

6 March 2026

The Savills logo consists of the word "savills" in a lowercase, red, sans-serif font, positioned on a bright yellow rectangular background.

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By email only

Dear Mr Oliver

**APPEAL 6002440: Canford EfW CHP Facility  
Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA  
Regulations”)**

On 20 February 2026, the Planning Inspectorate, on behalf of the Secretary of State, issued a letter to Savills (UK) Ltd as agents for MVV Environment Limited (the Appellant) in respect the above appeal in relation to the appeal.

The appeal refused planning application was accompanied by an Environmental Statement (ES), prepared in accordance with the EIA Regulations.

The letter from the Secretary of State raised queries in relation to the ES and identified requests for further information or clarification, pursuant to Regulation 25 of the EIA Regulations.

The matters raised can be summarised as follows:

- Provide justification as to why the baseline data presented in the ES aspect chapters from 2022 is considered to remain representative of the current state of the environment, and why the relevant ES assessment conclusions are considered to remain valid, or provide updates to the baseline data and assessment findings for the following ES aspect chapters: 6 (Air Quality), 7 (Climate Change), 8 (Ecology and Nature Conservation), 11 (Hydrology), 12 (Landscape and Visual), 13 (Noise and Vibration) and 15 (Traffic and Transport).
- Provide a revised non-technical summary (NTS) incorporating all of the elements referred to above.

**The Appellant’s response**

This letter outlines the two approaches the Appellant proposes to take to address the comments raised and then takes each topic in turn to outline which approach will be adopted.

- 1) For those areas where it is considered that the baseline material presented in the 2022 ES and the 2024 ES Addendum remain an accurate representation of the baseline environment, this is detailed in

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the sections below and supported by an appendix to this letter setting out this position from the relevant technical lead.

- 2) For those areas where, upon review, it is agreed that it would be appropriate to update the baseline information, the sections below set out the proposed approach to providing an update to the ES on a topic by topic basis. The Appellant can confirm that an ES Update will be submitted to the Planning Inspectorate by no later than 1<sup>st</sup> May 2026.

Noting that when the information is required by Regulation 25 in relation to a public inquiry the EIA Regulations (Regulation 25(2)) do not require publicity for further or additional information submitted, the Appellant intends that the information be publicly available. This will be from no later than 1 May 2026 and following the general approach set out in Regulations 25 (3), (4) and (8). We will liaise with BCP Council as local planning authority as appropriate regarding publicity. The intention is for 30 days of publicity to have been completed prior to the commencement of the Inquiry.

### **6: Air Quality**

The Air Quality work for both the 2022 ES and 2024 ES Addendum was undertaken by Gair Consulting, this review has been undertaken by the same team.

Having reviewed the matter, Gair Consulting has highlighted that for the majority of pollutants, baseline concentrations will have decreased as there will be improvements in the vehicle fleet. However, conversely, ammonia may have increased as ammonia is emitted from vehicle catalytic converters. It is proposed to undertake a comparison of data used in the EIA with more recent data for health and habitat receptors, but not to undertake new modelling or redo the ES chapter. The outputs of this work would be presented as part of the 1<sup>st</sup> May ES update.

### **7: Climate Change**

The climate change work for the 2022 ES was undertaken by Savills and has been reviewed by the same team.

It is not considered necessary to update most of the baseline. Whilst there will have been some movement in some of the datasets used, the effects of these on the conclusion would be slight.

The Appellant may offer further evidence of the alternative future baseline of waste treatment at alternative EfW facilities, as an addendum to the existing ES chapter. In that case, this further information would be provided as part of the 1<sup>st</sup> May ES update.

### **8: Ecology and Nature Conservation**

The ecology work for the 2022 ES and the 2024 ES Addendum was undertaken by Environmental Dimension Partnership Ltd (EDP), this review has been undertaken by the same team.

EDP has identified that there is a need to update the survey information and sHRA, and update surveys commenced in autumn 2025. The survey work and reporting had been timed to be ready in advance of the appeal hearing commencing 2<sup>nd</sup> June 2026.

