
Planning Statement

Application by Dayhouse Holdings Ltd

Dayhouse Quarry,
Tidenham,
NP16 7LQ

Proposal:

Haul Road and Apron enhancements, and storage of
excess material

Prepared by:

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1. Introduction

1.1. Introduction

1.1.1. This Planning Statement (“Statement”) has been prepared on behalf of Dayhouse Holdings Ltd (“the Applicant”) in respect of the Proposed Development at Dayhouse Quarry, Tidenham, NP16 7LQ (“the Site”). The description of the Proposed Development is:

‘Enhancement of the existing haul road and apron, and storage of excess material’

1.1.2. A more detailed description of the Proposed Development is provided in Section 3 of this Statement. The submitted drawings provide further details.

1.2. Application and supporting documents

1.2.1. A Document and Plans Issue Schedule accompanies this application and identifies all the application and supporting documents, including reference numbers and revisions where appropriate. These reflect the validation requirements for the Forest of Dean District Council.

1.2.2. The Document and Plans Issue Schedule should be seen as a ‘living’ document and will be updated should it be necessary to submit revised or additional information during the assessment of the application.

1.3. The Applicant

1.3.1. Dayhouse Holdings Ltd acquired the Dayhouse Quarry site in December 2021, which also included the existing business at the site.

1.4. Project team

1.4.1. The project team for the Proposed Development comprises of:

- Apt – Architect and Design;
- Radcliffes – Project management;
- AKTII – Structural engineers and Transport; and
- Savills – Planning

1.5. Statement structure

- 1.5.1. The purpose of this Statement is to introduce the Proposed Development, explain the scheme, outline the key planning policy and other material considerations relevant to its assessment, identify the scheme's effects and benefits, and draw conclusions around the planning policy compliance and wider planning balance.
- 1.5.2. Collectively, the application and supporting documents explain and assess all aspects of the Proposed Development. They demonstrate that the effects of the proposals are acceptable and that full planning permission should be granted in accordance with the presumption in favour of sustainable development set out within the National Planning Policy Framework (July 2021) ("NPPF").
- 1.5.3. In accordance with the guidance contained within the NPPF and the online Planning Practice Guidance ("PPG"), the level of detail contained within this Statement is considered proportionate to the complexity of the application.
- 1.5.4. The remaining sections of this Statement are structured as follows:
- **Section 2:** Provides a description of the Site, its context and planning history;
 - **Section 3:** Provides an overview of the Proposed Development;
 - **Section 4:** Identifies and summarises the most pertinent planning policy framework to the Site and Proposed Development;
 - **Section 5:** Provides an assessment of the Proposed Development against the identified planning policy framework and other material considerations under thematic headings; and
 - **Section 6:** Draws together a summary and conclusion.

2. The Site and its Context

2.1. Preface

2.1.1. This section provides an overview of the Site, including both the Application Site (the area within which the Proposed Development is located) and the Wider Site (land within the same ownership), describing its position and context. Further detailed analysis is provided within the accompanying Design & Access Statement (“DAS”) and other technical supporting documents. The DAS also includes several photographs of the existing site, its condition and context.

2.2. The Application Site

2.2.1. The Application Site comprises the existing haul road, the existing apron and an additional area of water plus an open area in the north-western corner of Dayhouse Quarry. The haul road comprises the length of road from the south-western corner of the quarry as the road leaves the car park and the entire length of road down to the existing apron and slipway. The apron encompasses the existing apron and additional land around this to facilitate the enlarged apron and platforms. The land to the north-west of the quarry site is an existing open area of land that provides a safe and secure location to store any excess material from the haul road works.

2.3. The Wider Site

2.3.1. The Applicant owns the entire Dayhouse Quarry which comprises 20.5 ha and is situated on the edge of Tutshill and is part of the parish of Tidenham. The Dayhouse Quarry is located to the north of the A48 and has good access into Chepstow and Wales, as well as Lydney and Gloucester to the east. Dayhouse Quarry is adjacent to the A48 and the Wye Valley Greenway and Cycle Path, it is 1.7 miles from Chepstow train station and 3.4 miles from junction 2 of the M48 – with the range of facilities and services that this accessibility provides.

2.3.2. There are several existing structures at Dayhouse Quarry that have developed over time, including a café, diving facilities, pontoons, a residential property, a mobile home, zip line, giant swing, compounds, office accommodation, amongst other permitted structures and uses.

2.3.3. There are several dwellings around the northern boundaries of the Dayhouse Quarry and a series of footpaths that run around most of the wider site boundary, including the adjacent Wye Valley Cycleway on the western boundary. Dayhouse Quarry is very well screened on all sides by areas of high, mature planting and the natural topography.

2.3.4. Dayhouse Quarry does not contain any listed structures. The Church of St Mary and St Peter is grade II listed and is located circa 50m from the Dayhouse Quarry’s eastern boundary. Both the quarry site and the Church benefit from mature trees and

vegetation along their respective boundaries, with intervisibility between the two being constrained by this and the topography.

2.4. Planning history

The Wider Site

- 2.4.1. Dayhouse Quarry has an extensive and varied planning history which reflects the development of the wider site since 2006 – the planning history available online does not include the period before 2006, including when operating as a working quarry – as shown in Table 2-1 below.
- 2.4.2. The planning applications on the wider site have varied in scale and nature, from outline applications including a hotel, to retrospective applications for three storey portacabins. The use of the wider site was reflected within the policy allocation for Mixed Employment with an emphasis towards recreation and tourism within the Allocations Plan (2018).

