would be less than significant on the moderate level of the gradient of harm though NPPF 213 states that harm to Grade I listed buildings should be exceptional”*. It is to be noted that NPPF paragraph 213 requires *‘substantial harm to or loss of: grade I ... listed buildings, ... should be wholly exceptional’*. In this instance the harm has been identified as less than substantial and consequently, paragraph 213(b) does not apply. An addendum report was provided by the Council's heritage officer on 02/06/2025 to clarify the policy positions.
220. BCP Council's heritage officer has suggested mitigation measures to minimise the impact on the significance of the settings of heritage assets. These include retaining, restoring and maintaining the former carriage drive south of the Magna Road and leading from south gate of Canford School. This mitigation is considered unreasonable since the proposal will not have any direct impact on the Canford School and will not meet the tests of Regulation 122 of the

Community Infrastructure Levy Regulations 2010 (as amended). Other mitigations are already secured either by conditions or by legal agreements.

221. Overall, officers consider that the proposal's impact on heritage assets will be less than substantial and is weighed against the public benefits of the proposal, as required by paragraph 215 of the NPPF.

Archaeology

222. The Historic Environment chapter of the ES also includes archaeological (below ground) considerations. This assessment has shown that the Proposed Development is in the vicinity of known Prehistoric activity and settlement, with Romano-British, medieval and post-medieval activity also recorded. Nearby at Budden's pit a significant number of Palaeolithic axes and stone implements were discovered and are now on display at the British Museum.
223. The potential for encountering archaeological remains varies across the proposed development site, due to the degree of quarrying, landscaping, land use, and previous archaeological investigation having occurred in the post-medieval to modern period. It is considered that the EfW CHP Facility Site would not retain any potential, with the CHP and DNC routes being areas having highest potential to encounter archaeological remains.
224. Dorset Archaeology officers have reviewed the proposal, and conditions have been suggested to secure a programme of archaeological works. Subject to this, there is no objection to the proposal on archaeology grounds.

Impact on Character of the Area

225. Poole Local Plan Policy PP27 (Design) requires a good standard of design in all new developments. The policy supports development which:

reflects or enhances local patterns of development and neighbouring buildings in terms of:

- (i) layout and siting, including building line and built site coverage;*
- (ii) height and scale;*
- (iii) bulk and massing, including that of the roof;*
- (iv) materials and detailing;*
- (v) landscaping; and*
- (vi) visual impact.*

226. BCPDWP Policy 14 (Landscape and design quality) states that:

Proposals for waste management facilities will be permitted where they are compatible with their setting and would conserve and/or enhance the character and quality of the landscape. Proposals for waste management facilities should achieve this through:

- a. sympathetic design and location;*
- b. appropriate use of scale, form, mass, layout, detailing, materials and building orientation; and*
- c. avoidance, or if this is not practicable, acceptable mitigation of adverse impacts on the landscape.*

227. Development Considerations of Inset 8 states High standards of design and landscaping will be expected for development within the Green Belt.

228. Part 7 of the NPPW states that

When determining waste planning applications, waste planning authorities should ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.

Siting, Layout, Scale and Massing

229. The Allocated Site is within a working commercial waste management complex, located adjacent to the Canford Heath and to the southeast of the White's Pitt former landfill site, which is a high artificial hill. The existing vegetation of the Canford Heath occupies the south, north and west sides of the proposed site. The surrounding woodland and rising topography helps to enclose the EfW CHP Facility Site to a degree, both physically and visually, limiting the potential for prominent views from adjacent public realm.
230. The proposal will utilise the existing access road that will go around the proposed EfW main building. The layout and built form of the main EfW incinerator building is largely dictated by its function, as it must contain the internal components in a particular layout. The circular movement and compact parking will result in additional peripheral landscape opportunities to the northwest side of the main building that will further contribute to the screening.
231. The existing waste management facilities on the allocated site comprise of a number of buildings of varying scales including a chimney of 35m height and open storage areas. However, none of the existing buildings exceed the general scale of 3-4 storey buildings and as such, not conspicuous from the surrounding public view points. In contrast the proposed main EfW CHP Facility building would have a maximum height of c. 50m, with a length of c. 160m and a maximum width of c. 70m with a chimney stack of c. 110m height that would be an imposing structure, completely dominating the smaller scale industrial buildings of the surrounding waste management complex.
232. Whilst the proposed built form has been designed to minimise its impact as far as reasonably possible without limiting function by incorporating varied roof heights to minimize the building's bulk, by reason of its extensive but necessary height and mass, the proposed development will change the character of the immediate area. However, this will not have significant adverse impact on the visual amenities of the area since the proposed building will be experienced within the existing waste management complex and its buildings and structures and will not appear alien or discordant development. Also, the artificial hill at White's Pit will be visible in the background. Additionally, it is important to note that as an allocated site for such use this was recognised and accepted in principle at the plan making stage. Officers consider that the building would not look particularly prominent in these views; it would be seen as another part of the infrastructure of the waste management site.

Appearance and Visual Impact

233. The design of the proposed building will be of high quality that would reflect the nature of the proposed development, which is primarily utilitarian. Notwithstanding, due to its mass, bulk and height, the proposal will be conspicuous from several short and long distance views from various locations within the wider area. The chimney stack will be visually apparent from long distant views and whilst the surrounding mature vegetation will offer a degree of screening for the main building, the chimney will be significantly taller than the tallest trees that will not have any screening. This visual change would be experienced by a number of receptors which currently only perceive the top of the existing 35m tall chimney.
234. The applicant submitted numerous documents to support this application, including a landscape and visual impact assessment (LVIA) with various viewpoint locations which are a

representative sample of the likely available views. In February 2024, an addendum (A12.1) was added to the Environmental Statement Chapter A12: Landscape and Visual, which assesses the visual impact of the proposed development on Residential Groups and Settlements. It is considered that the chimney's top will be visible in some areas within these groups, and upper floors of certain properties might catch glimpses of the EfW CHP Facility Site, where the existing chimney is currently seen above the trees. The LVIA states that the receptors will experience a medium magnitude of change, albeit across a small geographic extent.

235. The LVIA has been reviewed by Laird Bailey Landscape Architects who commented that there will be significant visual implications for visual receptors resulting in harm. However, the significant impacts are limited to 7 of the 14 viewpoints identified and in some instances over short distances. Additionally, intervening landscape would also help in mitigating the impact. The implication of these significant effects on visual receptors should be considered within the planning balance. Officers consider that the most significant changes will be experienced in the view EDP 10 from Canford Heath as shown in the applicant's submission document landscape and visual impact assessment (LVIA) 4 of 6.
236. With regards to the lesser visual impacts to the views considered in the LVIA, the magnitude of the impact would vary depending on the context and distance, with some views being in the context of other urbanising features and some views being better screened by landscaping. Visual impacts of the building would also vary depending on weather conditions.
237. The BCP Council's The Urban Design officers recommend that the visual impact of the building and chimney stack on the wider landscape could be lessened by using materials, finishes, and colours that would help the new structures blend into the surroundings. Therefore, a condition is included to secure materials and colour to be finalised prior to the commencement of the development. Additional trees – suitable quick growing species planted near the proposed building – could be considered to screen or disrupt views of the proposed building. These have been secured by a landscaping condition. Moreover, 25% BNG, as secured by legal agreement, can potentially include additional tree planting.
238. Laird Bailey Landscape Architects observed that the proposed development benefits from existing landscape features that would help in mitigating impacts. Additionally, the proposed development benefits from its location amongst industrial development, surrounding undulating topography and enclosing existing mature vegetation. Consequently, the proposals would not lead to wide-ranging fundamental effects on landscape character.
239. The Distribution Network Connection (DNC) compound is located nearer to residential properties and public areas, to the east of the Site and comprises a smaller scale of development, including two 26m pylon masts (which are not solid surfaced on elevations), some smaller equipment of 8m in height and a small single storey control kiosk. There is a dense areas of vegetation separating the DNC from the housing to the east, which would help screen views. However, part of the DNC including the two towers would likely be visible from some part of the Churchill Magna Business Park. These will be read in association with the existing electric pylon BM34 and will not appear out of character. The structures in this area are typical of such use and, while not attractive, are of a design that is practical and necessary to secure the benefits of the proposal.

Landscape and Boundary Treatment

240. The proposed site plan provides general details of landscaping within the application red line boundary. The site plan includes additional tree planting along the boundaries to increase the density of screening vegetation. This is a positive design feature, and a detailed landscape plan is secured by condition. A large area of the application site will be hardstanding – this is

acceptable given the existing site make-up, proposed use and identity of the area as an allocated waste site.

241. The proposal also includes a dedicated outdoor amenity area for employees and visitors to the education facilities to use during breaks. The outdoors areas would enable workers to connect with nature, improving their overall mental well-being. This area will also be used for educational purposes. This is a positive feature of the proposed development. Weld mesh, Palisade gates and panels are considered suitable boundary treatments for the industrial setting.

Conclusion on Character of the Area Impact

242. Overall, by reason of its bulk, mass, height and footprint, the building would dominate the smaller scale industrial buildings in the wider CRP site. However, this will be experienced in the context of the working waste management complex and the former landfill site and will not be out of character. Additionally, the visual impact will be reduced by the presence of vegetation screening that will be further enhanced as part of the mitigation measures. Moreover, the existing context of the surrounding area being waste management development with similar facilities will help in assimilating the impact. Whilst the chimney would introduce an industrial looking built feature to the locality, it will be experienced as part of the wider urban industrial context of the area. Receptors of some of the long-distance views will experience significant impact resulting in harm and this will have to be considered in planning balance. The proposed building will be of high quality in terms of design, material and external finish that are secured by condition. The other structures on the main CRP site would be largely screened, although the DNC compound would be visible (though with a significantly smaller impact). Overall, it is considered that the proposals would not lead to wide-ranging fundamental effects on landscape character and subject to mitigation measures, the proposal will comply with the requirements of PLP Policies PP27 and BCPDWP Policy 14.

Amenity impact

Overlooking, Overshadowing & Overbearing

243. The proposed development will be located at significant distance from residential properties. The nearest residential development would be around 500m from the main building and c. 200m from the TCC1. Whilst the main building will be of considerable mass, bulk and height, due to the separation distance and intervening vegetation, the proposal will not have any negative impact on residential amenity in terms of loss of privacy, loss of light and overbearing/sense of enclosure.
244. The chimney stack will be visible from various private spaces due to its height. However, due to the slim nature of the chimney, it will not cause harm to residential amenity of surrounding properties.
245. The DNC compound will be 215m from the nearest residential property and due to the separation distance, will not have any significant negative impact on the residential amenity. Additionally, the DNC compound will be 63m from the commercial units of Magna Business Park. However, due to the nature of the development that will be similar to the existing electric pylon BM34 as well as intervening topography, the DNC compound would not appear as an overbearing structure, and it would not result in any unacceptable impact on outlook or create any undue sense of enclosure at any sensitive receptor. Similarly, the temporary construction compound TCC1 will not have any negative impact on residential amenity of nearby properties.

Noise, Vibration and Disturbance

246. The Environmental Statement submitted with the planning application includes a chapter on Noise and Vibration which contains an assessment of the impact on surrounding sensitive receptors. This report concludes that the proposed development will not result in any unacceptable levels of noise throughout construction, operation and decommissioning phases. The assessment considers cumulative impacts, using existing background noise levels as a baseline.
247. The BCP Council's environmental health officer has reviewed the submitted information and has not raised any objections. Subject to the recommended conditions, officers are satisfied that there would be no unacceptable noise or disturbance arising from the development.

Odour

248. Waste will be stored internally within the proposed main EfW building contained within the tipping bunker (directly tipped in from incoming delivery vehicles) prior to its incineration. Waste will be incinerated at very high temperatures, which will eliminate any potential odours prior to emissions being released through the chimney stack. A condition is included to secure submission of an Odour Management Plan (OMP) to ensure mitigation is secured, which would require the following measures:
- regular movement of waste within the refuse bunker to ensure that material is circulated on a regular basis, minimising decomposition of the stored waste
 - the operation of negative air pressure within the tipping hall area and an odour management system
 - measures to control odours during maintenance of the EfW CHP Facility
249. Objections to the proposal have stated that existing odours from the CRP waste management complex impact upon quality of life. The existing low-carbon energy facility is not operational and nonetheless utilises a different technology to the proposal. If odours are being experienced from other operations within the CRP, these do not relate to the current proposal as it has not yet been operated.
250. Some public representations have raised a 2016 news article which drew attention to the Devonport EfW facility (also operated by the applicant) having an odour issue. The applicant has advised that this was due to a filter system issue which arose during a facility shutdown for annual maintenance. An improved filter system was installed prior to the next annual shutdown and officers are not aware of any issues following this alteration. The current proposal utilises the upgraded carbon filter system. The recommended OMP condition will also secure measures to control odours during maintenance. Consequently, subject to the condition, the proposal is considered acceptable in terms of odour impact.