The Appellant now proposes to update the ES baseline in relation to ecology as part of the May ES update to be published no later than 1<sup>st</sup> May 2026. By this date, the majority of the update survey work will be complete and the update will offer precautionary preliminary conclusions in relation to bats, Great Crested Newts eDNA and habitats relevant to the sHRA. The Appellant and EDP believe that this will provide a robust basis to present conclusions, as a large number of the update surveys will have already been concluded and there is no evidence of significant habitat change. Where reporting is outstanding for the May 1<sup>st</sup> ES update, the Appellant can confirm that all survey reports will be finalised and issued to the Planning Inspectorate prior to the commencement of the Inquiry with a confirmation on the conclusions to the assessments.

### **11: Hydrology**

The hydrology work for the 2022 ES was undertaken by Waterman. The key technical personnel who authored the work have now moved to Ridge and Partners LLP (Ridge). This review has been undertaken by Ridge, using the original technical personnel for the project.

Ridge has confirmed there has been no actual change in risk of flooding to the site or the appropriateness of the proposed mitigation measures.

The national SuDS standards have been updated since the submission of the application which constitutes updated guidance rather than baseline information.

On this basis, the Appellant does not propose to update the baseline, this is confirmed by the letter from Ridge attached.

### **12: Landscape and Visual**

The Landscape and Visual work for the 2022 ES and 2024 ES Addendum was undertaken by EDP. Landscape and Visual work moving forward is being led by Pegasus Group.

The ES baseline will be amended to take into account the Knighton Lane housing development which had not commenced construction at the time of the previous work. Such modifications to the ES's findings as come from this amended baseline will be included in the 1<sup>st</sup> May ES update.

### **13: Noise and Vibration**

The noise and vibration work for the 2022 ES was undertaken by South Downs Environmental Consultants, now RWDI South Downs, this review has been undertaken by the same team.

On the basis of the review of submitted information, it is proposed to update the noise baseline levels and re-present these as part of the 1<sup>st</sup> May ES update. An assessment of noise levels at publicly accessible locations proximate to the EfW CHP Facility location will also be included.

### **15: Traffic and Transport**

The Traffic and Transport work for the 2022 ES was undertaken by Paul Basham Associates, this review has been undertaken by the same team.

Paul Basham Associates consider that the traffic surveys used and presented as part of the ES baseline are still applicable and robust for use to be considered through the Appeal procedure. This is confirmed in the attached letter.

Regarding the Knighton Lane housing development, the Appellant confirms that this is a matter for Chapter 8: Landscape and Visual only. This is because at the time of the previous baseline work, the housing development had not been built. However, sufficient information about this development was available for it to be properly taken account of in other sections of the ES including Chapters 6 (Air Quality), 13 (Noise and Vibration) and 15 (Traffic and Transport) above.

### **Non-Technical Summary (NTS)**

In order to address the concerns raised by the Planning Inspectorate and to ensure that the NTS provides sufficient clarity, a review of the published NTS will be undertaken. On completion of the review, additional text will be added to those topic sections identified above, either to confirm the accuracy of the existing baseline and assessment or to update where the baseline is being reviewed. The changes will also be explained in an introductory paragraph to enable the reader to clearly understand the implications.



This NTS update will be provided alongside the ES Update and will be submitted to the Planning Inspectorate and made available for consultation by no later than 1<sup>st</sup> May 2026.

I trust that the information set out above and appended to this letter, sufficiently addresses the points raised within the Planning Inspectorate's 20 February 2026 letter.