Table 2-1: Planning history

Application Reference	Proposal	Decision
P0279/21/FUL	Erection of a three storey modular facilities building (Retrospective)	Approved 16/08/2021
P1267/20/FUL	Change of use of temporary accommodation for workers cabin to a holiday let including the retention of driveway, wooden veranda and associated works	Approved 12/11/2020
P0155/19/FUL	Pedestrian and cycle path along 3.4km length of disused railway starting from the National Dive Centre and connecting with existing Forestry Commission paths	Approved 22/06/2020
P0965/18/FUL	Variation of condition 04 (removal of temporary structure) of planning permission P1468/13/FUL to alter the set date for the removal of all temporary structures from the 30 th April 2019 to 20 th April 2020	Approved 15/08/2018
P1629/17/FUL	Installation of two zip wires including launch and finishing stages (Revised Scheme)	Approved 14/02/2018
P1394/16/FUL	Installation of an additional launch and finishing stages for 2 zip wires.	Refused 13/07/2017
P0989/16/FUL	Erection of a replacement toilet block/ shower/ laundry store and demolition of the existing	Approved 08/09/2016
P1778/14/FUL	Provision of hot tubs, changing huts, shower enclosure, fencing and decking	Approved 08/01/2015

Application Reference	Proposal	Decision
P1503/14/FUL	Erection of an extension to the existing facilities building	Approved 09/12/2014
P1491/14/FUL	Check-in and storage building for personal transporters (Retrospective)	Approved 10/12/2014
P1701/13/FUL	Erection of twelve additional bunk houses with associated timber decking and balustrade	Approved 12/03/2014
P1468/13/FUL	Siting of mobile home and associated works, driveway and wooden veranda to provide temporary accommodation and the siting of temporary construction Site office during construction of staff accommodation in association with the NDAC (Retrospective)	Approved 10/04/2014
P0743/13/FUL	Instillation of a drainage system incorporating the use of reed beds (Retrospective)	Approved 26/07/2013
P0744/13/FUL	Erection of a shower, washroom and toilet block (retrospective)	Approved 26/07/2013
P1623/12/FUL	Variation of Condition (02) of planning permission P2132/11/FUL to relocate position of 3G Swing	Approved 28/01/2013
P2132/11/FUL	Erection of a 700m. long zip wire and 3G swing	Approved 13/12/2011
P0181/11/FUL	Installation of 19 diving bunkhouses (Part Retrospective)	Approved 07/04/2011
P2080/09/FUL	Erection of a dwelling to provide staff accommodation in association with the NDAC	Approved 10/02/2010
P0883/08/FUL	Use of former quarry site for outdoor recreational purposes, comprising the National Diving and Activity Centre. Erection of 4 buildings to provide café/bar, toilets, shower and changing facilities and classroom/ shop. Construction of new vehicular access and associated parking facilities.	Approved 15/10/2008
P0317/06/OUT	Outline application for the erection of a facilities building, hotel, holiday lodges, diving group cabins and staff accommodation, in association with the National Diving and Activity Centre	Approved 16/11/2006

Surrounding Land

- 2.4.3. A review has been undertaken of the planning history of the land immediately surrounding Dayhouse Quarry. As Table 2-3, below, evidences, the planning history for the surrounding land is limited to minor development, such as conversion and extension of existing buildings, with some larger agricultural barns created to the west of the wider site.

Table 2-3 Planning history for surrounding land

Application Reference	Address	Proposal	Decision
P0184/19/FUL	St Georges, Tidenham, Chepstow, NP16 7JF	Erection of a two-storey garage including alterations to existing driveway and landscaping	Approved 01/04/2019
PO275/18/FUL	The Coach House, Tidenham, Chepstow, NP16 7JF	Erection of a conservatory and the demolition of existing orangery	Approved 19/04/2018
P1661/14/FUL	Roseland, Tidenham, Chepstow, NP16 7JQ	Alterations and extensions to dwelling (Revised scheme)	Approved 09/12/2014
P1536/11/FUL	Claremont, Tidenham, Chepstow, NP16 7JF	Construction of 50kW photovoltaic installation and the erection of associated plant shed	Approved 13/09/2013
P0121/12/FUL	Tidenham House Lodge, Netherhope Lane, Tidenham, Chepstow, Gloucestershire, NP16 7JQ	Proposed single storey rear extension and single storey side extension	Approved 23/03/2012
P2091/10/FUL	Upper Lodge, Tidenham, Chepstow, NP16 7JF	Alterations and extension to a two-storey extension (Demolition of existing conservatory)	Approved 16/12/2010
P0516/10/FUL	White Cellar Cottage, Tidenham, Chepstow, NP16 7JQ	Alterations and extension to dwelling	Approved 14/05/2010
P1317/07/FUL	Tidenham Manor House, Tidenham, Chepstow, NP16 7JQ	Creation of new access	Approved 14/11/2007 Renewal 26/11/2010
P0816/06/FUL	Glen Usk, Tidenham, Chepstow, NP16 7JF	Erection of two storey and single storey side extension	Approved 18/07/2006
P0338/05/COU	Court Park, Tidenham, NP16 7LJ	Alterations to existing cart shed to create ancillary residential annexed accommodation. Erection of a detached coach house garage with storage/ home/ office above. (Existing septic tank drainage)	Refused 29/04/2005
P0321/04/LBC	Day House Farm, Tidenham, Chepstow, Gloucestershire, NP16 7LH	Listed Building Consent for the Conversion of an existing two storey barn into a live/work unit and a single storey building to create a live/ work unit.	Approved 13/05/2004
P0055/18/FUL	Day House, Tidenham, Chepstow, NP16 7LH	Conversion of agricultural barns and outbuildings into residential dwellings	Approved 23/04/2004