Light Spill

251. The ES contains an outline Lighting Strategy (Appendix 3.1). It is stated that the development would utilise low-light periods outside of the hours in which waste delivery vehicles are permitted to access the facility (07:00-20:00) where external lighting levels are dimmed within these dark more sensitive hours. The development is sufficiently distanced from sensitive receptors (also noting that the taller main building has limited windows, decreasing light spill) to mitigate any concerns from officers. A condition is included to secure a lighting strategy, with lux contours, which will provide further detail and enable further assessment of light spill. The proposed chimney stack would have lighting for air traffic safety measures; however, the luminosity and type of lighting will not result in significant light spill.

252. During the construction period, Temporary Construction Compound 1 (TCC1) will need to operate lighting and is nearer to sensitive receptors to the north. This will operate in working hours and will also therefore have a reduced impact in more sensitive dark hours. A condition is recommended to secure a lighting strategy and lux contours plan in relation to the construction period.
253. Subject to the recommended conditions it is considered that the proposal would not have any unacceptable impact on amenity through light spill.

Amenity Impact Summary

254. The application would not result in any unacceptable impact on any neighbouring properties and would be compliant with the relevant parts of Poole Local Plan Policy 27, and Policy 13 and Inset 8 of the BCPDWLP. It should also be noted that the Site is located within 400m of the heathland, so new residential development in the immediate vicinity is strictly prohibited by the current development plan and unlikely in the future.

Transport and accessibility

Access

255. The Site will be accessed utilising the existing access road, Arena Way, which is designed for HGV movements and has adequate width and existing traffic calming features. Swept path analysis demonstrates acceptable onsite manoeuvrability. This route would also provide acceptable access for emergency services if required.
256. There are two Public Rights of Way (PROW) which cross the application Site. These crossings will be on the Distribution Network Connection/Combined Heat and Power (DNC/CHP) corridors which would be underground in these locations and would not prevent the use of the PROWs once constructed.
257. Construction works will take place on the PROW in order to install the services and connections. This will have an impact on the public access to open space, however, this will be temporary and can be appropriately managed through a Construction Management Plan, secured by condition. There is no objection to the proposal on PROW grounds.

Impact on Transport Network

258. Arena Way connects to Magna Road via the existing signalised crossroads on Magna Road. A Transport Assessment (TA) has been submitted as part of the Environmental Statement (Appendix 15.1) to demonstrate the effect of the proposal on this signalised junction and on the surrounding highway network. BCP's highways officers have noted that the TA is a highly robust document and agreed with the conclusions.
259. The proposed development would process up to 260,000 tonnes of residual waste per annum and the TA has been based on the assumption that 100 per cent of residual waste deliveries to the proposed facility will generate new vehicle movements to the site. This is unlikely, as a large portion of the waste will likely come from the neighbouring Mechanical Biological Treatment (MBT) and Materials Recovery Facility (MRF), due to the operational and cost benefits to the operators of the existing facilities in utilising the new adjacent waste final disposal facility. This would result in only 46 per cent of the annual residual waste deliveries to the proposed facility generating new trips on the surrounding highway, a potential significant

benefit of the proposed site for such a development. Additionally, the IBA produced by the proposed development is likely to be processed in the existing inert waste recycling facility adjacent to the application site, thus potentially reducing the number of existing trips required to import IBA.

- 260. However, based on the worst case scenario, the TA has demonstrated that the percentage increase in overall vehicle movements on the highway that the development would generate will be relatively low when compared against the existing and forecast growth, including those of committed developments in the area, and therefore the overall impact on the signalised junction and surrounding highway will also be relatively low.
- 261. Regarding impact of the construction traffic on Transport Network, it has been proposed to use a Construction (Traffic) Management Plan. Additionally, an Operational Traffic Management Plan (OTMP) will be used to minimise impact during the operational phase of the development. The Highways officers have reviewed the proposal and have raised no objections subject to conditions securing the submission of CMP and OTMP.
- 262. Highways officers have stated that there could be increased vehicle usage of a vehicle crossing on Bridleway 118 and that offsite improvements are required in order to mitigate the impact on this junction. This will be achieved through a £10,000 contribution to improvement works, secured through the s106 legal agreement.

Travel Plan and Sustainable Travel

- 263. A draft Travel Plan (TP) has been submitted with the proposal. It is not yet a detailed Travel Plan but based on the relatively small number of employees that will be on site (32 FTE), the basis of the TP is considered acceptable. It includes measures to encourage walking and cycling, car sharing, the use of public transport. The proposal would provide suitable cycle parking, and there is no objection on sustainable travel grounds. A condition is included to secure a detailed final version of the Travel Plan. Additionally, a contribution of £6,800.00 towards Travel Plan monitoring fees for 5 years is proposed to be secured through s106 legal agreement.

Car Parking

- 264. The application proposes 30 car parking spaces within the Site area on Canford Resource Park. This includes three disabled spaces. The applicant has advised this is based on their experience on similar previous developments. BCP's Parking Standards SPD does not specify standards for industrial processes for incineration purposes. All proposed buildings are considered as ancillary uses to the Sui Generis use. Despite the large amount of floorspace proposed, the facility would only have c. 32 FTE employees onsite and the highway authority is supportive of this provision.
- 265. Revised plans were submitted, which propose nine parking spaces to be provided with electric vehicle charging points, with the remaining 21 spaces being 'passive', meaning they will be fitted with the required infrastructure to allow charging points to be installed in the future. This complies with the requirements of the Parking Standards SPD. A condition is recommended, to ensure that the required provisions are implemented in accordance with plans.

Cycle Parking

- 266. Secured storage for 10 bikes is proposed, which is considered to be acceptable. The storage would be located within a dedicated cycle shelter. Officers recommend a condition to secure

details, including plans, elevations and material details, of the cycle shelter and secure its implementation.

Transport Summary

267. Subject to the recommended conditions and planning obligations in this report, the application is considered to be acceptable in terms of its impact on transport and accessibility, complying with PLP Policies PP27(g), PP34 and PP35, and BCPDWP Policy 12.

Flood risk and drainage

Flood Risk

268. The Site is located within current day Flood Zone 1 and is at low risk from tidal or fluvial flooding. Officers do not have concerns in this regard. The EA have not objected on any flood risk concerns subject to conditions securing adequate drainage.
269. In accordance with NPPF Paragraph 181, a site-specific Flood Risk Assessment has been submitted as part of the application along with a drainage strategy. The Lead Local Flooding Authority officers have reviewed the submitted information and have not raised any concerns.

Surface Water Drainage

270. The Flood Risk Assessment and Drainage Strategy states that, *“Surface water runoff will be restricted to the QBAR greenfield rate of 2.2 l/s/ha. A surface water storage volume of c.2,500 m³ will be provided to ensure the capacity of the drainage network is not exceeded for the 1 in 100 +45% climate change event”*. It is to be noted that the runoff rate of 2.2 l/s/ha is based on a unit of 1Ha, which when extrapolated to the actual site area results in 5.2l/s. The LLFA – FCERM officers have reviewed this data and have not raised any concerns, but suggested a condition to secure the actual runoff rates. In addition, a condition is recommended to secure details of maintenance and management of the drainage strategy, to ensure it is fit for purpose throughout the lifetime of the development.
271. Subject to the recommended conditions, officers consider the proposed surface water drainage strategy to be acceptable.

Foul Drainage

272. The submitted Flood Risk Assessment and Drainage Strategy proposes to discharge foul water via the existing private network to the public pumping station at Magna Road. This infrastructure is operated by WW, who advise that if planning permission is granted, a capacity appraisal including a modelling assessment will be required (to be funded by the developer and executed by WW) to ensure that the infrastructure can accommodate the additional foul flows. The applicant has provided evidence of discussions with WW to establish this process. This would be a private agreement with WW and falls outside of planning – officers recommend an informative which alerts the developer to this requirement.

Wessex Water Assets and Infrastructure

273. Wessex Water (WW) have advised that there is a 500mm rising main along the southeast boundary of the Site. WW have stated that *“we note the proposed layout does not indicate a conflict between the buildings and the rising main, however, the access route between areas does”* and provided requirements to enable them to gain access. Officers recommend a

condition requiring details of how the development will facilitate acceptable access to the drain, with details to be assessed by the LPA and a consultation for the view of WW.

Summary – Flood Risk and Drainage

274. Officers are satisfied that the development will not result in any unacceptable impact on flood risk or drainage, compliant with PLP Policy PP38 and BCPDWP Policy 17.

Air quality

275. NPPF Paragraph 199 requires development to “*sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas*”.
276. The Site is not located within or adjacent to any Air Quality Management Area (AQMA). However, the Environmental Statement (ES) submitted with the application includes a chapter on Air Quality which has identified three potential Air Quality impacts:
- Construction impacts including construction dust and emissions from on-site construction plant;
 - Traffic-related air quality impacts from vehicles accessing the Proposed Development during construction and operation; and
 - Emissions to air from the combustion sources associated with the Proposed Development.
277. The ES includes three appendices to cover these areas. These documents have been reviewed by the BCP Council's environmental health officers as well as Bureau Veritas, an external independent reviewer. Bureau Veritas have concluded that “*the applicant has responded with sufficient information and detail that the methodology used and information presented is robust and in line with industry standard best practices. The assessment identifies potentially significant effects at ecological receptors however, this impact has then been considered within the ecological assessment and Shadow HRA and is with specialist ecologists to determine the likely effect of emissions from the development on the specific species and habitats present around the site*”. Impact on ecology and habitat is discussed in later sections of this report.
278. Regarding construction impacts, it is considered that there would be ‘High’ dust impacts associated with the construction phase. This dust impact assessment was undertaken utilising the outdated version of the Institute of Air Quality Management (IAQM) “Guidance on the assessment of dust from demolition and construction” (2014, updated in 2024). The ES however states that a Construction and Environment Management Plan (CEMP) will be implemented which will include IAQM recommended measures for a ‘high risk’ construction site. This approach is considered suitable. Also to be noted that whilst the 2014 guidance was out of date at the time of review by the consultees, it was still valid at the time of preparation of the ES.
279. The operational impacts associated with the operation of the EfW CHP and emergency back-up generator (EDG) have been assessed utilising a detailed dispersion modelling assessment. The relevant pollutants have been assessed and compared to the relevant assessment levels. Whilst it is acknowledged that the likely human impacts can be considered as insignificant, there are some outstanding questions surrounding the assessment of ecologically sensitive receptors. This has been reviewed by specialist ecologists including Natural England and the

Council's ecology officers supported by Holbury Consultancy. These considerations and mitigations are discussed in the Ecology and Biodiversity section of this report.

280. Regarding operational impacts associated with traffic flows, a detailed dispersion modelling assessment was undertaken as part of the ES which showed small increases in NO₂, PM₁₀ and PM_{2.5} annual mean concentrations of less than 1 µg/m³ at representative sensitive receptors. Operational impacts are considered not significant. The BCP Council's EH Officers have reviewed the proposed development and have not raised objections to the proposal subject to conditions.

Operational Impact on Human Health

281. Paragraph 12.37 of the BCPDWP states that:

"The waste management industry is strictly regulated by legislation to protect human health and the environment. The Environment Agency ensures that facilities and processes comply with standards through the environmental permitting regime. The regime ensures that waste facilities operate in a safe manner as a legal requirement. As a result, it can be expected that waste facilities, irrespective of the processes they employ, will operate safely, with emissions being managed to an acceptable level. The National Planning Policy for Waste states that modern, appropriately located, well-run and well-regulated waste management facilities operated in line with current pollution control techniques and standards should pose little risk to human health. Consideration of impacts on health should therefore be in the context of whether the location is appropriate for a proposal."

282. The assessment has been undertaken in accordance with the US EPA Human Health Risk Assessment Protocol (HHRAP) which is considered appropriate. The overarching methodology, and details on how exposure pathways have been determined are clearly outlined. Bureau Veritas has concluded that, *"The assessment demonstrates that for the "maximally exposed individual", exposure to dioxins, furans and dioxin-like PCBs is not significant. As such, it is considered that there is not anticipated to be significant risk to human health as a result of any development pathways"*.

Air Quality Summary

283. In summary, subject to the recommended conditions and mitigation measures to minimise impacts, the proposal would have an acceptable impact on air quality in accordance with Policy 13 of the BCPDWP and Policies PP34 and PP35 of the PLP.

Public Health

284. The Environmental Statement (ES) includes a chapter on Population and Health which explores the likely effects of the proposed development on health conditions of people living in the nearby areas. The ES states that local health circumstance in Bearwood and Merley ward is generally good. Exceptions to this include emergency hospital admissions for coronary heart disease and stroke and mortality rate for stroke. All mental health statistics analysed (suicide rate and emergency hospital stays for self-harm) are also an exception to this general trend. A representation received from Magwatch on 11 April 2025 states that Bearwood and Merley already suffer from some of the highest suicide and self-harm rates in England — suicide rates are 40% above the national average¹ and self-harm leading to hospital stays are 39% higher.