Yours sincerely

*Rob Asquith*

**Rob Asquith**  
Director

*Enclosures:*

Ridge and Partners LLP Regulation 25 Response letter  
Paul Basham Associates Regulation 25 Response letter

## CANFORD RESOURCE PARK

VERSION	DATE	PROJECT NUMBER AND NAME	CREATED	CHECKED	REVIEWED
1.0	06/03/2026	502822232901 – Canford Resource Park	SW	SW	SW

### 1. INTRODUCTION

- 1.1.1. Ridge and Partners LLP have been commissioned to support in producing additional information requested by the Planning Inspectorate (PINS) in relation to a proposed Carbon Capture Retrofit Ready (CCRR) Energy from Waste Combined Heat and Power (EfW CHP) Facility at Canford Resource Park (CRP), planning reference APP/23/00822/F.
- 1.1.2. The primary aim of this document is to review changes to the baseline flood risk data used to produce Chapter 11 (Hydrology) of the Environmental Statement and assess whether the conclusions of the chapter remain valid.
- 1.1.3. The EA’s Flood Maps have been updated (NaFRA2) since the submission of the planning application. These updates relate to the Flood Map for Planning (i.e. Flood Zones 2 and 3), Rivers and Sea mapping (which now includes climate change extents), and the Risk of Flooding from Surface Water Mapping.
- 1.1.4. There has been no additional information made available in relation to the risk of flooding from groundwater flood risk or artificial sources since the planning application.
- 1.1.5. This technical note will therefore focus on fluvial and surface water flood risk by:
  - Reviewing the baseline conditions as reported in the ES Chapter;
  - Presenting the latest flood risk information available; and
  - Assessing whether the updated baseline information changes the baseline conditions or conclusions reported in the ES Chapter.