3. Proposed Development

3.1. Preface

- 3.1.1. This section of the Statement describes the Proposed Development, setting out an overview of the key components of this full planning application. Further details are provided within the application drawings. The description of development is:

‘Enhancement of the existing haul road and apron, and storage of excess material’

3.2. Application overview

- 3.2.1. The following sub-headings identify the components of the full planning application:

Rationale for Application

- 3.2.2. Technologies and equipment developed at the wider site will improve the understanding and preservation of the planet’s deep-water environments. The quarry provides a range of water depths which are ideal for testing various equipment. It is envisaged that these activities will commence later in 2022 upon the implementation of the permissions.

The Haul Road

- 3.2.3. The existing access to the water for vehicles and pedestrians is via a gravel track formed during the excavations of the working quarry. The access road has a concrete surface over a small length toward the northern end of the road, which feature steeper inclines. The existing road has a range of inclines measured to be between 1:40 and 1:6.
- 3.2.4. To improve the accessibility and safety of vehicle and pedestrian access to the water the proposals reduce the incline of the steeper portions of the existing access road, to provide a minimum of a 1:10 gradient. The proposed development of the access road also introduces a permanent & robust edge protection for the safety of both pedestrians and vehicles.
- 3.2.5. Improved safety of the route is achieved via a purpose-built road, of varying widths no smaller than 7.25m, that include a drainage channel of 0.3m and rock catchment zone of 1.0m. A rough finish to the concrete road surface will provide grip for vehicles. The surface material of the haul road will be constructed from concrete that will ensure that a paved and hard-wearing surface is provided that will mitigate noise and vibration effects associated with use of vehicles.

- 3.2.6. Pedestrian access is to be separated from vehicles by providing a raised route delineated by robust edge protection sitting 0.6m above the road surface. A service trench located underneath the pedestrian path provides distribution of services to the new quay. Regular, low-level lighting is to be integrated into the pedestrian route to ensure safe movement across the site.
- 3.2.7. A re-profiling of the quarry access road is proposed to reduce the inclines of the existing road, in particular to the lower half of the road, creating a safer vehicle access. Re-profiling of the road will involve excavation and in-filling of sections of the road.

The Apron

- 3.2.8. The site features an existing concrete slipway located at the foot of the quarry access road, currently used for the launching of boats onto the water. Also located at the foot of the access road is a movable ramp connecting to the pontoons.
- 3.2.9. The proposals including the construction a new quay with integrated slipway at the foot of the access road, replacing the current slipway and forming a safe and stable surface for activities to take place at the water's edge and enabling safe access to the water. The proposed new quay will create a safe environment for people accessing the water. A new slipway is located to the northern end of the proposed quay.
- 3.2.10. The new quay will include space for shipping container storage, housing equipment required for water-based activities. This alleviates the need to regularly transport equipment up and down the quarry access road.
- 3.2.11. A pivoting davit arm located on the north-east corner of the quay will improve deployment of equipment to the water body. Pontoons could be attached to the new quay, accessed from a sliding / pivoting ramp, giving more secure options for access to the water compared to the existing provision.
- 3.2.12. Part of the apron will also comprise of a jack up barge with an adjustable level, allowing people and equipment to be submersed into and raised from the water safely and easily.
- 3.2.13. The quay is sized so to allow vehicles, such as a car with a trailer, to turn on the level surface of the quay, before launching a boat from the slipway. The waterside perimeter of the quay will include a removable balustrade height barrier giving edge protection, while furnished with gates to allow ready access to the water.

Excess Material

- 3.2.14. The quantum of cut and fill material resulting from the enhancement to the haul road has been calculated and the quantum of cut material will exceed the fill. As such, it is proposed to use the land in the north-east of the application site for the temporary storage of the excess material. In time and subject to obtaining the necessary consents, this material would be reused on the wider site – rather than exporting the

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material off site now to then import the same, or similar material, in the future. The height of the stored material will be less than 1.55m and will not be visible from public viewpoints.

4. Planning Policy Context

4.1. Preface

4.1.1. This section of the Statement details the most relevant national and local planning policy context for the Site and Proposed Development. It identifies relevant planning and land use documents which have informed and guided the haul road, apron and excess material storage from the outset to ensure compliance and against which it will be assessed. This section does not attempt to be exhaustive, and inclusion or omission does not necessarily indicate the importance or weight to be applied in the planning balance.

4.2. National planning policy

National Planning Policy Framework (July 2021)

4.2.1. The National Planning Policy Framework (NPPF) was revised in July (2021) and is the framework for the Government's planning policies for England. Section 2 of the NPPF (Achieving Sustainable Development) states that the "*purpose of the planning system is to contribute to the achievement of sustainable development*". Economic, social and environmental objectives must be delivered through the preparation and implementation of plans.

4.2.2. The NPPF includes a presumption in favour of sustainable development where applications either accord with an up-to-date development plan or where the benefits of the proposal outweigh any adverse effects.

4.2.3. Section 6 ("Building a strong, competitive economy") has an important introductory statement:

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future (paragraph 81).

4.3. Gloucestershire County Council

4.3.1. In addition to the local planning policies adopted by the Forest of Dean (see later), Dayhouse Quarry is also situated within the county of Gloucestershire and subject to their policies. However, these policies largely relate to minerals and waste matters, as well as other matters such as public rights of way.