285. Paragraph 7 of the National Planning Policy for Waste (NPPW) clarifies that decision-makers dealing with ERF proposals should concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced. This is a matter then for the EA to address through the permitting process.
286. In terms of potential impact, it is considered that if unmitigated, the construction of the proposed EfW CHP Facility has the potential to influence population and health by contributing to nuisance dust from general on-site construction activities (including demolition, excavation and earthworks). Potential dust emissions would be managed through the implementation of a CEMP, secured by a condition.
287. The second potential impact can arise from noise exposure. The ES includes information on noise and vibration that has been reviewed by the Council's Environmental Health Officer as well as Environment Agency as part of the permit application and no objection is raised, subject to conditions. The ES considers the potential change in noise exposure is below what is generally considered to be intrusive or perceptible and is not of a timing, duration or magnitude sufficient to result in sleep disturbance or manifest health outcome at a population level. Officers agree with this consideration.
288. Health effects of developments similar to the current scheme during operational phase was considered by the former Health Protection Agency (HPA) (now the UK Health Security Agency) when a statement was published in 2010. This statement states that,
- "While it is not possible to rule out adverse health effects from modern, well-regulated municipal waste incinerators with complete certainty, any potential damage to the health of those living close-by is likely to be very small, if detectable. This view is based on detailed assessments of the effects of air pollutants on health and on the fact that modern and well managed municipal waste Incinerators make only a very small contribution to local concentrations of air pollutants."*
289. Public Health England in 2019 published a statement on modern municipal waste incinerators following publication of two research papers by the Small Area Health Statistics Unit (SAHSU) at Imperial College London. PHE continues with its position that *"modern, well run and regulated municipal waste incinerators are not a significant risk to public health. While it is not possible to rule out adverse health effects from these incinerators completely, any potential effect for people living close by is likely to be very small"*.
290. Overall, it is considered that the impact of the proposed development on public health will not be significant and the proposal would be compliant with the relevant parts of Poole Local Plan Policy 27, and Policy 13 of the BCPDWLP.

Ecology, trees and biodiversity

291. The Environmental Statement includes a chapter on Ecology and Nature Conservation that provides ecological information about the site and surrounding areas and assesses the impacts of the proposed development on these habitats and ecological features. Additionally, a shadow Habitat Regulations Assessment report has been provided.

Designated Sites

292. No part of the Proposed Development Boundary is covered by any statutory designations. The ES identifies six international statutory designations within a 10km radius of the Proposed

Development Boundary, and seven national statutory designations within 5km. Amongst these, Dorset Heathlands Special Protection Area (SPA), Dorset Heaths Special Area of Conservation (SAC), and Canford Heath Site of Special Scientific Interest (SSSI) are located adjacent to the southern boundary of the application site.

293. The construction and operation of the proposed development is likely to generate recreational pressures from the workforce accessing the heath over lunch and cigarette breaks, increasing the risk of disturbance and accidental fire (habitat fragmentation). Moreover, the CHP Connection route runs through Frogmoor Wood SNCI, so temporary habitat loss and damage is anticipated here during the installation of the underground CHP Connection and DNC Corridor. Furthermore, lighting disturbance from the Temporary Construction Compound (TCC1) and permanent operational areas can potentially result in habitat fragmentation of the Dorset Heathlands SPA and Ramsar and disrupting ecological function for foraging nightjar if unmitigated.
294. Additionally, air quality modelling shows that the predicted long-term concentrations of ammonia and short-term concentrations of nitrous oxides from stack emissions are above the screening thresholds of 1% and 10% of the Critical Levels respectively and would potentially result in nitrogen deposition onto the heathland habitats of the Dorset Heathlands SPA and Ramsar and the Dorset Heaths SAC. These will have to be suitably mitigated.
295. Air quality modelling has shown no potential for impacts from movements of HGVs and cars during construction. Movements of HGVs during operation may act in-combination with emissions from the ERF and/or emissions from testing of the emergency generator.
296. The Shadow Appropriate Assessment (EDP, April 2024) accompanying the planning application sets out a summary of findings in the Executive Summary. This states:

“At Stage 2: Appropriate Assessment, mitigation is able to be considered within the assessment. This mitigation comprises:

- *Sensitive construction and operation lighting schemes in relation to habitat fragmentation for nightjar (*Caprimulgus europaeus*);*
- *Air pollution control systems to reduce levels of pollutants in the facility's emissions, including application of a lower ammonia Emission Limit Value of 5 mg/Nm³;*
- *Increasing the stack height from the initial design of 90m to 110m above ground level;*
- *A restriction on the timing of the fortnightly testing of the Emergency Diesel Generator to when winds are not blowing towards the nearest SAC/SPA/Ramsar parcel; and*
- *Contributions for appropriate acidification resilience/reduction management actions at Dorset Heaths SAC/SPA/Ramsar in the form of a Biodiversity Enhancement*
- *Contribution and Trickle Fund, in addition to a future monitoring strategy, to be secured through a Section 106 agreement.*

With consideration of the above mitigation, it was able to be concluded that habitat fragmentation in relation to Dorset Heathlands SPA and Ramsar no longer constitute an adverse effect on integrity”.

297. An Appropriate Assessment (AA) has been carried out by BCP Council as the competent authority, with advice provided by Holbury Consultancy Service to assess the impact on habitats and species. The AA has determined that with the identified mitigation measures

(which are recommended to be secured by the relevant planning conditions and obligations, and are listed below), the proposed development would not have an adverse effect on the integrity of the European protected sites, and would reduce impacts on habitats and species such that any adverse effect on the qualifying features (habitats and species) of the habitats sites and will not have an adverse effect on the integrity of the heathland habitats sites either alone or in combination with other plans and projects.

Planning Conditions

- A lighting strategy (for the Temporary Construction Compound and the operation of the proposed plant) which is sensitively designed and operated to avoid habitat fragmentation to bats or nightjars.
- Air pollution control systems to require an Emission Limit Value of ammonia to 5mg/Nm³.
- Requiring a chimney stack height which is 110m above ground level to ensure that NOx (nitrogen oxide) levels will be below the 1% (long-term) and 10% (short-term) critical levels respectively, both alone and in combination.
- A restriction on the timing of the fortnightly testing of the Emergency Diesel Generator to be undertaken when winds are not blowing towards the nearest SAC/SPA/Ramsar parcel
- A detailed Demolition, Construction and Environmental Management Plan (DCEMP) will specify controls to ensure that construction activities do not result in harm to the qualifying habitats and species of the Habitats Sites, including dust management, management of fire risk and temporary security fencing around the Temporary Construction Compound 1.
- Permanent fencing around the staffed operational part of the development to control access to habitats sites.

Planning Obligations (to be secured in the s106 legal agreement)

- Contributions for appropriate acidification resilience/reduction management actions at Dorset Heaths SAC/SPA/Ramsar in the form of a Biodiversity Enhancement.
- £1,000 per annum (for 40 years) contribution and Trickle Fund, in addition to a future monitoring strategy, to be secured through a Section 106 agreement.
- Biodiversity Net Gain Strategy required to achieve 25% Biodiversity Net Gain.
- £10,000 biodiversity enhancement contribution.
- £25,000 initial soil acid buffering plan contribution.
- An agreement with the land owner to allow access to the relevant land in order for the acidification mitigation works and remedial measures to be carried out, which will increase the resilience of vulnerable habitats. This mitigation must be carried out to completion within two years of the first incineration of waste from the development.
- Monitoring and Supportive Management Plan in relation to offsite soil monitoring.
- Rhododendron Survey Report.

298. Natural England has no objection to this planning application stating in a letter of 26th April 2024:

‘Natural England advise that the additional information provided by the applicant in the updated shadow HRA allows Natural England to agree with the conclusion, reached at paragraph 5.60 of the report that, on the basis of the proposed mitigation and avoidance

measures being secured there will not be an adverse effect on the integrity of the Dorset Heaths SAC, Dorset Heathlands SPA and Ramsar.'

Heathland Support Area

299. The DNC compound is proposed to include a small section of the existing Heathland Support Area (HSA). This loss will be compensated by extension of the existing HSA resulting in net increase of 7,700 sqm of HSA that will be used as public open space. This will result in benefit to the local population.

Trees

300. There are no trees on the main brownfield portion of the Site within Canford Resource Park. Bands and groups of trees are mostly located around the periphery of the site, the majority of which are afforded protection by woodland, group and individual tree preservation orders.
301. The trees in an around the proposed siting of the incinerator are, on the whole, good quality trees offering positive contribution to the local landscape. These trees aid in screening the existing buildings within the site and whilst the proposed structure is larger and potentially incongruous in the immediate area, trees and vegetation will aid in softening the built form from surrounding public access paths and bridleways.
302. The existing trees can be suitably protected during the construction, as detailed on the tree protection plan submitted with the application. The removal of trees on the site to facilitate the development is limited to small groups of trees (mainly goat willow and some Scots pine) on the western boundary. Additional planting of trees along the boundary of the site is shown on the site plan, to further enhance the density of the screening vegetation. Further information in regard to this is secured by condition for a detailed landscape plan including mitigating tree loss through planting new appropriate tree species.
303. The trees that pose the main constraint to the proposal are located in proximity to the proposed Distribution Network Connection/ Combined Heat and Power (DNC/CHP) cable extension in the southeast area of the Site. The cable run will require the complete removal of T23 (Category B English Oak), and trees within groups G27 and G28 (both Category C goat willow, silver birch) and group G29 (Category B Scots pine). There would also be partial removal of trees that form part of W14 (protected woodland mixed broadleaf), group G17 (Category B English oak, silver birch) and groups G30 and G33 (both Category B English oak, silver birch, beech, Scots pine).
304. BCP's tree officer has noted that no detailed Arboricultural Method Statement (AMS), which will outline the methodology in which works affecting trees will be undertaken, has been submitted. However, this can be submitted through a planning condition. Officers recommend a condition securing an AMS, to be submitted prior to any development on the Site to ensure that works do not commence until an appropriate set of measures which do not harm trees is approved. This document must include an acceptable method for construction around the TPO oak tree T16 (which has not been identified for mitigation measures but must be included), in addition to the identified works within the root protection areas (RPAs) of trees T5, T21 and T22.
305. Officers are satisfied that the proposal would have an acceptable impact on trees, in accordance with PLP Policy PP27(b) and the relevant parts of PP33, NPPF Paragraph 131 and BCPDWP Policy 14, subject to the following recommended conditions:
- Submission of an Arboricultural Method Statement
 - Submission of a Landscape Plan.

Biodiversity Net Gain

306. The NPPF at chapter 15 'conserving and enhancing the natural environment' sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity. The Local Plan Policy PP33 – biodiversity and geodiversity, sets out policy requirements for the protection and where possible, a net gain in biodiversity. Similarly, WP Policy 18 requires proposals to enhance biodiversity and geological interest.
307. In addition, a 10% biodiversity net gain (BNG) is required as per the Environment Act 2021, though exemptions apply. This proposal is exempt as the application was submitted before the 12 February 2024 when the Environmental Act came into effect. Notwithstanding this, the application proposes 25% BNG. This will be achieved through enhancing the quality of onsite and offsite grassland, mixed scrub and woodland, to improve biodiversity and habitat quality. Offsite provision of BNG will be secured by s106 agreement.
308. Green roofs are proposed on the main EfW building, which is welcomed. A planning condition is recommended to secure details of the green roofs and require their implementation.

Ecology Summary

309. Subject to securing the recommended mitigation measures through planning conditions and obligations, the proposal would have an acceptable impact on protected and other sites, species and habitats, in accordance with BCPDWP Policy 18 and the requirements of Inset 8, and PLP Policies PP32 and PP33.

Energy and climate change

310. The Proposed Development would recover useful energy in the form of electricity and hot water. Paragraph 2.33 of the BCPDWP states that *"Significant benefits come from the development of energy from waste facilities and can include long-term savings in waste disposal tipping fees; the retention of waste management expenditures in the local community; creation of high-quality jobs; and the production of renewable energy"*.
311. Government's Energy from waste: A guide to the debate (DEFRA February 2014) states that efficiently recovering energy from residual waste has a valuable role to play in both diverting waste from landfill and in energy generation. This guide also states that,
- "Residual waste contains a significant proportion of materials like food and wood ('biogenic' materials) and energy from this proportion is considered renewable. However, residual waste also contains wastes from 'fossil' sources (oil etc.) such as plastic. Therefore, when energy is recovered from mixed residual waste it is considered to be only a partially renewable energy source"*.
312. The proposed facility would release between 122,620 to 190,789 tCO₂e/annum from waste combustion. The range is due to potential different mixes of waste for incineration. Greenhouse gas emissions from transporting the waste and other process inputs and outputs would be c. 3,795 tCO₂e/annum.
313. The projected electricity to be exported from the facility would be equivalent to avoiding 39,388 tCO₂e/annum in year one of operation. This would be reduced to 8,159 tCO₂e/annum in year 10 and 509 tCO₂e/annum by year 25 due to the likely reduced impact as the nation moves towards net-zero carbon. The GHG emissions avoided due to the heat exported by the

Proposed Development would be 9,316 tCO₂e/annum in year one of operation, reducing to 258 tCO₂e/annum in year 10 and 32 tCO₂e/annum by year 25.