### 2. BASELINE FLOOD CONDITIONS - ES CHAPTER

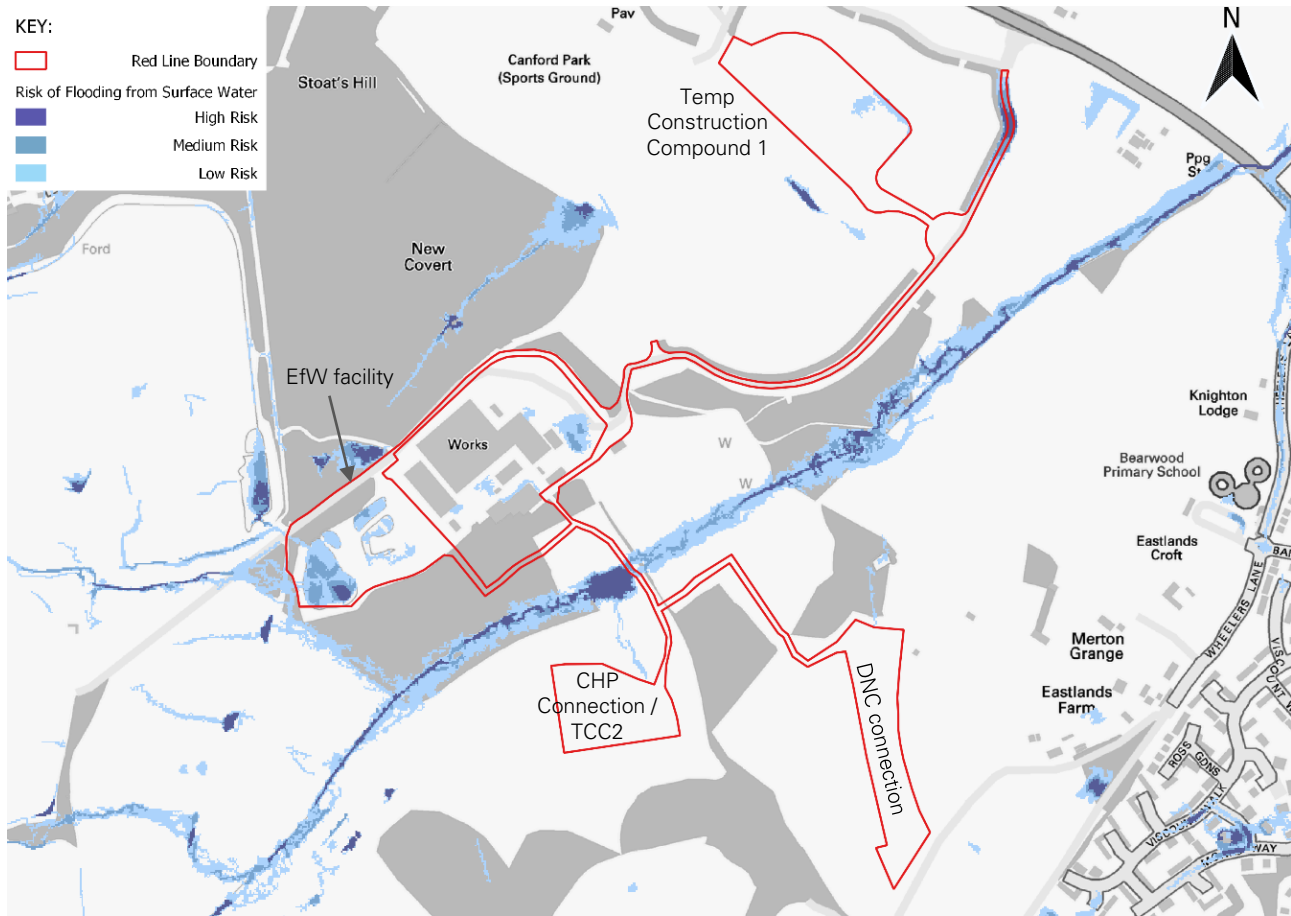
#### 2.1. Fluvial Flood Risk

- 2.1.1. Proposed development is entirely within Flood Zone 1.

#### 2.2. Surface Water

- 2.2.1. The EA Surface Water Flood Maps show various areas at risk of surface water flooding between very low (less than 0.1% annual probability) and high risk (greater than 3.33% annual probability), see Figure 1.

Figure 1: ES Chapter Risk of Flooding from Surface Water



2.2.2. A summary of the surface water flood risk conditions as reported in the ES chapter is provided in Table 1.

Table 1: Summary of Surface Water Flood Risk to Site Areas

SITE AREA	PROBABILITY	COMMENTS
EfW Facility	High, Medium, Low	Associated historic attenuation pond and ponding in areas of hardstanding.
TCC1	Low	
Site Entrance	High	150 – 300 mm of ponding within the road near the entrance to the site
Knighton Stream Crossing	Medium	150 – 300 mm of flooding where stream overtops the access track
TCC2 / CHP compound	Very Low	
DNC Compound	Very Low	

### 3. LATEST BASELINE FLOOD RISK INFORMATION

#### 3.1. Fluvial Flood Risk

3.1.1. The site remains entirely within Flood Zone 1. Therefore, the baseline fluvial flood conditions remain unchanged relative to those reported within the ES Chapter.