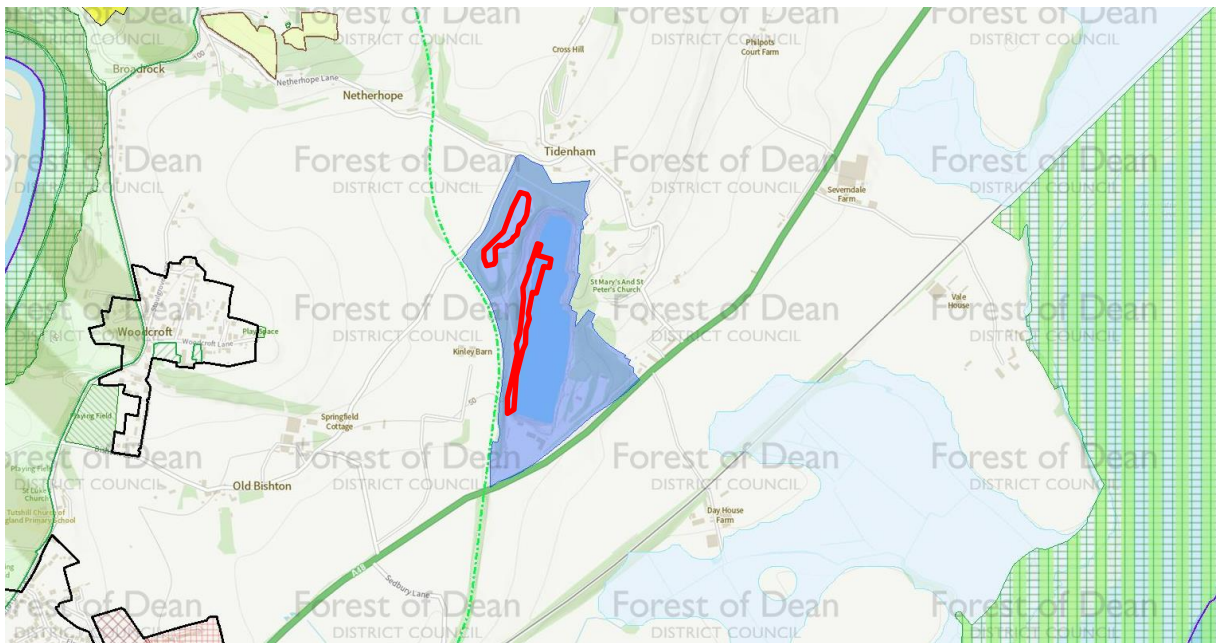
4.4. Forest of Dean District Council




4.4.1. The Forest of Dean Core Strategy was adopted in 2012 and sets an overall vision on how the district and places within it should evolve until 2026. Alongside the Core Strategy there is the Forest of Dean Allocations Plan which was adopted in 2018 and shows how the core strategy will be implemented and provides detailed policies, including settlement boundaries and site allocations. It is important, therefore, to consider both documents.

4.4.2. As shown in Figure 4-1, below, which combines the designations within the Core Strategy and Allocations Plan, the Site:

- Comprises of a Mixed Employment, recreation and tourism designation; and
- Adjacent to a designated cycle path (Wye Valley).

Figure 4-1 Forest of Dean Core Strategy 2012 & Allocations Plan 2018



Forest of Dean Core Strategy 2012 & Allocations Plan 2018					
	Mixed Employment – Recreation & Tourism (policy AP23)		Cycle Paths (policy AP29)		Application Site Area

Forest of Dean Core Strategy

- 4.4.3. The Forest of Dean Core Strategy sets out an overall vision on how the district and places within it should evolve. It also includes strategic objectives for the area, focusing on key issues, as well as a strategy for the delivery of these objectives, setting out where, when and by what means development will be delivered. The policies within the Core Strategy frame all of this and the following policies are considered to be relevant to the principle of the Proposed Development.
- 4.4.4. Policy CSP.1 (Design and Environmental Protection) notes that the important characteristics of the environment must be considered in the design and construction of new developments. The design and construction of new development should conserve and preserve important characteristics and *‘demonstrate an efficient use of resources’* which respects *‘the wider natural corridors and other natural areas, providing green infrastructure where necessary’*.
- 4.4.5. CSP.2 (Climate Change Adaption) considers the impact of new developments on Climate Change. The Policy states that Water management, Heating and cooling, and Biodiversity matters should be addressed in an *‘integrated way, demonstrating that one element benefits another’*. New developments must ensure that their design and layout reduce the impacts of climatic change.
- 4.4.6. Policy CSP.4 (Development principles) outlines that new development should take place within the existing settlement boundary. Exceptions to this may include new building for employment uses on the edge of settlements with areas outside of settlement boundaries being treated as the open countryside. However, the designation within the Allocations Plan is considered to provide a framework for development in this location.
- 4.4.7. Policy CSP.7 (Economy) is a key policy to consider the change of use and development of Dayhouse Quarry. The policy seeks to encourage new and diverse types of employment, providing that they are justifiable in terms of the settlement hierarchy and policy CSP.4. The policy provides priority for certain forms of development, including where they *“sustain the development of key economic sectors or clusters, including knowledge-based enterprises and tourism; and support the development of growth sectors”*.