314. Requirements for carbon capture readiness (currently known as decarbonisation readiness) were first introduced in 2009 for new-build combustion power plants sized over 300 MW in England and Wales. The rules sought to ensure that planning consent was only granted if a plant could demonstrate it was technically and economically feasible to retrofit carbon capture technology within its lifetime. Energy from waste plants are now included in the decarbonisation ready requirements. The new requirements will amend the Environmental Permit Regulations 2016 so that new or substantially refurbished electricity generators (including energy from waste plants) within scope must provide and maintain a plan to decarbonise. The government states that the DR requirements will come into effect for environmental permit applications submitted after 28 February 2026.
315. The proposal includes a dedicated space to retrofit the facility with carbon capture technology. This would significantly reduce the amount of carbon emissions and is welcomed, although given only limited weight due to the lack of available technology and the likely requirement to consider a further planning application in order to facilitate the retrofitting. Notwithstanding, carbon capture technology cannot be insisted upon at this stage as it is yet to come into effect.

Contaminated land

316. The submitted ES includes chapters on 'Geology, Hydrogeology and Ground Conditions', and 'Hydrology'. The Phase I desk-based risk assessment report has been reviewed by specialists Mabbett on behalf of the LPA. The findings of the report must be updated and expanded upon through an updated Phase I report, which can be secured by condition. Further requirements will be conditioned to ensure that if any contaminations are identified, appropriate remedial measures are implemented to address the contaminants in a manner which is safe to humans, biodiversity and groundwater.
317. Mabbett concluded that conditions should be applied, if permission is granted, to secure:
- Phase I Preliminary Contamination Risk Assessment
 - Phase II Site investigation if potentially unacceptable risks to sensitive receptors are identified
 - Remediation Scheme to address any risks if identified
318. The application of these conditions corresponds with the comments from the Environment Agency, who also do not object on land contamination grounds.
319. Subject to the recommended conditions, there is no objection to the proposal on contaminated land grounds.

Aviation Safeguarding

320. The proposed development is within the Bournemouth Airport safeguarding zone and the Airport authority was consulted on the application in accordance with Policy 20 of the BCPDWP. Further, the policy only supports proposals which can demonstrate that there would be no increased hazards to aviation through an aviation impact assessment.
321. Bournemouth Airport raised concerns to the proposed development on following grounds:

- The proposed development would conflict with the Instrument Flight Procedures;
 - It will block or disturb the air through which aircraft fly, by penetration of surfaces;
 - It will impact the integrity of radar and other electronic aid to air navigation by reflections and diffraction of radio signals involved;
 - The proposal will impact the visual aids such as Approach and Runway lighting, by obscuring them and causing confusion to pilots and air traffic control through new lighting;
 - The proposal would potentially increase hazardous bird species within the area increasing the risk of birdstrike of aircrafts.
322. The lighting of the proposed development including the chimney stack lighting is secured by conditions, as required by Ministry of Defence to protect the low flying aircrafts. This condition would be appropriate to mitigate the bullet point 4 concern. The proposed development is for waste management within a fully enclosed building that will not result in outside storage of waste. Consequently, the proposal is unlikely to attract large number of birds.
323. Regarding the conflict with flight safety procedures, the Bournemouth Airport has confirmed that they have been working with the applicants and good progress has been made towards resolution of the first three concerns. It is likely that a mutually acceptable position will be reached but this is yet not confirmed. Consequently, officers consider that a pre-commencement condition is required for the applicants to demonstrate appropriate mitigation is secured to overcome the Aerodrome Safeguarding concerns.

Economic development and employment

324. The proposed development would generate short and long term employment opportunities through construction and operational phases. The applicant states that during construction phase, there are likely to be around 600 construction personnel employed. During operation phase, the proposed EfW CHP Facility would employ up to 32 FTE and would provide supply and service contract opportunities locally. In operation phase, the jobs include high skilled roles.
325. Applicant's Outline employment and skills strategy commitments state that it would deliver:
- Dedicated visitor area within the facility
 - Community Liaison Manager 0.5FTE
 - Bespoke support to higher and further education establishments
 - A waste education programme
 - STEM Support
 - General Curriculum Support
 - Attendance at careers and skills events
 - Support for skills development
 - Apprenticeships.
 - Internships.
 - Work experience and work placements
326. Detailed employment skills plan will be secured by condition.

Decommissioning

327. The proposal seeks a temporary 40-year permission, which the applicant advises is the projected operational lifetime of the facility. It is to be noted that only the main EfW CHP

building with ancillary facilities within the allocated site are temporary. The DNC compound including the POC and HSA will be retained permanently. The TCC1 will be used for a 5-year temporary period.

328. BCPDWP Policy 23 (Restoration, aftercare and afteruse) states that:

“Proposals for waste management development which do not constitute a permanent use of land will only be permitted where the Waste Planning Authority is satisfied that acceptable restoration and aftercare measures will be implemented at the earliest practicable opportunity, either in a phased manner during operation or immediately on completion of the operational life of the development.”

329. A condition is included to require the facility to cease operation and be decommissioned (including the removal of all relevant structures from the Site) from the Site 40 years after the grant of permission, and the Site made good to its existing state. This would allow BCP to reassess the acceptability of the building and site use upon the cessation of the use, under a subsequent waste local plan (given the current waste plan is set to run until 2033) and set of circumstances. This also avoids permanent impact on the Green Belt, which is assessed in the Impact on Green Belt section of this report. The condition includes a full decommissioning plan to ensure that the process does not unduly harm the surrounding area.
330. The further benefit of this decommissioning condition is that the permission will remove the permanent but redundant buildings erected in association with the partially implemented (but not operational) Low Carbon Energy facility. As such, following decommission and removal of the EfW CHP scheme, the local planning authority will have tighter control over future development.

Environmental Permit

331. The proposal would be subject to a requirement for an environmental permit, which falls outside of the planning system. The permits are issued by the Environment Agency (EA) and considers many of the onsite impacts of the development. The Environmental Permit application for the proposal has been submitted to the Environment Agency, which is currently under consideration.
332. The National Planning Practice Guidance note on waste advises that:

“The role of the environmental permit, regulated by the Environment Agency, is to provide the required level of protection for the environment from the operation of a waste facility. The permit will aim to prevent pollution through the use of measures to prohibit or limit the release of substances to the environment to the lowest practicable level. It also ensures that ambient air and water quality meet standards that guard against impacts to the environment and human health.”

333. The EA have reviewed the current planning application and not raised any concerns/objections but note that the development will still need to undergo the permitting process.

Cumulative and in-combination effects

334. There have been several planning permissions granted in recent years within 5km of the application site, including residential and commercial. The ES considers likely cumulative

impacts of these developments on individual technical chapters as well as in the summary chapter.

- 335. In terms of dust impact, the proposed development will have to adhere to a CEMP, secured by condition. Similarly, other developments permitted in this area are covered by mitigation measures, secured by CEMP conditions. As such, the cumulative impact will not be significant. Additionally, several projects are located at more than 350m from the application site and the cumulative impact of dust on sensitive Receptors would not be significant due to their separation distance from the application site.
- 336. The ES also provides data on transport related cumulative impact and concluded that there will not be significant impact on the local road network. The Council's highways officers have reviewed this data and have not raised any objections.
- 337. In terms of visual impact, the proposal will not have any additional cumulative impact due to its separation from other developments in this area. The impact of the proposed development is considered in the planning balance section.
- 338. Overall, officers consider that there would be no significant cumulative effects. All individual impacts arising from the proposal are considered in each relevant section of this report.

Planning Balance / Conclusion

- 339. The proposal is for an Energy from Waste CHP development within an existing waste management complex and on an allocated site for waste development in accordance with BCPDWP Policy 3. The proposal will optimise the use of a Brownfield land, would remove a partially built development and reuse the site for a similar development, would conform to the co-location policy of BCPD Waste Plan and contribute to the processes to move waste up the waste hierarchy. The proposal will also include high-quality design, appropriate for the proposed use and will not be inappropriate development within Green Belt. The proposal will have acceptable impacts in terms of air quality, ecology, neighbour amenity and highway safety matters. It is considered that the proposal is in accordance with the development plan, when taken as a whole.
- 340. It is considered that the proposal will result in visual harm to the landscape character of the area that will have significant effects on some of the visual receptors. The proposed chimney would introduce an industrial looking built feature to the locality. However, the existing vegetation would help to partially screen the site from short distance views and long distance views will not be detrimental as the chimney will be appreciated within an urban environment with industrial developments. Moreover, mitigation measures are secured to minimise the landscape visual harm in accordance with BCPDWP Policy 14.
- 341. The proposal will also lead to less than substantial harm to the significance of Bowl Barrows (Scheduled Monuments) by impacting the setting. The harm has been identified to be 'moderate' on the scale of 'less than substantial' and in accordance with the NPPF paragraph 215, requires public benefit for the justification. Policy 19 of the WP follows this principle and is more recent heritage policy within the adopted local development plan. On this basis to the extent there is any conflict between the two heritage policies in the development plan (PP30 of Poole Local Plan and Policy 19 of BCPD WP) then approach in Policy 19 is more appropriate. In terms of public benefits, the scheme will contribute towards waste management capacity of the area by optimising a previously developed land as well as a small parcel of Grey Belt that will produce renewable energy. This attracts substantial weight in planning balance. The development will create a large number of jobs during construction phase, 32 FTE jobs during operation phase and provide educational opportunities. It will also

result in net increase of Heathland Support Area. These benefits significantly outweigh the heritage harm.

342. The proposal is considered to have negligible impact on the significance of other nearby designated heritage assets including Canford Magna Conservation Area; Oakley Lane Conservation Area; Grade 1 listed Canford School and other Listed buildings within the Canford School wider area; and Parish Church of Canford Magna by impacting their settings due to the separation distance and intervening urban developments. Overall, it is considered that the proposal accords with the local development plan, when taken as a whole.
343. Paragraph 8 of the NPPF defines the three dimensions of sustainable development as performing economic, social and environmental objectives. In terms of economic benefits, the proposal would provide a significant investment boost to the local economy, including local employment opportunities at construction and operation stage for the local workforce. The employment skills plan, secured by legal agreement, will deliver further benefits through internship, apprenticeship and work placements. There is further potential to encourage economic development through associated business growth that will benefit local business.
344. In terms of social benefits, the proposal will help in achieving self-sufficiency in waste management for south-east Dorset region where there is a need for such development, as identified in the Waste Plan. The proposal would result in net increase of 7,700 sqm of Heathlands Support Area. Additionally, the proposal includes an education centre which will allow for school trips or other learning opportunities.
345. In relation to environmental benefits, the proposal will contribute towards renewable energy by recovering energy from waste. These include the generation of heat and power by processes on the site providing the energy to contribute to grid capacity, and the benefits resulting from the reduction in traffic flows overall through co-location. The co-location of the facility also has potential to treat IBA at the site, thus reducing the travel miles and associated emissions.
346. The proposal would also result in 25% Biodiversity Net Gain. This is given moderate weight in the balance as the application is exempt from statutory 10% BNG.
347. Taking all these in account, it is considered that the benefits of the proposal will outweigh the less than substantial harm to the significance of the designated heritage assets and the implication on visual receptors. Accordingly, the proposal is recommended for approval.

Recommendation

GRANT permission for the reasons as set out in this report subject to:

- A. The following conditions with power delegated to the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant, and any other officer nominated by them for such a purpose) to alter and/or add to any such conditions provided any alteration/addition in the opinion of the Head of Planning (or other relevant nominated officer) does not go to the core of the decision; together with
- B. A deed pursuant to section 106 Town and Country Planning Act 1990 (as amended) securing the terms below with power delegated to the Head of Planning (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to agree specific wording provided such wording in the opinion of the Head of Planning (or other relevant officer) does not result in a reduction in the terms identified:

S106 Legal Agreement Heads of Terms

Transport

- £10,000 Bridleway 118 crossing contribution to enable the carrying out offsite improvement works to the junction as identified in this report.
- £6,800 towards Travel Plan monitoring fees.