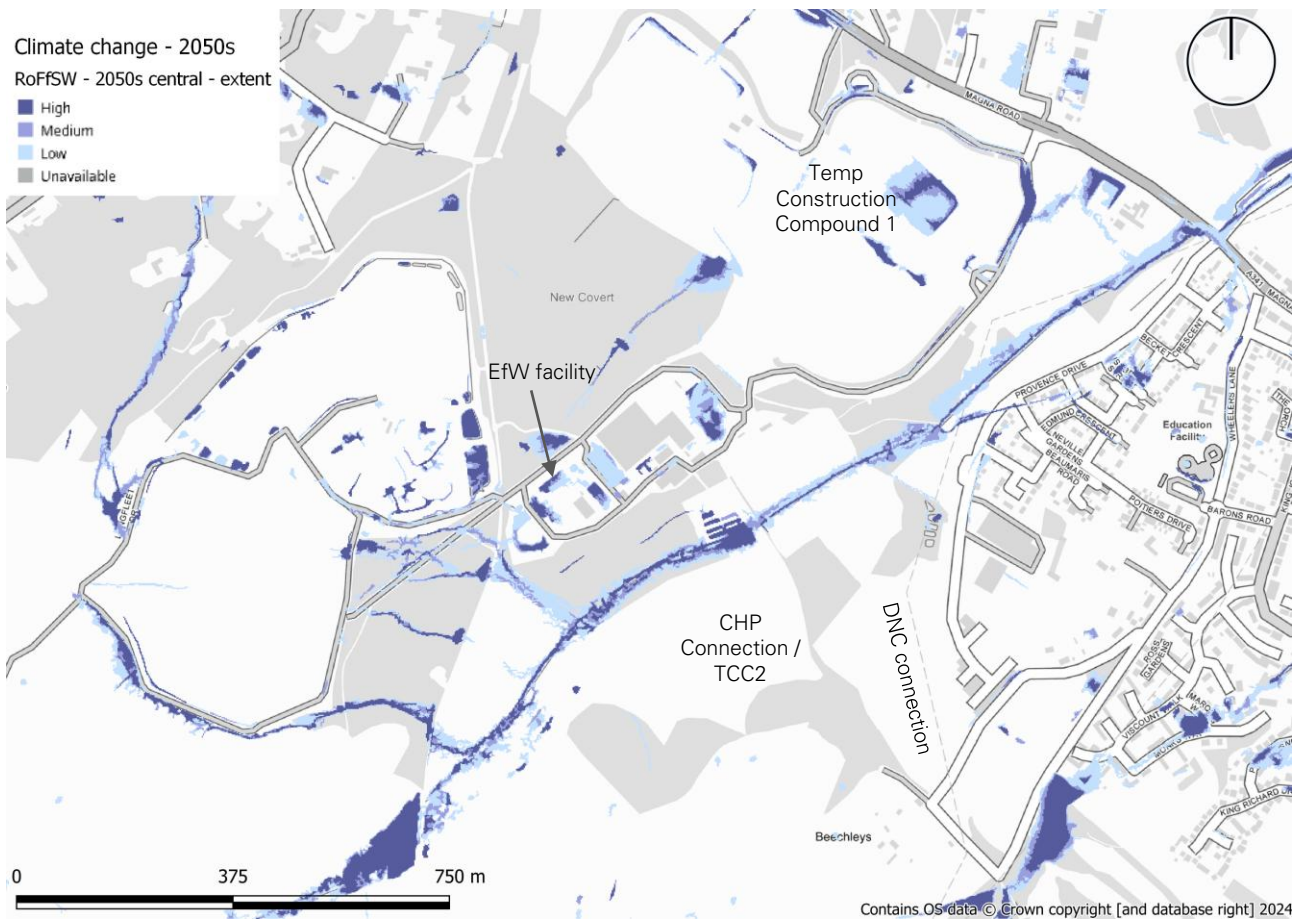
#### 3.2. Surface Water Flood Risk

3.2.1. As proposed development should be assessed for its entire lifetime, the site has been overlain with surface water mapping provided by the EA, which includes climate change allowances for the 2050s (2040-2060). This is the most appropriate information available to assess surface water flood risk. It should be noted that surface water flood risk may increase beyond 2060 which is not represented in this mapping.

3.2.2. It should be noted that the site was previously assessed against the present day risk of surface water flooding as climate change extents were not available at the time of the application.

3.2.3. The latest Risk of Flooding from Surface Water mapping is presented for the 2050's climate change scenario on Figure 2.

Figure 2: Risk of Flooding from Surface Water extents - Climate Change 2050's



3.2.4. The probability of flood depths exceeding 200 mm and 300 mm is shown on Figure 3 and Figure 4, respectively.

Figure 3: Risk of Flooding from Surface Water - Depths > 0.2 m - Climate Change 2050's