Forest of Dean Allocations Plan

- 4.4.8. The Forest of Dean Allocations Plan looks to 2026 and provides policies and maps which identify specific areas of land, whether for protection or for development. The Allocations Plan seeks to ensure that the development as envisaged is for the benefit of the District.
- 4.4.9. Dayhouse Quarry comprises of a Mixed Employment – recreation & tourism designation (Policy AP23 – National Diving and Activity Centre, Tidenham). The policy



supports “*the further development and intensification of the National Diving and Activity Centre at Tidenham for diving related activities and for compatible tourism and recreation (including accommodation)*”. The policy includes several requirements, as per:

Table 4-1 Forest of Dean Allocations Plan extract

Subject	Requirements
Access for vehicles	From A 48 in current location
Access connections	Via main entrance and as appropriate for walking/cycling (can access disused railway)
Open space	As part of in site landscaping
Landscaping	Within site
Features on site	Additional development is expected to relate to the uses and features on the site but may include diversification and provision for example of general accommodation.
Special requirements	No special requirements of development but should accord with an agreed masterplan (taking full account of landscape, biodiversity and any potential flooding problems) prepared by the developer. Note: Major development proposals should be supported by transport assessment and green travel plans

- 4.4.10. Policy AP.1 (Sustainable Development) states that the main consideration in assessing planning applications is ‘*whether or not the development proposed is sustainable with the overall aim of improving the economic, social and environmental conditions of the area*’.
- 4.4.11. Policy AP.4 (Design of Development) outlines the expectation that new development will be of high-quality design. The policy states that new development should establish a strong sense of place, be visually attractive and contribute to environmental enhancement. Additionally, consideration should be taken to local distinctiveness, character and history while adopting an inclusive approach to design.
- 4.4.12. Policy AP.7 (Biodiversity) presents that development proposals should provide net biodiversity gains whereby protected and priority species or habitats are evident, unless demonstrated that no enhancement options exist. Ecological networks must also be safeguarded.

Emerging Local Plan

- 4.4.13. The Forest of Dean District Council is currently preparing a new Local Plan which will replace the existing plan. The Local Plan will: set out how the Forest of Dean will develop over the next 20 years to 2041; help deliver new homes and jobs; and safeguard valuable environmental assets.

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- 4.4.14. The new Local Plan will allocate land for new housing and employment, to provide for the future needs of local communities. It also sets limits to the extent to which towns and villages can grow into the surrounding countryside. The new Local Plan will include a strategy on how to protect valued places, like historical buildings, parks and town centres. It will also guide the design of new places so that they are pleasant, attractive and respond to local needs.
- 4.4.15. Representations have been submitted on the Local Plan Call for Sites that Dayhouse Quarry returns to its former employment land use.

5. Assessment

5.1. Preface

5.1.1. Having described the Site, outlined the Proposed Development, and presented the relevant national and local planning policy, this section assesses the Proposed Development against the identified key issues and other material considerations relevant to this full planning application.

5.1.2. The key considerations in respect of the Proposed Development are considered to be:

- Principle of development;
- Ecology;
- Transport;
- Ground conditions;
- Noise;
- Landscape & Visual; and
- Sustainability – Waste Minimisation Statement.

5.1.3. Taking each of the above key issues in turn, each section, where necessary, provides a high-level overview of the prevailing national and local planning policy context.

5.2. Principle of development

5.2.1. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development has three overarching objectives, which are economic, social and environmental. These objectives are delivered through both plan making and decision taking. So that sustainable development is pursued in a positive way, at the heart of the NPPF is the presumption in favour of sustainable development.

5.2.2. For decision taking, the presumption in favour of sustainable development means “*approving development proposals that accord with an up-to-date development plan without delay*”.

5.2.3. With regard to the Allocations Plan, the Site is designated as ‘Mixed Employment – recreation & tourism (Policy AP23 – National Diving and Activity Centre, Tidenham)’. The policy text supports “*the further development and intensification of the National*

Diving and Activity Centre at Tidenham for diving related activities and for compatible tourism and recreation (including accommodation)”.

- 5.2.4. The Proposed Development is an initial step towards returning Dayhouse Quarry to a primarily employment site creating jobs and investment. The proposed works will allow access to the water to allow the testing of marine engineering equipment, which is part of a wider objective to understand better the marine biology of the oceans.
- 5.2.5. The Proposed Development is consistent with the “employment” aspects of the adopted Local Plan though not related to tourism and recreation but moving towards a range of activities including research, manufacturing, storage, diving, office and overnight accommodation.

5.3. Ecology

- 5.3.1. The NPPF, at paragraph 170, requires that development proposals contribute to and enhance the natural and local environment by, inter alia, protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils.
- 5.3.2. Policy AP.7 (Biodiversity) of the Core Strategy states that development proposals should provide net biodiversity gains whereby protected and priority species or habitats are evident, unless demonstrated that no enhancement options exist.
- 5.3.3. Policy CSP.1 (Design and Environmental Protection) of the Core Strategy notes that the important characteristics of the environment must be considered in the design and construction of new developments. The design and construction of new development should conserve and preserve important characteristics and ‘*demonstrate an efficient use of resources*’ which respects ‘*the wider natural corridors and other natural areas, providing green infrastructure where necessary*’.
- 5.3.4. A Preliminary Ecological Appraisal undertaken on the Site has not identified any habitats or species that would be affected by the Proposed Development. The existing haul road and apron are characterised as bare ground with some scattered scrub on the man-made berm between the road and the western face of the quarry. The proposed location for the spoil stockpile is also bare ground and has been sited appropriately so not to be in proximity to any continuous or dense scrub.
- 5.3.5. The existing condition of the Site and precautionary approach to locating the Proposed Development has been undertaken to ensure that no adverse effects on ecology are expected to arise from the Proposed Development.