Biodiversity

- Contributions for appropriate acidification resilience/reduction management actions at Dorset Heaths SAC/SPA/Ramsar in the form of a Biodiversity Enhancement.
- An agreement with the land owner to allow access to the relevant land in order for the acidification mitigation works and remedial measures to be carried out, which will increase the resilience of vulnerable habitats. This mitigation must be carried out to completion within two years of the first incineration of waste from the development.
- £10,000 biodiversity enhancement contribution
- £25,000 initial soil acid buffering plan contribution
- £1,000 per annum (for 40 years) trickle fund for offsite land management
- Monitoring and Supportive Management Plan in relation to offsite soil monitoring
- Biodiversity Net Gain Strategy required to achieve 25 per cent Biodiversity Net Gain
- Rhododendron Survey Report

CONDITIONS

1. Timescale

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: This condition is required to be imposed by the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

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

Proposed Site Plan SC1643/PL 10-01 A
Vehicle Tracking SC1643/PL 10-02
Floor Plan at FFL 44.650M AOD SC1643/PL 10-03
Floor Plan at FFL 51.425M AOD SC1643/PL 10-04
Floor Plan at FFL 58.200M AOD SC1643/PL 10-05
Floor Plan at FFL 61.925M AOD SC1643/PL 10-06
Floor Plan at FFL 67.650M AOD SC1643/PL 10-07
Floor Plan at FFL 71.375M AOD SC1643/PL 10-08
Roof Plan SC1643/PL 10-09
Roof Terrace Plan and Elevations SC1643/PL 10-10
Proposed Site Sections SC1643/PL 11-01
Indicative Section SC1643/PL 11-02
Northwest Elevation SC1643/PL 12-01 A

Southeast Elevation SC1643/PL 12-02 A
 Northeast and South West Elevations SC1643/PL 12-03 A
 Computed Generated Visualisations SC1643/PL 12-04 A
 Site Location Plan MVV_001_Rev_0
 Proposed Development Components MVV_002_Rev_1
 DNC Compound MVV_003_Rev_2
 DNC General Arrangements MVV_004_Rev_2
 DNC Compound Sections MVV_005_Rev_1
 Temporary Workshop/Stores Building MVV_006_REV_0
 Two Storey Office/Welfare Cabins MVV_007_REV_0
 Boundary Fence and Gates MVV_008_Rev_02021
 Gatehouse/Weighbridge MVV_009_Rev_0
 Temporary Construction Compound: General Arrangements MVV_010_Rev_1 TCC1 and 2

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

3. Notice

The developer shall notify the Waste Planning Authority in writing of the date of the start of each material phase of development at least 7 days before each phase commences. The material phases of development shall comprise:

Phase A: the commencement of development;

Phase B: the commencement of commissioning trials ('commissioning trials' being operations in which waste is processed under specified trials to demonstrate that the development complies with its specified performance);

Phase C: the date when the development becomes operational ('operational' being the point at which commissioning trials have been successfully completed and when the plant begins the treatment of waste for any purpose other than commissioning).

Reason: For the interest of proper planning.

4. Temporary Permission

The development hereby permitted excluding the development within the DNC Connection area, as shown on approved plan numbered MVV_002_Rev_1, shall only be operational for a period of 40-years from the date of commencement of Phase C, as defined in condition 3, after which the use and operation of the development shall permanently cease and within 2 years of the cessation of the operations, the EfW CHP Facility and associated above ground infrastructure, excluding those in the DNC Connection area shall be removed from the relevant part of the application site to which this permission relates and the relevant part of the application site to which this permission relates shall be restored in accordance with a scheme as set out in the Decommissioning Plan approved pursuant to Condition 6 of this planning permission.

Reason: To protect the openness of the Green Belt and the landscape character of the surrounding area, in accordance with Policies PP2 and PP24 of the Poole Local Plan (2018), Policies 21 and 23 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the National Planning Policy Framework (2024).

5. Decommissioning – Period of Non-use during the Permitted Lifetime of the Development

If the EfW CHP facility, shown on approved plan 'SC1643/PL 10-01 A', hereby permitted ceases to operate for a continuous period of 24-months or more, the applicant/developer shall notify the Local Planning Authority in writing within 10 working days of the end of that 24-month period and a decommissioning scheme shall be submitted to the Local Planning Authority for its written approval within three months from the end of the 24-month period for the removal of the EfW CHP

Facility and associated above ground infrastructure (other than those in the DNC connection area, as shown on approved plan numbered MVV_002_Rev_1) and the restoration of the site. The details for the decommissioning scheme shall include the details set out in Condition 6.

Reason: To protect the openness of the green belt and the landscape character of the surrounding area, in accordance with Policies PP2 and PP24 of the Poole Local Plan (2018), Policy 21 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the National Planning Policy Framework (2024).

6. Decommissioning and Restoration Plan

Prior to the decommissioning of the development hereby permitted or prior to Year 39 of the temporary 40-year temporary permission period secured by Condition 4, whichever occurs first, a Decommissioning Plan shall be submitted to and approved in writing by the Local Planning Authority. The Decommissioning Plan shall in particular include:

- A programme of works;
- a method statement for the decommissioning and dismantling of all buildings, chimney, associated plant, machinery, hard surfacing, waste and processed materials on the relevant sections of the site;
- details of the means of removal of materials resulting from the demolition and methods for the control of dust and noise;
- the phasing and timetable for demolition and removal based on identified trigger points having regard to the requirements of conditions 4 and 5 above;
- a method statement for the disposal/recycling of redundant equipment/ structures;
- details of the restoration works; and
- the phasing and timetable for the restoration works having regard to the possible start dates for decommissioning as identified in conditions 4 and 5 above and the need for all restoration works to be carried out within a period not exceeding two calendar years.

The restoration of the application site including all demolition and removal works shall thereafter be undertaken in accordance with the approved Decommissioning Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the openness of the Green Belt and the landscape character of the surrounding area, in accordance with Policies PP2 and PP24 of the Poole Local Plan (2018), Policy 21 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the National Planning Policy Framework (2024).

7. Land Contamination

No part of the development hereby permitted including demolition shall commence until the requirements of Parts A to C of this condition have been complied with. The risk assessments should be undertaken by competent and suitably qualified persons to assess the nature and extent of contamination at the site in accordance with 'Land Contamination Risk Management' published by the Environment Agency.

A Preliminary Contamination Risk Assessment (Phase I)

Preliminary Contamination Risk Assessment (Phase I) shall be submitted to the Local Planning Authority for its written approval. The Phase I should be produced in accordance with the Environment Agency 'Land Contamination Risk Management' guidance. A preliminary Conceptual Site Model (CSM) shall be developed to include a comprehensive assessment of the risks from contamination to all relevant receptors such as human health, controlled waters, and the environment from the site condition in consideration of the authorised development. If the risk

assessment identifies any unacceptable risks, further assessment comprising intrusive investigations may be required.

B Site Investigation

If the Phase I has established potentially unacceptable risks to sensitive receptors from the site condition, then a detailed intrusive investigation (Phase II) in accordance with 'Land Contamination Risk Management' guidance published by the Environment Agency will be required.

A proposed site investigation plan should be submitted to the Local Planning Authority for review and approval prior to the investigation works taking place. The site investigations should be designed to appropriately assess the risk to human health, the built development, sensitive ecology and controlled waters.

A Phase II report will be submitted to and approved in writing by the Local Planning Authority prior to development works. The Phase II report will comprise an assessment of the risks from contamination to all relevant receptors such as human health, controlled waters, and property from the site condition in the context of the authorised development. The report shall include:

A detailed site investigation comprising an assessment of soil, groundwater and ground gases/ vapours where appropriate to establish the extent, scale and nature of contamination on-site (irrespective of whether this contamination originates from the site). An updated Conceptual Site Model (CSM) should be included showing all potential pollutant linkages and an assessment of the potential risks to sensitive receptors.

If the risk assessment identifies any unacceptable risks, a further remediation strategy/ plan will be submitted to and approved in writing by the Local Planning Authority and shall be implemented as approved.

C Remediation Scheme

Remediation will be required if the Phase II establishes the presence of a significant pollutant linkage. The remediation scheme will be submitted to and approved in writing by the Local Planning Authority prior to development works. The works thereafter will be carried out in full accordance with the remediation scheme.

If required, the approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of any development other than that required to carry out remediation, unless otherwise agreed with the Local Planning Authority in writing. The Local Planning Authority shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-site.

Following completion of remediation works, a Verification Report which demonstrates the effectiveness of the completed remediation works, any requirement for longer-term monitoring of contaminant linkages, maintenance, and arrangements for contingency action, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution and is carried out safely and in the public interest, in accordance with Policies PP32 of the Poole Local Plan (2018), Policy 18 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and Paragraph 170 of the National Planning Policy Framework (2024).

8. Reporting of Unexpected Contamination

The presence of any previously unencountered contamination that becomes evident during the construction of the development hereby permitted shall be reported to the Local Planning Authority in writing within one (1) week, and work on the affected area shall cease with immediate effect. At this stage, if requested by the Local Planning Authority, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved in writing by the Local Planning Authority prior to re-commencement works in the affected area. The approved details shall be implemented as approved.

Following completion of remediation works, a Verification Report which demonstrates the effectiveness of the completed remediation works, any requirement for longer-term monitoring of contaminant linkages, maintenance, and arrangements for contingency action, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution and is carried out safely and in the public interest, in accordance with Policies PP32 of the Poole Local Plan (2018), Policy 18 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and Paragraph 170 of the National Planning Policy Framework (2024).

9. Aviation Safeguarding – Flight Path

No part of the development hereby approved shall commence until full details of the mitigation measures have been submitted to and approved in writing by the Local Planning Authority on the following matters:

- Instruments Flight Procedures;
- Blockage or disturbance to aircraft fly path;
- Impact on the integrity of radar and other electronic aid to air navigation by reflections and diffraction of radio signals involved.

The mitigation measures shall be implemented in accordance with the approved details prior to the first use of the development or completion of construction of the development, whichever is the earlier, and retained in the approved form throughout the lifetime of the development unless otherwise agreed by the local planning authority.

Reason: in the interests of aviation safeguarding at Bournemouth Airport, in accordance with Policy 20 of Bournemouth, Christchurch and Poole (BCP) and Dorset Waste Plan (2019).

10. Aviation Safeguarding – Warning Lighting

No part of the development hereby permitted shall commence until the information specified below in (a) to (f) has first been submitted to and approved in writing by the Local Planning Authority:

- a) The British National Grid Coordinate reference for the centre of the EfW CHP Facility
 - i. building; and
 - ii. chimney;
- b) date of proposed commencement of construction;
- c) anticipated date of completion of construction of the EfW CHP Facility buildings and chimney;
- d) height above ground level of the EfW CHP Facility building and chimney;
- e) a construction equipment notification procedure by which subsequent notification of maximum heights and duration of any temporary cranes that penetrate the Bournemouth Airport Outer Horizontal Surface of 159.45m Above Mean Sea Level (AMSL) shall occur; and
- f) details of aviation warning red lighting to be fitted at the highest practicable point of the chimney together with proposed on going maintenance requirements (“Aviation Information”).

Prior to the first use of the development hereby approved or completion of construction of the chimney, whichever is the earlier, the aviation warning lighting shall be implemented in the approved form as part of the approved Aviation Information unless otherwise agreed by the Local Planning Authority and thereafter the aviation warning lighting shall at all times be retained and also maintained in accordance with the approved Aviation Information.

At the earliest opportunity prior to the date of completion of the construction of the chimney and in any event at least 30 calendar days prior to construction of the top 5 metres of the chimney, the anticipated date of construction to the chimney's full height must be submitted to the Local Planning Authority and provided to Bournemouth Airport.

The approved Aviation Information shall at all times be accorded with unless otherwise agreed in writing by the local planning authority in consultation with the Bournemouth Airport

Reason: in the interests of aviation safeguarding, in accordance with Policy 20 of Bournemouth, Christchurch and Poole (BCP) and Dorset Waste Plan (2019).

11. Lighting Scheme – Operational Stage

Notwithstanding any details forming part of the documents submitted as part of the application to which this permission relates, prior to whichever is the earlier of the installation of any permanent lighting in respect of any part of the development hereby permitted, or incineration of any waste on the application site to which this permission relates a Lighting Scheme for the entire site shall be submitted to and approved in writing by the Local Planning Authority. The submitted Lighting Scheme shall include the following details:

- a) hours of use of external lighting and internal lighting that would be visible externally;
- b) the exact location and specification of any external lighting;
- c) a lux contour plan which also includes the impact of internal lighting;
- d) the specification including height for any fixed or mobile external lighting structures;
- e) the intensity of the lights to be installed together with a lux contour plan, which shall be compliant with Bats and artificial lighting in the UK by Bat Conservation Trust (BCT) and Institute of Lighting Professionals (ILP/BCT) (2023). Such measures to include luminaires of external lights to have colour temperature less than 2700K, with peak wavelengths greater than 550nm, or other suitable alternatives;
- f) the identification of areas to be illuminated and any measures to minimise light spilling on to areas outside the application site to which this permission relates;
- g) measures such as shrouding to minimise disturbance through glare;
- h) measures to minimise disturbance to bats from lighting;
- i) details about any translucent parts of the buildings' external fabric or cladding, including the degree of transparency of materials, and any measures to minimise light spillage;
- j) a timetable for the installation of the lighting across the application site; and
- k) details for ongoing maintenance of such lighting.