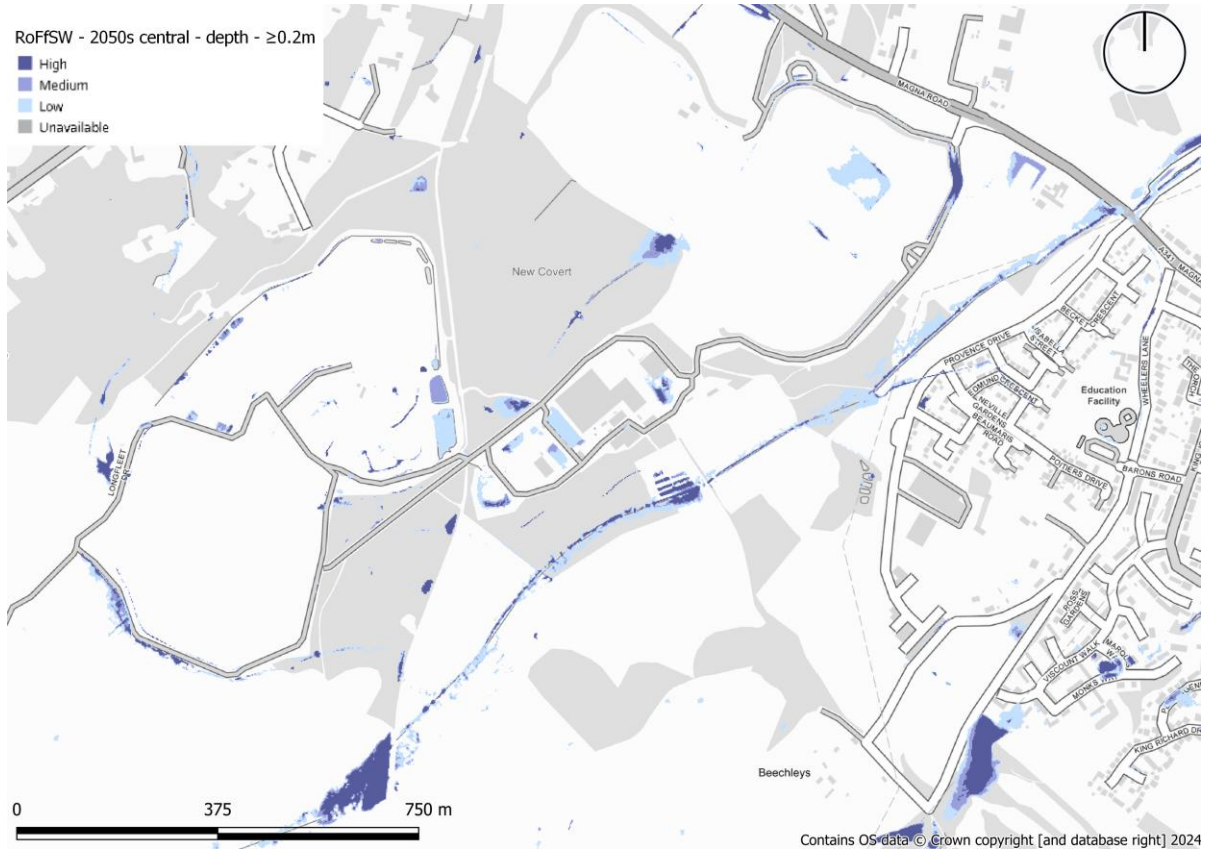
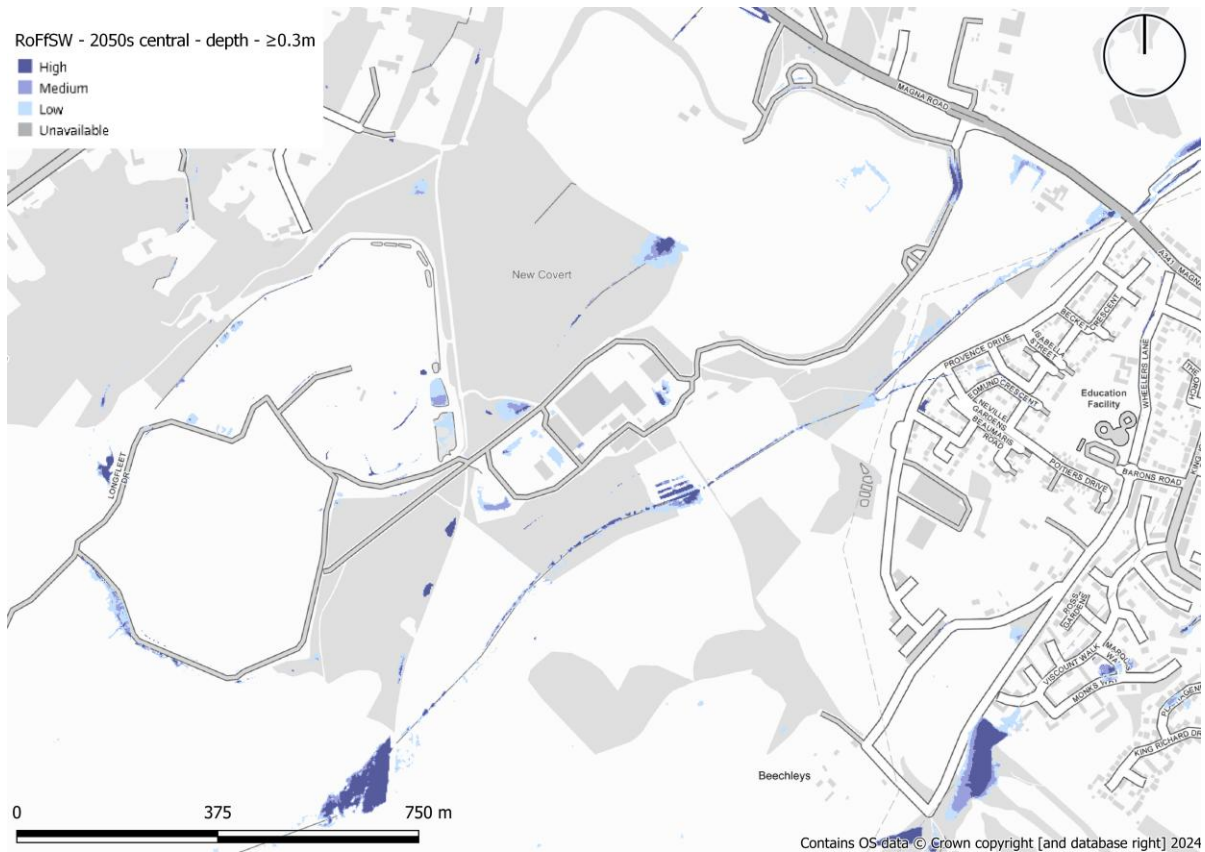