5.4. Transport

- 5.4.1. The NPPF seeks to ensure transport issues are considered from the earliest stages of plan-making and in development proposals to ensure potential effects are addressed and opportunities are identified and pursued.

- 5.4.2. The NPPF states, at paragraph 109, that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 5.4.3. Gloucestershire's Local Transport Plan 2020-2041 sets out how a resilient transport network can enable sustainable economic growth by providing travel choices for all, thereby making Gloucestershire a better place to live, work and visit.
- 5.4.4. As identified within the submitted Transport Statement, the Proposed Development will not have any material impact on the highway network, including the adjacent A48 and Public Rights of Way. Furthermore, the Proposed Development will not have a material impact on traffic flows and junction capacity to affect the Site access or surrounding highway network.

5.5. Ground conditions

- 5.5.1. Paragraphs 178 and 179 of the NPPF specifically relate to ground contamination and seek, amongst other matters, to ensure that planning decisions are taken such that a site is suitable for its proposed use taking account of ground conditions and any risks arising.
- 5.5.2. Policy CSP.1 of the Core Strategy ensure that development appropriately considers and responds to matters related to ground conditions and contaminated land.
- 5.5.3. As identified in the Phase 1 Ground Conditions report submitted with this application, a methodology and approach has been set out in respect of how the cut and fill material has been quantified and how it will be processed and managed. This approach is reflected, in part, within the Waste Minimisation Statement, as noted below.

5.6. Noise

- 5.6.1. The NPPF seeks to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of, inter alia, noise pollution (paragraph 174).
- 5.6.2. Furthermore, in paragraph 185, it notes the need to mitigate and reduce to a minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life (in line with the Noise Policy Statement for England).
- 5.6.3. The Proposed Development seeks to enhance the existing infrastructure on Site whilst also managing responsibly excess materials. Whilst there may be some minor adverse effects in respect of noise during construction, these effects can be effectively managed and controlled by a construction management plan. Noise effects during operation will be similar, or possibly less than, the effects arising from the current consented activities on the Site.

5.7. Landscape & Visual

- 5.7.1. Paragraph 130 of the NPPF requires that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding landscape setting, whilst not preventing or discouraging appropriate innovation or change.
- 5.7.2. The vision for the Core Strategy states that “*the quality of the countryside and the built environment will be maintained through the careful promotion of the economy, and safeguarding of the landscape*”. Policy CSP.1 of the Core Strategy requires new development to take account of important characteristics of the environment, including the effect of the proposal on the landscape.
- 5.7.3. The Proposed Development includes the storage of excess material on the Site in the north-eastern corner of the Site. This bund will be circa 1.55m high over a 0.7ha (assuming a worst-case scenario for the quantum of excess material). Noting the relatively minimal height of the bund and the surrounding topography and vegetation, the bund will not be visible from the cycleway to the public vantage points.

5.8. Sustainability – Waste Minimisation Statement

- 5.8.1. The NPPF encourages sustainability through its overarching presumption in favour of sustainable development. At a local level, development plan documents repeat the NPPF’s approach in promoting a presumption in favour of sustainable development. Several policies seek to ensure sustainability is integrated into the building design and operation.
- 5.8.2. Policy AP.1 (Sustainable Development) of the Core Strategy states that the main consideration in assessing planning applications is ‘*whether or not the development proposed is sustainable with the overall aim of improving the economic, social and environmental conditions of the area*’.
- 5.8.3. Appendix A of this Statement includes a Waste Minimisation Statement which reflects the Forest of Dean’s validation checklist (2017) and supports the rationale for retaining the spoil on site, rather than exporting it off-site. This has the dual benefits of reducing vehicle movements to and from the Site during construction works, but also ensuring that the Site is resource efficient and makes the best use of its infrastructure.

6. Conclusion and Planning Balance

- 6.1.1. The Site is part of a former quarry and identified with the Local Plan for employment use albeit focused upon diving activities recognising its more recent activities. The Proposed Development seeks to enhance existing infrastructure on the Site, whilst also sustainably managing the resources arising.
- 6.1.2. The proposed improvement of the existing haul road and apron will enhance the facilities and services already on the Site and allow for safer movement of people and vehicles. The spoil arising from the enhancement of the haul road is to be temporarily retained on Site whilst uses for it are established (and agreed with the Forest of Dean District Council) in due course.
- 6.1.3. This application has assessed the principle of the Proposed Development and any likely effects in respect of trees, landscaping, ecology, transport, ground conditions, noise, landscape and visual and sustainability and consider all to be acceptable and in accordance with the relevant national, regional and local planning policy.
- 6.1.4. The Proposed Development has been assessed to comprise a sustainable form of development and accords with an up-to-date development plan. Therefore, the Proposed Development benefits from the presumption in favour of sustainable development and can be found to be acceptable by the Forest of Dean District Council.

Appendix A – Waste Minimisation Statement

Policy Context

Waste management in the UK is primarily regulated under The Waste (England and Wales) Regulations 2011 which sets out the following key objectives: to protect the environment and human health by preventing or reducing the generation of waste, the adverse impacts of the generation and management of waste, and by reducing overall impacts of resource use and improving the efficiency of such use.

The Resources and Waste Strategy for England 2018 lays out several aims and actions to be taken to preserve natural resources, minimise waste, promote resource efficiency and move towards a circular economy. The document has many ambitions in line with the Government's 25 Year Environment Plan. The targets include:

- The proportion of municipal waste sent to landfill to be 10% or less by 2035;
- A 65% recycling rate (by weight) for municipal solid waste;
- Legislation for mandatory separate food waste collections by 2023; and
- Eliminate avoidable waste of all kinds by 2050.