The development shall only be carried out in accordance with the approved Lighting Scheme and once provided, the lighting shall thereafter be retained and maintained in accordance with the approved Lighting Scheme. No lighting shall be installed on any part of the application site to which this permission relates unless it accords with the approved Lighting Scheme.

Reason: To ensure that the lighting does not adversely affect the ecological value and interests of the site and protected species or sensitive receptors and to ensure that the lighting is appropriate in its context and contributes to public safety in accordance with Policies PP27 and PP33 of the Poole Local Plan (2018), Policies 13 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the requirements of the National Planning Policy Framework (2024).

12. Aviation Lighting

Prior to the commencement of development hereby approved or deploying any construction equipment or temporal structure(s) 50 metres or more in height (above ground level) the undertaker must submit an aviation lighting scheme for the approval of the BCP Council in conjunction with the Ministry of Defence defining how the development will be lit throughout its life to maintain civil and military aviation safety requirements as determined necessary for aviation safety by the Ministry of Defence. This should set out:

- a) Details of any construction equipment and temporal structures with a total height of 50 metres or greater (above ground level) that will be deployed during the construction of the Carbon Capture Retrofit Ready Energy and details of any aviation warning lighting that they will be fitted with; and
- b) The locations and heights of the Carbon Capture Retrofit Ready Energy featured in the development identifying those that will be fitted with aviation warning lighting identifying the position of the lights on the Carbon Capture Retrofit Ready Energy and the type(s) of lights that will be fitted and the performance specification(s) of the lighting type(s) to be used.

Thereafter, the undertaker must exhibit such lights as detailed in the approved aviation lighting scheme. The lighting installed will remain operational for the lifetime of the development.

Reason: To maintain aviation safety in accordance with Policy 20 of Bournemouth, Christchurch and Poole (BCP) and Dorset Waste Plan (2019).

13. Aviation Charting and Safety Management

The undertaker must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:

- a) the date of the commencement of the erection of EfW CHP Facility.
- b) the maximum height of any construction equipment to be used in the erection of the EfW CHP Facility.
- c) the date of EfW CHP Facility is brought into use.
- d) the latitude and longitude and maximum heights of each EfW CHP Facility building.

This information would also need to be sent by e-mail to UK DVOF & Powerlines at dvof@mod.gov.uk or posted to:

D-UKDVOF & Power Lines
Air Information Centre
Defence Geographic Centre
DGIA
Elmwood Avenue

Feltham
Middlesex
TW13 7AH

The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development.

Reason: To maintain aviation safety in accordance with Policy 20 of Bournemouth, Christchurch and Poole (BCP) and Dorset Waste Plan (2019).

14. Piling Method Statement

Notwithstanding any documents submitted for the purposes of the permission hereby permitted, should piling be required for the purposes of any part of the development hereby permitted then prior to both the commencement of any such piling and related engineering works of the development hereby permitted, a Piling Method Statement shall be submitted to, and approved in writing by the Local Planning Authority. The Piling Method Statement shall include details of the required piling including:

- a) Methods of piling;
- b) Measures to mitigate noise and vibration impacts on nearby occupiers;
- c) Measures to avoid harmful impacts of works on water quality; and
- d) Monitoring of the above measures.

The development shall thereafter only be carried out in strict accordance with the approved Piling Method Statement.

Reason: To protect the amenity of the locality, especially for nearby sensitive users and/or the local environment, and ensure there is no unacceptable impact on land stability in accordance with Policy PP27 of the Poole Local Plan (2018) and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

15. Demolition and Construction Environmental Management Plan

No part of the development hereby permitted shall commence until a Demolition and Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The details within the Demolition and Construction Environmental Management Plan ("DCEMP") shall include, but not be limited to:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) the erection and maintenance of security hoarding;
- d) wheel washing facilities;
- e) scheme for recycling/disposing of waste resulting from demolition works;
- f) delivery, demolition and construction working hours;
- g) control of Non-Road Mobile Machinery ("NRM") use onsite;
- h) details of arrangements by which the developer shall maintain communication with residents and businesses in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the DCEMP and report to the local planning authority any identified non-compliance;

- i) details of how all species protected by legislation relevant in England and the adjacent Canford Heath SNCI, SSSI, SPA and SAC will be protected throughout site clearance, demolition and construction. Details shall include temporary and or permanent fencing to protect species.
- j) details of an Ecological Clerk of Works including the duration of employment, who will be employed to give toolbox talks prior to commencement of works, supervise works and respond to wildlife issues together with details of such toolbox talks including in particular the frequency of such talk and measures to seek to ensure attendance by all relevant persons;
- k) a Dust Management Plan, containing details on how construction dust will be managed to avoid impact on biodiversity and also on any dust sensitive receptors including any residential property;
- l) a lighting strategy for Temporary Construction Compound 1 as shown on approved plan MVV_002_Rev_1 including temporary lighting to any connecting roads;
- m) a Fire Strategy for the demolition and construction periods; and
- n) measures to mitigate possible littering.

The approved DCEMP shall be accorded with at all times throughout the demolition and construction phases of the development.

Reason: In the interests of highway safety, to protect endangered species and protected sites, and convenience and to safeguard the amenity of the area for local residents, businesses and workers in accordance with Policies PP3, PP27, PP33, PP34, PP35 and PP36 of the Poole Local Plan (2018); Policies 6, 12, 13 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019); the Conservation of Habitats and Species Regulations 2017 (as amended) and S40 of NERC Act 2006.

16. Construction Traffic Management Plan

No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Traffic Management Plan must include details of, but not limited to:

- a) programme of demolition and construction works in relation to the development of the proposal,
- b) details of vehicles to be used in association with the demolition (including removal of debris) and also construction (number, size, type and frequency),
- c) frequency and timings of deliveries and removal of debris from the site so as to avoid peak traffic periods and noise impact on noise sensitive receptors,
- d) proposed traffic routes and measures to seek to ensure those traffic routes are accorded with at all times
- e) contractors parking arrangements,
- f) temporary traffic measures,
- g) appropriate signage,
- h) loading/unloading procedures including measures to seek to prevent vehicles waiting with engines running from entering or leaving any part of the site, and
- i) storage of plant and materials.

The approved Construction Traffic Management Plan shall be accorded with at all times throughout the demolition and construction phases of the development.

Reason: In the interests of highway safety and convenience and to safeguard the amenity of the area for local residents, businesses and workers in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (2018); and Policies 12, 13 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

17. Archaeology (written scheme of investigation)

No part of the authorised development shall commence until a programme of archaeological work has been secured and implemented in accordance with a written scheme of investigation that shall have been submitted to, and approved in writing by, the Local Planning Authority. This written scheme of investigation shall include:

- a) all proposed archaeological field work together with the post-excavation work;
- b) details for the publication of the results of the findings; and
- c) details of the archaeological contractor who will undertake the work and secure publication.

The development shall only be carried out in strict accordance with the approved programme of archaeological work.

Reason: To ensure that archaeological remains and features are recorded. in accordance with Policy PP30 of the Poole Local Plan (2018) and Policy 19 (Historic Environment) of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019)

18. Arboricultural Method Statement

Prior to the commencement of any part of the development hereby permitted, including any related works to trees, an Arboricultural Method Statement prepared by an arboricultural consultant holding a nationally recognised arboricultural qualification shall be submitted to, and approved in writing by, the Local Planning Authority. The Arboricultural Method Statement shall include comprehensive details of all demolition and construction works and its relationship to any trees that may be impacted by such works and shall be in accordance with BS 5837:2012.

In particular, the Arboricultural Method Statement must include the following:

- a) a specification for protective fencing to trees during both demolition and construction phases which complies with BS5837:2012 and a plan indicating the alignment of the protective fencing;
- b) details and specifications of the full extent of all necessary excavations within root protection areas and tree canopy spreads;
- c) a schedule of tree works conforming to BS3998;
- d) details of general arboricultural matters such as the area for storage of materials and concrete mixing;
- e) details of the works requiring arboricultural supervision to be carried out by the developer's arboricultural consultant, including details of the frequency of supervisory visits and procedure for notifying the Local Planning Authority of the findings of the supervisory visits; and
- f) details of all other activities which have implications for trees on or adjacent to the site.

The approved Arboricultural Method Statement shall at all times be strictly accorded with throughout the demolition and construction phases of the development.

Reason: In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out and to protect the visual amenity of the area in accordance with Policy 14 (Landscape and design quality) of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

19. Landscape Plan

No development including ground preparation, temporary access construction or construction work shall commence on any part of the application site unless a detailed Landscape Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include the position, species and size of all new trees, shrubs and ground cover proposed for the development and specification for maintenance and aftercare, together with a programme and timetable for planting and arrangements that secure the replacement of any plant (including those retained as part of the scheme) which die, are damaged or are diseased within a period of no less than 5 years from the date of first planting or other identified date in the case of any retained planting.

All planting shall be carried out in accordance with the approved Landscape Plan and all relevant British Standards.

The approved Landscape Plan shall at all times be accorded with.

Reason: To ensure that reasonable measures are taken to establish trees and vegetation in the interests of visual amenity, to ensure that the approved landscaping scheme is carried out at the proper times and to ensure the establishment and maintenance of all trees and plants in accordance with Policies PP27 and PP33 of the Poole Local Plan (2018).

20. Landscape, Ecological and Arboricultural Management Plan (LEAMP)

Prior to the commencement of any above ground development (excluding demolition or site clearance), a Landscape, Ecological and Arboricultural Management Plan ("LEAMP") for green infrastructure, including a timed schedule of works, to include a requirement for timing and programming of hedgerow planting, and details of onsite biodiversity and landscape enhancement measures has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Landscape, Ecological and Arboricultural Management Plan (LEAMP) and the approved details shall at all times be retained unless otherwise agreed with the Local Planning Authority in writing.

Reason: To protect and improve the viability of planting, health, biodiversity benefits and protected species and to ensure that the development maintains and enhances the landscape and wildlife features at the site and protected species, in accordance with Policies PP24, PP25, PP26, PP32 and PP33 of the Poole Local Plan (2018); Policies 6 and 18 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019); Schedule 5 of the Wildlife and Countryside Act 1981; Section 41 of the Natural Environmental and Rural Communities Act 2006 and Part 3 of the Conservation of Natural Habitats and Species Regulations 2017.

21. Noise Assessment

Prior to commencement of the development hereby approved, an assessment of the acoustic impact arising from the operation of all industrial processes, equipment and plant relating to all parts of the development shall be undertaken in accordance with BS 4142: 2019, including 1/3 octave frequency analysis with appropriate corrections for acoustic features. The assessment

shall be submitted to the Local Planning Authority for written approval together with a scheme of attenuation measures.

Background levels are to be taken as a 15-minute LA90 at the boundary of the nearest residential noise-sensitive receptors.

The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

Within 3 months of Phase C of the development, as specified by condition 3, a further post installation noise assessment shall be carried out whilst the development is in full operation. Full details of the further assessment together with any proposed amendments and/or additions to the previously approved attenuation measures including a timetable for their delivery shall be submitted to the local planning authority for written approval. All approved amendments and additions to the previously approved attenuation measures shall be fully carried out in accordance with the approved timetable.

Reason: in the interest of neighbour amenity, in accordance with policy PP27 of the Poole Local Plan (2018); and Policy 13 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

22. Surface Water Management Strategy

No part of the development hereby permitted shall take place unless a detailed surface water management scheme for the whole of the application site to which this permission relates, based upon the hydrological and hydrogeological context of the development, available capacity of receiving systems and providing clarification of how drainage is to be managed during demolition of any existing structures, construction and operation, has first been submitted to, and approved in writing by the Local Planning Authority. The surface water management scheme must in particular:

- a) identify all works associated with such a scheme including a timetable for their provision;
- b) ensure that the existing surface water sewer from the former White's Pit landfill site to the discharge point at the southern edge of the EfW CHP Facility building on the main site, as shown on approved plan 'SC1643/PL 10-01 A' is maintained or replaced on a "like for like" basis and that there is no connectivity between this connection and any new drainage infrastructure required to serve the authorised development;
- c) if a shared discharge chamber is to be used for the former White's Pit landfill site and EfW CHP Facility Site's drainage system, then include arrangements to ensure that there can be no reverse flow from the former White's Pit landfill surface water pipe into the EfW CHP Facility Site's surface water system;
- d) ensure that a means of draining any accumulation of surface water during an extreme rainfall event (1 in 100 year or less frequent) or other emergency (e.g. collapsed or blocked drain during prolonged wet weather) at the EfW CHP Facility Site, is provided in the form of a safe exceedance route to the woodland area south of the EfW CHP Facility Site, the invert level of which shall be no higher than the lowest part of the finished ground level at the EfW CHP Facility Site;
- e) Not to use pumps to drain either the part of the former White's Pit landfill site surface water drainage system within the EfW CHP Facility Site and contains processes to ensure that no such pump would be used without the prior written agreement of the Local Planning Authority;

- f) achieve a maximum surface water discharge rate of 5.2l/s for the EfW for all rainfall events up to and including a 1 in 100 year + 45% climate change event; and
- g) include details for the ongoing maintenance and management of all works associated with the surface water management scheme.