Figure 4: Risk of Flooding from Surface Water - Depths > 0.3 m - Climate Change 2050's



3.2.5. A summary of the surface water flood risk conditions based on the latest information is provided in Table 2.

*Table 2: Summary of Surface Water Flood Risk to Site Areas*

SITE AREA	PROBABILITY	COMMENTS
EfW Facility	High, Medium, Low	Associated ponding in areas of hardstanding.
TCC1	High, Medium, Low	Shallow depths expected – only exceeds 200 mm for the low probability event in the 2050’s climate change scenario
Site Entrance	High	150 – 300 mm of ponding within the road near the entrance to the site for the 2050’s climate change scenario
Knighton Stream Crossing	Medium	< 200 mm of flooding where stream overtops the access track
TCC2 / CHP compound	Very Low	
DNC Compound	Very Low	

3.2.6. The only area of the site where the baseline surface water conditions have changed is within Temporary Construction Compound 1, where the probability of flooding has changed from low to high.

3.2.7. It should be noted that risk is a function of probability and consequence. The surface water flooding shown in this area is due to ponding and flood depths are not expected to exceed 200 mm. It is not expected that 200 mm of flood depth would pose a risk to this area given its use as a temporary construction compound. Therefore, the flood risk in this area is still considered low.

3.2.8. The inherent mitigations covered within the ES Chapter (i.e. management of surface water during construction phase through the CEMP) ensures that there will be no detrimental impacts as a result of the change in the probability of surface water flooding. Therefore, the conclusions of the ES Chapter remain valid.