Gloucestershire Waste Core Strategy adopted in 2012 sets out five strategic objectives in relation to waste management across the county: reduction; Reuse, recycling and composting; other recovery; disposal; and minimising impact.

Policy WCS2 on Waste Reduction requires that proposals for development requiring planning permission shall include a scheme for sustainable management of the waste generated by the development during construction and during subsequent occupation and incorporate the principles of waste minimisation and re-use. Specifically, the development should include measures to:

- Minimise, re-use and recycle waste; and
- Minimise the use of raw materials; and
- Minimise the pollution potential of unavoidable waste; and
- Dispose of unavoidable waste in an environmentally acceptable manner.

The primary target set out in the Core Strategy is to achieve at least 60% recycling and composting for household waste by 2020.

Gloucestershire County Council has a Supplementary Planning Document (SPD) on Waste Minimisation which supports the Core Strategy and provides guidance on how waste generated during the construction and operation of new developments can be effectively minimised with smarter use of construction materials and increased recycling.

The aspiration of the SPD is to divert 100% of construction/demolition waste from landfill. Any persons undertaking building works (including refurbishments) within the County need to consider the principles of waste minimisation.

Forest of Dean District Council has a limited amount of policy relating to waste management and all recycling and landfill diversion targets are set at the County level. The Local Plan is currently in development and the most up to date policy document is the Core Strategy, 2012. This contains two policies with the following references to waste:

- Policy CSP.1 - Design and environmental protection:

“Conservation of the environment should also be addressed through the careful management of waste, before, during and after the life of a building or other use.”

- Policy CSP.4 - Development at Settlements:

“All development should make good use of resources and should be designed so as not to lead to waste during construction or use”.

Waste Minimisation Statement

This WMS has been prepared in accordance with the guidelines set out in GCC’s SPD on Waste Minimisation which provides a checklist of the information that should be presented in a WMS for a development site of this scale, and the criteria that should be met. The WMS sets out how the Applicant has, and will, strive to reduce waste generation and increase recycling through the design, construction and operational phases of the development. Each of these is discussed below.

Planning and Design

Eliminating Waste through Scheme Design

As part of the works on site, the western haul road will be relevelled to enable access to a new platform apron at the base of the road and beside the lake edge. The cut and fill exercise that will take place to achieve this will give rise to a net cut volume of material of 3,320m³. This will be stockpiled on site with the intention to be reused elsewhere on site. The development of the apron, dependent on the final detailed design, may necessitate extending out over the lake and require use of this stockpiled material. The development of the eastern access road is also expected to require use of this stockpiled material as a subbase.

Commitments to Avoid Wastage

In order to reduce the amount of in-situ concrete works on site associated with construction of the new apron, the developer intends use precast concrete planks where possible.

Use of Recycled Content and Sustainably Sourced Materials

The Developer commits to using sustainably sourced materials where commercially available and that have a minimum of 10% recycled content (by value).

Construction

Estimated Waste Arisings

There would be no demolition works associated with the proposed development and construction waste is expected to be limited due to the nature of the works. There will however be an excess of cut volumes as discussed above. An overall net volume of spoil from the cut and fill exercise for the releveling on the western haul road is estimated at 3320m³ of material.

Auditing and Monitoring Procedures

The Waste Duty of Care Practice (November 2018) sets out practical guidance on how to meet waste duty of care requirements. It is issued under section 34(7) of the Environmental Protection Act 1990 (the EPA) in relation to the duty of care set out in Section 34(1) of that Act.

The Principal Contractor will audit waste carriers and disposal facilities and maintain documentary evidence that these requirements are being met. A register of waste carriers, disposal sites (including transfer stations) and relevant licensing details will be produced and maintained on site.

The Principal Contractor will formally record all waste movements from the site and continually review the type of surplus materials being produced and change the site set up to maximise reuse or recycling. Waste receptacles will also be monitored by the Principal Contractor to ensure that contamination has not occurred and results will be recorded.

Scheduled monitoring of environmental performance and formal compliance auditing will be conducted throughout the construction activities. The monitoring programme for the proposed development will include daily event and monthly based inspections. This WMS will be reviewed as part of this monitoring to ensure that targets are being achieved and that realistic solutions are provided for unplanned events or abnormal wastes.

There are three elements of importance when it comes to monitoring waste:

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- Compliance with Duty of Care;
- Monitoring waste production; and
- Monitoring waste route and destination e.g., reuse, recycling, waste to energy, landfill etc.

These three elements can be managed in several ways including simple spreadsheets that are either created in-house or are based on the WRAP templates, or via a sustainability reporting system. Waste monitoring will take place using the Principal Contractor's standard protocols.

The Principal Contractor will provide on-site training of appropriate separation, handling, recycling, reuse, and return methods to be used by all parties at all appropriate stages of the development. Toolbox talks will be carried out every month on waste issues and all sub-contractors will be expected to attend.