The approved surface water management scheme shall be fully implemented prior to the incineration of any waste on the application site to which this permission relates and the development hereby approved shall only be carried out in compliance with the approved surface water management scheme. The approved scheme shall at all times be accorded with. All works provided for in the approved scheme shall be retained and also managed and maintained in accordance with the approved scheme.

Reason: to ensure effective, sustainable and safe drainage of surface water from the development site without affecting existing drainage from adjacent land in accordance with Poole Local Plan (2018) policy PP38 and BCP and Dorset Waste Plan (2019) Policy 17.

23. Surface water drainage maintenance and management scheme

No development shall take place until finalised details of maintenance and management of the surface water sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. This must include arrangements to ensure proposed permeable surfaces remain permeable through their lifetime. 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 in accordance with Poole Local Plan (2018) policy PP38 and BCP and Dorset Waste Plan (2019) Policy 17.

24. Community Liaison Group

No part of the development hereby permitted shall commence until a Community Liaison Scheme has been submitted to and approved in writing by the Local Planning Authority. The Community Liaison Scheme shall include terms of reference for a Community Liaison Group which is to include details on the formation of the group, recruitment, how the group will operate including a timetable for its initial startup and proposed first year meeting programme which shall begin at a time prior to the commencement of any part of the development hereby permitted, an outline remit, a main contact number, and an indication of how complaints will be managed. The approved Community Liaison Scheme shall be accorded with at all times.

Reason: To improve dialogue and discussion with the local community and avoid adverse impacts on nearby residents and other sensitive receptors, in accordance with Policy PP27 of the Poole Local Plan (2018) and Policies 13 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

25. Employment and Skills Plan

No part of the development hereby permitted shall commence until an Employment and Skills Strategy has been submitted to and approved in writing by the Local Planning Authority. The Employment and Skills Strategy submitted for approval must be substantially in accordance with the submitted Outline Employment and Skills Strategy, June 2023. The approved Employment and Skills Strategy shall be accorded with at all times.

Reason: To ensure the realisation of the benefits of the development and to provide employment and skills in the local area, in accordance with Policy PP2, PP16 and the objectives of the Poole Local Plan (2018).

26. Badger Survey

Prior to the commencement of any part of the development hereby approved, including demolition or site clearance, a badger survey of the area shall be undertaken and details of the survey carried out together with its outcomes shall be submitted to and approved in writing by the local planning authority. If any badger sett is found to be present, then notwithstanding any licence that may be obtained under the Protection of Badgers Act 1992 ("the Badger Act"), the survey outcomes provided to the local planning authority shall include details of proposed mitigation in relation to such setts. The development shall only be carried out in accordance with the approved details save to such extent as it conflicts with the terms on any licence granted under the Badger Act.

Reason: To protect local wildlife habitats, in accordance with Policy PP33 of the Poole Local Plan (2018), Policy 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019); Schedule and Paragraph 174 of the National Planning Policy Framework (2024).

27. Prior Approval of Materials and Design Details

Notwithstanding any details forming part of the documents submitted as part of the application to which this permission relates, prior to the construction of the main building on the Energy from Waste (EfW) Combined Heat and Power (CHP) Facility site and its chimney stack hereby permitted, elevation drawings and photomontages showing the design details, colour, finish and profiles of these structures shall be submitted to and approved in writing by the Local Planning Authority to include cladding in a colour selected to blend with the existing landscape and vegetation. Samples of the cladding, fenestration types, and roofing to be used in the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any superstructure works on site.

Reason: To ensure that the external appearance of the building(s) is satisfactory, protects the appearance of the Green Belt, blends with the surrounding landscape and minimises the visual impact on existing residential developments within nearby surrounding areas in accordance with Policy PP27 and PP31 of the Poole Local Plan (2018); and Policy 14 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

28. BREEAM

Prior to commencement of the Phase C of the development, as specified by condition 3, a BREEAM design stage accreditation certificate (or subsequent equivalent quality assured scheme) shall be submitted to, and approved in writing by, the Local Planning Authority verifying that the EfW CHP Facility shown on approved plan 'SC1643/PL 10-01 A' will achieve a minimum BREEAM 'Good' rating (or equivalent).

The EfW CHP Facility shall be constructed in strict accordance with the approved details, achieve the agreed rating, and shall be maintained as such thereafter for the lifetime of the development.

No later than six months of Phase C of the development, as specified by condition 3, a BREEAM Post Construction Review Certificate shall be submitted to, and approved in writing by, the Local Planning Authority verifying that the approved BREEAM rating has been met.

Reason: In the interests of delivering a sustainable and energy efficient scheme, in accordance with Policy PP37 of the Poole Local Plan (2018) and Policy 15 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

29. R1 Categorisation

Prior to the incineration of any waste on the application site to which this permission relates there shall be submitted to and approved in writing by the Local Planning Authority evidence that verifies that the development has been confirmed as having met R1 recovery status by the Environment Agency (or any equivalent replacement body). The development shall only be operated whilst R1 recovery status is confirmed as maintained by the Environment Agency (or any equivalent replacement body).

Reason: To ensure the efficiency of the facility and the management of residual waste is moved up the waste hierarchy, in accordance with Policies 6, 7 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the National Planning Policy Framework (2024).

30. Operational Traffic Management Plan

Prior to both the incineration of any waste or storage of any waste intended for incineration on any part of the application site to which this permission relates, an Operational Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Traffic Management Plan should include details of proposed traffic routes and measures to seek to ensure any vehicle entering or leaving the application site to which this permission relates accords with those traffic routes, restrictions for vehicles accessing the development, monitoring of vehicle movements to the site, and any operational practices, scheduling or agreements in place to manage the timing of vehicles accessing or leaving the site.

All matters contained in the approved Operational Traffic Management Plan shall be accorded with at all times.

Reason: In the interests of highway safety and convenience and to safeguard the amenity of the area for local residents, businesses and workers in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (2018); and Policies 12, 13 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

31. Odour Management Plan

Prior to both the incineration of any waste or storage of any waste intended for incineration on any part of the application site to which this permission relates, an Odour Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Odour Management Plan should include details of measures to ensure that operations do not give rise to any malodours and shall include provisions for notifying the Local Planning Authority of any identified odour issues and reviewing and updating the plan, in particular to deal with any identified odour issue. The measures to be provided shall include, but are not necessarily limited to, the following:

- a) regular movement of waste within the refuse bunker as shown as ID03 on plan 'SC1643/PL 10-01 A' to ensure that material is circulated on a regular basis, minimising decomposition of the stored waste;
- b) the operation of negative air pressure within the tipping hall area and an odour management system;
- c) proposed maintenance to secure the ongoing effectiveness on any odour management systems; and
- d) measures to control odours during maintenance of any part of the development hereby permitted.

All measures identified in the approved Odour Management Plan shall be put in place prior to both the incineration of any waste or storage of any waste intended for incineration on the application site to which this permission relates, and thereafter shall at all times be retained and maintained

in accordance with the approved Odour Management Plan. The approved Odour Management Plan shall at all times be accorded with.

Reason: To avoid any unacceptable impacts on surrounding wildlife and people, in accordance with Policy PP27 of the Poole Local Plan (2018) and Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

32. Fire Prevention Plan

Prior to both the incineration of any waste or storage of any waste intended for incineration on any part of the application site to which this permission relates, a Fire Prevention Plan shall be submitted to and approved in writing by the Local Planning Authority. The Fire Prevention Plan shall include the details of, but not be limited to, means of escape, the proposed use of any fire resistant materials, access to hydrants and fire access/facilities, access mechanisms of any access from the site to heathland areas, management of fire risk for staff, proposed ongoing maintenance and identification of any guidance that is considered to provide relevant best practice and evidence of accordance with it.

All measures identified in the approved Fire Prevention Plan shall be put in place prior to both the incineration of any waste or storage of any waste intended for incineration on the application site to which this permission relates, and thereafter shall at all times be retained and maintained in accordance with the approved Fire Prevention Plan. The approved Fire Prevention Plan shall at all times be accorded with.

Reason: To ensure that the development incorporates the necessary fire safety measures, protects public safety and protects the surrounding heathland from fire in accordance with Policies 6 and 21 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and Article 9a of the Town and Country Planning (Development Management Procedure) (England) Order (2015) (as amended).

33. Waste Management Plan

Prior to whichever is the earlier of the first use or occupation of any part of the development hereby permitted, a Waste Management Plan for the administration building as shown as ID17 on approved plan SC1643/PL 10-03 shall be submitted to and approved in writing by the Local Planning Authority. The Waste Management Plan shall in particular include:

- a) details of proposed containers, locations and storage rooms;
- b) full scaled plans of the waste storage areas within the building, if proposed;
- c) details of the proposals or employment of a private contractor to collect the refuse
- d) arrangements to ensure that apart from collection days, bins will not be stored in the open; and
- e) caretaking details to ensure all bin stores are maintained, kept clear of site waste and that any contamination is removed from bins prior to collection

All measures identified in the approved Waste Management Plan shall be put in place prior to whichever is the earlier of the first use or occupation of any part of the development hereby permitted and thereafter at all times retained and maintained in accordance with the approved Waste Management Plan. The approved Waste Management Plan shall at all times be accorded with.

Reason: To ensure that the authorised development includes a long-term management plan for the collection of refuse in the interests of visual amenity, in accordance with Policies PP27 of the

Poole Local Plan (2018), Policies 13 and 22 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the National Planning Policy Framework (2024).

34. Vehicle Access

Prior to both the incineration of any waste or storage of any waste intended for incineration on the application site to which this permission relates, the vehicle access, turning space and vehicle parking shown on the approved plan SC1643/PL 10-02 shall be surfaced, marked out and made available for these purposes. These areas shall at all times be retained and kept free from obstruction and maintained in a condition such that they are capable of being used for the purposes specified.

Reason: To allow for safe and accessible manoeuvring, parking, loading and unloading of vehicles and to ensure that highway safety is not adversely impacted upon, in accordance with Policy PP27 of the Poole Local Plan (2018) and Policy 12 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

35. CCTV Equipment

Prior to the whichever is the earlier of the first use or occupation of any part of the development hereby permitted, details of electronic recording equipment to be provided to monitor activity on the application site to which this permission relates shall be submitted to and approved in writing by the Local Planning Authority. The approved electronic recording equipment shall be installed prior to the date of the first incineration of any waste on the application site to which this permission relates and thereafter at all times retained and also maintained so as to remain fully operational.

Reason: To help monitor and prevent nuisance and to ensure public safety, in accordance with Policy PP27 of the Poole Local Plan (2018).

36. Detailed Design for Heat Output

Prior to the first use of the development hereby approved, a heat recovery strategy providing detailed design for securing the heat output from the incineration process shall first have been submitted to and approved in writing by the Local Planning Authority. The report shall in particular include details of how heat will be recovered from the incineration process; the process of distribution; and potential end users. The heat recovery strategy shall be implemented in its approved form prior to commencement of the first incineration process and shall be maintained throughout the lifetime of the proposed development unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the realisation of the benefits of the development in supplying locally produced heat in accordance with Policy 6 of the BCPDWP 2019.

37. Combined Heat and Power Output Review and Management

Within 18 months of the first use of the development hereby approved, a CHP Delivery Review report shall first have been submitted to the Local Planning Authority for its approval in writing. The submitted CHP Delivery Review report shall include the following details:

- a) An assessment of the existing potential opportunities for the use of heat and electricity from the development hereby permitted;
- b) An identification of all measures so far undertaken prior to the submission of the report to secure opportunities for the use of heat and electricity from the development including all reasonable steps taken to overcome any barriers identified and future reasonable steps that will be taken to seek to overcome any such barriers going forward within the time period of the report;

- c) where a barrier to progressing the use of heat and electricity is identified as being one of viability, a viability assessment that incorporates the identification of the qualifications and experience of the person undertaking the assessment, explaining the extent to which viability is an issue with recommendations to seek to address any such viability issues;
- d) Identification of an on-going monitoring and exploration process during the lifetime of the CHP Delivery Review report to secure opportunities for the use of heat and electricity including where applicable evidence of accordance with monitoring and exploration processes identified in previous approved CHP Delivery Review reports;
- e) Arrangements for the submission and approval by the Local Planning Authority of further CHP Delivery Review reports no less frequently than once every five years together with a dispute mechanism which will not incur the Local Planning Authority in any financial expenditure, to seek to resolve any matters that prevent the Local Planning Authority from agreeing any submitted report; and
- f) to the extent that any opportunity for the use of heat and electricity from the development is identified, contains a programme including a timetable, for the submission to the local planning authority of details for its approval to secure the prompt delivery of the opportunity;

The approved CHP Delivery Review report and all subsequent approved updates shall be accorded with at all times.