## 4. CONCLUSIONS

- 4.1.1. The primary aim of this document has been to review changes to the baseline flood risk data used to produce Chapter 11 (Hydrology) of the Environmental Statement and assess whether the conclusions of the chapter remain valid.
- 4.1.2. The EA has released updated fluvial and surface water flood mapping been updated (NaFRA2) since the submission of the planning application. There has been no additional information made available in relation to the risk of flooding from groundwater flood risk or artificial sources since the planning application. Therefore, the focus of this note has been on fluvial and surface water flood risk.
- 4.1.3. The site remains entirely within Flood Zone 1. Therefore, the baseline fluvial flood conditions remain unchanged relative to those reported within the ES Chapter.
- 4.1.4. The only area of the site where the baseline surface water conditions have changed is within Temporary Construction Compound 1, where the probability of flooding has changed from low to high.
- 4.1.5. The flood risk in this area is still considered low due to the shallow nature of expected flooding and insignificant consequences this would have on its usage as a temporary construction compound.
- 4.1.6. The inherent mitigations covered within the ES Chapter (i.e. management of surface water during construction phase through the CEMP) ensures that there will be no detrimental impacts as a result of the change in the probability of surface water flooding.
- 4.1.7. Therefore, despite a change in probability of surface water flooding in one area of the site, the conclusions of the ES Chapter remain valid.

**Our Reference: 028.0076/HL/2**

5<sup>th</sup> March 2025



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Dear Rob

**Canford Resource Park, Magna Road, Wimborne  
Traffic Flows ES Update Letter**

This letter has been produced with regards to the outline planning application APP/23/00822/F and subsequent appeal (reference 6002440), and in response to questions asked by PINS (in their letter dated 20<sup>th</sup> February 2026) regarding the age of the traffic flow data used as part of the EIA works.

The original traffic survey data used within the submitted Environmental Statement in relation to Chapter 15: Traffic and Transport was collected in June 2022 on Magna Road (A341). As part of that assessment, all traffic generated by the identified committed developments was considered and highlighted in paragraph 15.2.45 of Chapter 15: Traffic and Transport.

PINS have requested that *“the appellant should either provide justification as to why the baseline data presented in the ES aspect chapters from 2022 is considered to remain representative of the current state of the environment, and why the relevant ES assessment conclusions are considered to remain valid or provide updates to the baseline data and assessment findings”*.

In respect to Magna Road, the ES Chapter 15: Traffic and Transport summarised that the 2022 baseline AADT vehicle flows along Magna Road were 16,696 (para 15.5.22 and 15.5.7).

Using a Department for Transport (DfT) traffic counter located along Magna Road (site 77962<sup>1</sup> located circa 675m to the west of the 2022 counts) the most recent flows in 2024 showed an AADT of 15,341, meaning the flows along Magna Road have decreased from the 2022 recorded flows, showing more than an 8% reduction in AADT flows.

The development traffic impact related to the appeal site was set out in para 15.5.22 of Chapter 15: Traffic and Transport and confirmed a 1.59% increase in AADT vehicle trips. This was based on an Operational Phase (Scenario 1 which is the worse case) development AADT flow of 264 vehicles (paragraph 15.2.21).

Once the Operational Phase 264 trips are added to the 2024 DfT baseline, a 1.72% in AADT vehicle trip increase occurs, which equates to an AADT of 15,605 vehicles. This figure is below the 2022 recorded flows and therefore it is considered that the assessment which was undertaken and presented within the Environmental Statement is robust and remains representative of the current state of the environment, as requested by PINS.

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<sup>1</sup> <https://roadtraffic.dft.gov.uk/count-points/77962>

The DfT count also recorded that HGVs attribute 2,763 AADT flows which is higher than the recorded 1,617 HGVs in the 2022 AADT flows used in Chapter 15: Traffic and Transport (para 15.5.7). This would mean the HGV impact from the proposed development is actually less in percentage terms than what was presented within Chapter 15: Traffic and Transport.

Having regard to the above the 2024 DfT data demonstrates that the assessment which was undertaken and presented within the Environmental Statement is robust and remains representative of the current state of the environment, as requested by PINS.

Yours faithfully

*Tom Fisher*

Tom Fisher  
Associate  
**Paul Basham Associates**