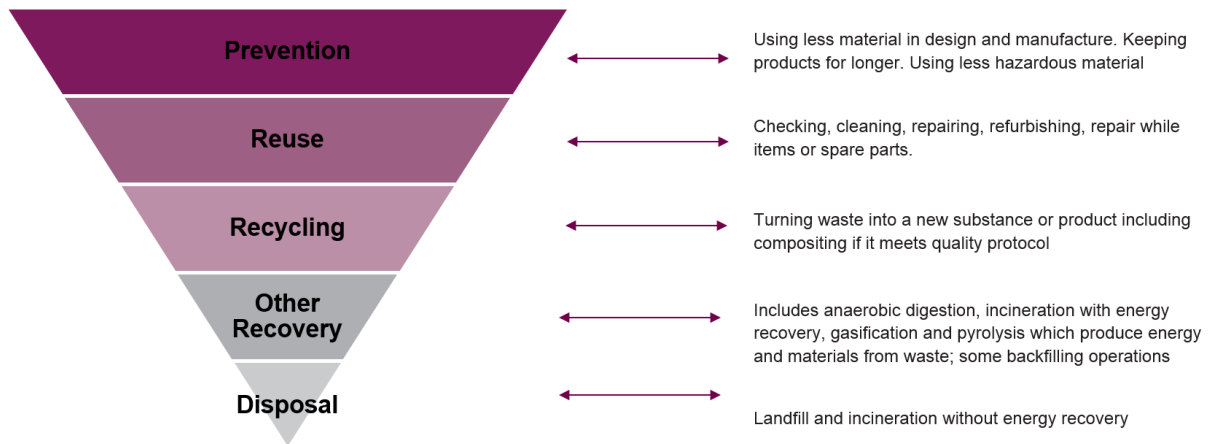
Waste Management and Re-Use

The Waste Hierarchy principles, as set out in the Waste Regulations 2011 and illustrated in Figure 1 below, will be implemented during the demolition and construction of the proposed development as follows:

- Waste will be, as far as possible, prevented or reduced at source;
- Where waste cannot be prevented, waste materials or products should be reused directly or refurbished and then reused on site. Excavated materials will be crushed and reused in the piling phase to reduce the amount of waste removed from site;
- Waste materials should be recycled or reprocessed into a form that allows them to be reclaimed as a secondary raw material and reused on site; and
- If waste cannot be prevented, reclaimed or recovered, it will be disposed of in a controlled manner at a licensed facility.

The design team, contractors and suppliers will be encouraged to minimise the amount of waste generated during the works.

Figure 1: Waste Management Hierarchy



All generated waste will be sorted for reuse, recycling or disposal. As set out previously, excavated materials may be re-used in construction of the haul roads, or further broken down as required for re-use structurally. Where materials cannot be re-used, an effort will be made to recycle or reuse elsewhere as much of the materials as possible. Any clean excavated material that cannot be reused on-site will be removed by licensed waste carriers and ideally be sent for reuse at another development site.

Waste will be stored in covered skips within a designated area of the construction compound. The construction phase will run on a 'just-in-time' basis, with materials being removed from site as required.

Waste will be segregated into the following, where practicable and feasible:

- Recyclable Materials – Wood, Metals, Paper/Cardboard, Glass, Plastic;
- Plasterboard;
- Batteries;
- Aerosols;
- General Waste;
- Hazardous Solid Wastes; and
- Hazardous Liquid Wastes.

The following waste management procedures will be implemented:

- All skips will be enclosed and lockable to ensure no waste is allowed to escape;

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- All containers for waste storage shall be clearly labelled using a colour coding system so that users know what wastes can be placed in each container;
- All waste containers will be sited at least 20m away from watercourses, ditches and other areas of environmental sensitivity;
- Liquid wastes will be stored in containers and stored within a suitable bunded area, or otherwise provided with secondary containment;
- Portable toilet facilities on site (Portaloos etc) will be emptied by the facility provider as per their service agreement;
- Fly-tipping of waste will be prohibited. Should waste be fly-tipped onto the site, the Principal Contractor has a 'Duty of Care' to ensure it is dealt with safely and disposed of correctly even though not the producer of the waste; and
- No burning of any waste will be permitted on site or at the site compound/storage areas.

Hazardous Wastes

Hazardous wastes are not anticipated to arise from the proposed development. However, small quantities of hazardous waste may consist of, but not limited to:

- Car park tarmac;
- Metals containing hazardous substances;
- Asbestos containing materials;
- Mastic tubes whether partially or fully used;
- Oil based paint tins;
- Oil/fuel/chemical spill clean-up materials such as spill granules, rags etc;
- Oily water built up in drip trays under small generators, shuttering oil drums etc;
- Timber joists treated with hazardous chemicals pre-2008;
- Fluorescent light tubes;
- Refrigerant gases; and
- Any identified Control of Substances Hazardous to Health (COSHH) items.

Where any hazardous waste is to be handled for disposal this shall be carried out in accordance with developed risk assessments, and where a potential hazardous waste

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cannot be identified then a waste management company or consultant will be employed to determine what the substance is, the required control measures for handling it, means of transportation and method of disposal.

All identified hazardous waste will be removed and placed into separate secure and sealed waste bins/skips which will be located within their own designated area within the construction compound, which is restricted from public access through the use of hoarding. Separate containers will be provided for each type of hazardous waste.

When transferring waste offsite, the site will ensure that for hazardous waste a Hazardous Waste Consignment Note will be completed for all movements of waste. HWCNs will be completed in line with the template provided by the Environment Agency.

Operation

The proposed development, which comprises the construction of a main haul road and apron on the western quarry edge and a new access track to the east quarry face and circular staircase down to the lake level does not introduce any new commercial, residential, or industrial uses on site and would not generate any operational waste in itself, nor increase the existing waste volumes generated at the site.

Refuse generated from the existing operation of the site would continue to be segregated, with separate receptacles for recyclable waste, food waste and residual waste, which is collected on a regular basis by the Local Authority. The proposed development would not alter the existing operational waste management arrangements with regard to segregation and collection, and access for waste collection vehicles.