Reason: To ensure the realisation of the benefits of the development in supplying locally produced heat and electricity are explored.

38. Cycle Parking

Prior to both the incineration of any waste or storage of any waste intended for incineration on any part of the application site to which this permission relates, details for the provision of covered and secure cycle parking facilities, to provide a minimum ten cycle parking spaces, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and the covered and secure cycle parking facilities shall be available for use prior to incineration of any waste, or storage of any waste intended for incineration, on the application site to which this permission relates, and thereafter shall at all times be retained and maintained in a condition as to be safe and suitable for use as covered and secure cycle parking.

Reason: To promote alternative modes of transport and in the interests of amenity in accordance with Policies PP27, PP35 and the Parking Standards SPD (2021) of the Poole Local Plan (2018).

39. Operational Staff Travel Plan

Prior to the first use of any part of the development hereby permitted, an Operational Staff Travel Plan to encourage staff and visitors to travel to and from the site using more sustainable modes of transport shall be submitted to and approved in writing by the Local Planning Authority. The Operational Staff Travel Plan shall in particular include:

- a) identified targets to be achieved by the Operational Staff Travel Plan;
- b) measures for achieving those targets; such as voucher schemes for employees to offer discounts on sustainable travel (e.g. bus travel/cycle purchase), promotion of car sharing amongst employees and the adequate provision of showers, lockers and changing rooms together with a timetable for their initial provision; and
- c) details for the monitoring of success against the identified targets, arrangements to identify further measures together with relevant timelines to overcome any failure

against identified targets and arrangements to secure the approval of the Local Planning Authority of the monitoring and any identified further measures.

The approved Operational Staff Travel Plan shall be fully accorded with including the provision of all measures identified within it or subsequently as part of the requirements of the Operational Staff Travel Plan.

Reason: In order to deliver a joined up sustainable development, promoting sustainable patterns of travel, supporting forms of travel other than the private car and to reduce the impact on the existing highway network and in accordance with Policies PP34 and PP35 of the Poole Local Plan (2018) and Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

40. Signage

Prior to the first use of any part of the development hereby permitted, the developer/owner shall submit to the Local Planning Authority a scheme for their written approval for the provision of signage on either side of the pedestrian crossing, in both directions, in regard to Bridleway 118 that crosses in front of the entrance to the development and for the re-marking of the pedestrian crossing itself. The approved scheme shall then be implemented prior to the first use of any part of the development hereby permitted and thereafter retained and maintained.

Reason: In order to deliver sustainable development, promoting sustainable patterns of travel, supporting forms of travel other than the private car and to reduce the impact on the existing highway network and in accordance with Policies PP34 and PP35 of the Poole Local Plan (2018) and Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

41. Vegetation Clearance

Any vegetation clearance within the application site that is in association with the development hereby approved must be carried out outside the bird breeding season of 1st March to 31st August inclusive, unless a document demonstrating that no nesting birds are present has previously been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To prevent disturbance to birds' nests and protect habitats, in accordance with Policy PP33 of the Poole Local Plan (2018).

42. Tonnage Throughput

The maximum combined total tonnage of residual waste and refuse derived fuel (RDF) imported to the site in any calendar year (i.e. 1st January – 31st December) shall not exceed 260,000 tonnes. The site operator shall at all times keep and maintain a written record that includes details per day of the tonnage of waste delivered to the site, the number of HGVs delivering waste and the number of HGVs exporting residues and their destinations, per day. The record shall be maintained and kept up-to-date for the duration of the operation of the development hereby permitted.

The records shall be made available to the Local Planning Authority within 10 working days (or such other period as is agreed in writing by the Local Planning Authority), of any written request from the Local Planning Authority being delivered to the application site including any building within it or such other locations as have otherwise been agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of the local area and ecological habitats of nearby sites, in accordance with Policies PP2, PP24 and PP27 of the Poole Local Plan (2018), Policies 6, 13, 18

and 21 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the NPPF (2024).

43. Delivery Hours

No vehicle importing or exporting waste or waste byproducts to or from the development hereby permitted shall be allowed to access or leave the application site other than between 07:00 to 20:00 hours Monday to Saturday and 09:00 to 20:00 hours on Sundays and public holidays, and not at any time on Easter, Christmas Day and New Year's Day.

Reason: To protect the amenities of the local residents and area, in accordance with Policy PP27 of the Poole Local Plan (2018) and Policy 13 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

44. Waste Catchment

In each operational year, no less than 50% by weight of the total waste feedstock that is incinerated at the development hereby permitted shall be sourced from within the area to which the adopted Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) relates.

On or before the 31 March of each calendar year, a Waste Catchment Report for the preceding 12 month period running from 1 January to 31 December (inclusive) (the "operational year") shall be submitted to the Local Planning Authority. The Waste Catchment Report must identify:

- a) the waste throughput of the authorised development including the total tonnage of waste that is incinerated at the authorised development for the operational year;
- b) the catchment area from which the waste has been collected including as far as it is reasonably practicable to audit, the waste collection authority area for each waste loading point of origin for waste processed at the authorised development for the operational year; and
- c) the total annual tonnage processed at the authorised development from each waste collection authority for the operational year.

Reason: To enable the Local Planning Authority to monitor the source of waste treated at the authorised development in accordance with the Monitoring strategy set out in the Bournemouth Christchurch, Poole and Dorset Waste Plan (2019).

45. Emissions Limit

Ammonia emissions resulting from the development hereby approved shall not exceed a daily average concentration of 5mg/Nm³ (at reference conditions of 273K, 101.3 kPa, 11% O₂ dry gas) from the chimney as measured by the continuous emissions monitoring system (CEMS).

Prior to 31 March each calendar year for the lifetime of the development, there must have been received by the Local Planning Authority details of the daily average concentration of ammonia emissions from the chimney as measured in mg/Nm³ for the preceding 12 month period running from 1 January to 31 December (inclusive).

Reason: To protect endangered species and protected sites, in accordance with Policies PP32 and PP33, of the Poole Local Plan (2018); Policies 6 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019); the Conservation of Habitats and Species Regulations 2017 (as amended) and S40 of NERC Act 2006.

46. Chimney Height

The chimney forming part of the development hereby permitted, as shown as 'ID08' on plan SC1643/PL 10-01, shall be constructed to a height of 154.65 metres Above Ordinance Datum (AOD).

Reason: To protect the amenities of the local area, ensure safe operation of the nearby airport and to protect the nearby ecological habitats and protected sites from emissions, in accordance with Policies PP2, PP24, PP27 and PP33 of the Poole Local Plan (2018), Policies 6, 13, 18 and 21 and Inset 8 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) and the National Planning Policy Framework (2024).

47. Use of Temporary Construction Compounds

Notwithstanding any documents submitted as part of the development hereby permitted, planning permission in relation to the use of a Temporary Construction Compound is hereby granted only for the use of Temporary Construction Compound 1 (TCC1) as shown on the approved plan 'Proposed Development Components' (MVV_002_Rev_1). At no time shall Temporary Construction Compound 2 (TCC2) as shown on the approved plan 'Proposed Development Components' (MVV_002_Rev_1) be used for any purpose associated with any part of the development hereby permitted.

Reason: To prevent disturbance to wildlife, in accordance with Policy PP33 of the Poole Local Plan (2018).

48. Emergency Diesel Generator Testing Protocol

Prior to the use of any emergency diesel generator, as shown as 'ID08' on approved plan SC1643/PL 10-01, an Emergency Diesel Generator Testing Protocol shall be submitted to and approved in writing by the Local Planning Authority. The protocol shall include details of the weather conditions when testing of the Emergency Diesel Generator will occur to avoid the risk of impacts on the Habitats Sites.

The approved Emergency Diesel Generator Testing Protocol shall be accorded with at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the integrity of nearby ecological habitats, in accordance with Policy 18 (Biodiversity and geological interest) of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019)

49. Pest Management Plan

Prior to both the incineration of any waste or storage of any waste intended for incineration on any part of the application site to which this permission relates, a Pest Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Pest Management Plan shall include measures to minimise the occurrence of pests and vermin relating to the development hereby permitted.

The approved Pest Management Plan shall be accorded with at all times.

Reason: To protect the amenity of local residents in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

50. Burning of Construction Materials

No burning of any material shall take place on any part of the application site to which this permission relates at any time during any part of the construction (including demolition of existing structures) phase of the development hereby permitted.

Reason: To protect the amenity of local residents and surrounding ecology and biodiversity from smoke, ash, odour and fumes, in accordance with Policies 13 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).

INFORMATIVE

1. In accordance with the provisions of paragraphs 38 of the NPPF the Local Planning Authority (LPA) takes a positive and creative approach to development proposals focused on solutions. The LPA work with applicants/agents in a positive and proactive manner by;
 - offering a pre-application advice service, and
 - advising applicants of any issues that may arise during the consideration of their application and, where possible, suggesting solutions.

Also:

- in this case the applicant was provided with pre-application advice and this was reflected in the proposals
- in this case the applicant was afforded an opportunity to submit amendments to the scheme which addressed issues that had been identified.

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

2. The applicant is advised that the proposal for an energy from waste facility associated with this development will require an environmental permit under the Environmental Permitting (England & Wales) Regulations 2016, from the Environment Agency, unless an exemption applies. The applicant is advised to contact the Environment Agency on 03708 506 506 for further advice and to discuss the issues likely to be raised. You should be aware that there is no guarantee that a permit will be granted. Additional 'Environmental Permitting Guidance' can be found at: <https://www.gov.uk/environmental-permit-check-if-you-need-one>.
3. BCP's Flood and Coastal Erosion Risk Management FCERM team have advised that the access to the Distribution Network Connection will be using an existing track shown on the OS map. If these operations require any bridge alterations/reinforcement then it will almost certainly require an Ordinary Watercourse consent application.
4. Wessex Water advise that there is a 500mm diameter rising main along the southeast boundary of the site Standoff Around Rising Mains. Wessex Water requires access to undertake our statutory duties as set out in the Water Industry Act 1991 to maintain and repair our assets. Therefore, there must be no buildings within a minimum of 6m either side of the 500mm diameter rising main and no tree planting within a minimum of 6m. This includes no surface water attenuation features and associated earthworks in the standoff strip, changes in ground levels resulting in additional loading or excavation can lead to instability in the pipe. The rising main must not run through enclosed private rear gardens, it must be within a 12m (6m either side) open access strip or roads. Wessex Water require unrestricted access to maintain and repair our apparatus. WE note the proposed layout does not indicate a conflict between the buildings and the rising main, however, the access route between areas does. The applicant will need to agree protection arrangements for the existing 500mm rising main along the southeast boundary (standoff details as given above). Any damage to our apparatus by third parties will result in a compensation claim. All existing apparatus must be accurately located on site and marked on deposited drawings.

5. Wessex Water (WW) advise that due to the proposal to discharge foul water via the existing private network, a capacity appraisal and detailed proposal review of the pumping station and within the wider network is required. Upon any grant of planning permission for this site, it will be necessary to undertake a modelling assessment and plan, design and construct a scheme of capital works to meet the catchment growth. WW advise that it will be necessary to reach agreement with both the applicant and the Local Planning Authority upon the timetable if a scheme of capacity works is required. In that circumstance the development should not proceed until Wessex Water has confirmed that capacity can be made available for these new connections. Commercial Developments: Developers and agents should be aware that any off-site reinforcement work necessary to serve commercial developments including any design work is not funded through our infrastructure charging arrangements. The liability for these costs lies wholly with the developer. The point of connection to the public network is by application and agreement with Wessex Water.
6. The land and premises referred to in this planning permission are the subject of an Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended).
7. This application is subject to a project level Appropriate Assessment in accordance with the Conservation of Habitats and Species Regulations 2017, concluding that the likely significant effects arising from the development can be mitigated and have been mitigated ensuring there would not be an adverse effect on the identified designated sites.
8. The applicant is advised that vegetation clearance should not be carried out within the bird breeding season of 1st March to 31st August inclusive unless appropriate checks are made by a qualified ecologist to ensure the absence of nesting birds. In order to prevent the disturbance of bird's nests as protected under the Wildlife and Countryside Act 1981.

Background Documents:

Case File: Application number - APP/23/00822/F

For full details of all papers submitted with this application, please refer to the relevant public access pages on the Council's website.

NB: Does not include confidential documents

Reference to published works is not included.

Case Officer Report Completed:

Officer: Senjuti Manna

Date: 03/06/2025

Agreed by:

Date:

Comment: