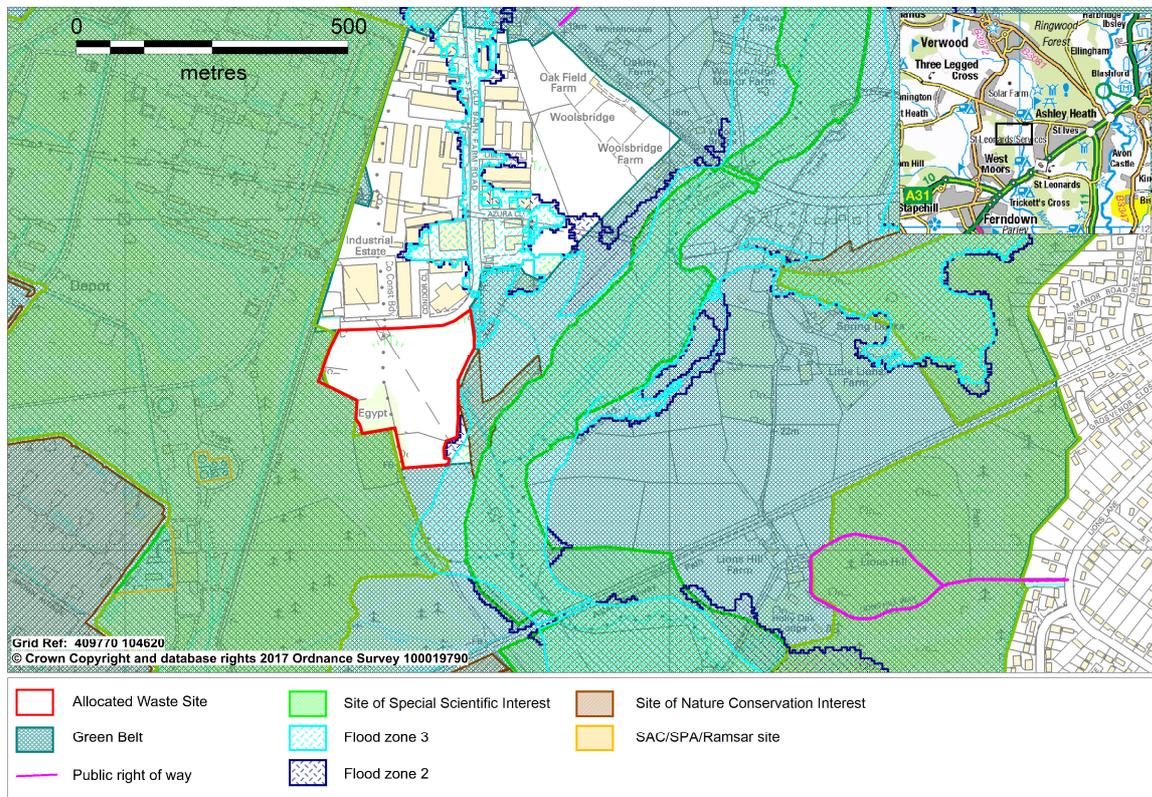


Bournemouth, Dorset and Poole Waste Plan Site Allocation – December 2017

Reference: Inset 1

Site Name: Woolsbridge Industrial Estate, Three Legged Cross



Site Information

Site Location Inc. administrative area	Woolsbridge Ind Estate, Three Legged Cross East Dorset District Council
Parish/Town Council	Site straddles the border of Verwood TC and West Moors PC
Landowner/Agent	Site owned by Ankers & Rawlings Developments
Description of Site	Allocated employment land south of the existing Woolsbridge Industrial Estate. The existing industrial area, to the north, contains well established building stock, some of the estate is under-utilised with a number of vacant units. There is an existing waste business (recycling/skip hire).
Site area	5.08ha
Range of facilities being considered	General Waste Transfer – up to 1ha land required Bulky Waste transfer /treatment – up to 1ha land required <i>NB: Site also previously considered for a Waste Vehicle Depot, Household Recycling Centre and residual waste treatment facility. These uses have been discounted and are not proposed for allocation in the Waste Plan.</i>
Description of Potential Development	Two potential facilities are being considered, the site is large enough to accommodate both, subject to a full assessment of impacts.

	<p>A waste transfer facility would comprise a building within which to store and bulk up materials. Minimum height 8m, maximum height 11m.</p> <p>The management of bulky waste would comprise a building for the storage, bulking up and transfer of bulky waste. Treatment facilities would enable bulky waste to be separated into different fractions. It could then be shredded to produce a valuable fuel known as Refuse Derived Fuel (RDF) or Solid Recovered Fuel (SRF).</p>
Waste proposed to be managed	Local authority collected waste (waste from the householder), possibly an element of commercial waste
Traffic Generation	<p>A waste transfer station could generate in the region of 2000 one way movements per year plus a small number of staff cars.</p> <p>Bulky Waste treatment – a 30,000tpa facility would generate 4 -10 HGVs per day (one way) and a small number of staff cars.</p> <p>This site is large enough to accommodate both waste facilities and therefore the cumulative impact of different activities and their associated vehicle movements should be considered.</p>
Access Considerations	Use of the existing access to Woolsbridge Industrial or via a new access onto Ringwood Road know as Oakfield Farm
Relevant Local Planning Policy	The Christchurch and East Dorset Core Strategy removed land from the Green Belt and allocates the extension to Woolsbridge Employment Allocation under Policy VTSW6.

Site Assessment

Part 1 – Sustainability Appraisal

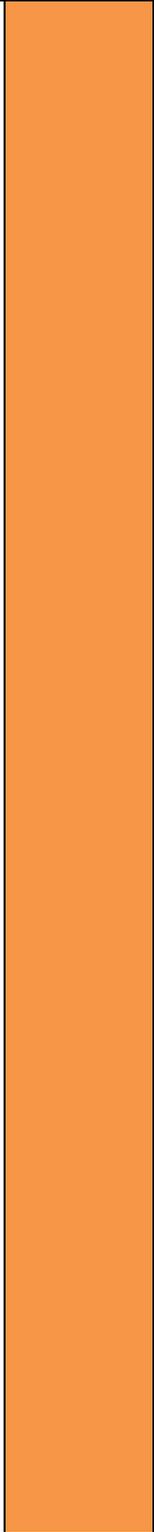
Colours shown below have been attributed to each category to aid the assessment of the site, based on the level and/or nature of potential impact. For example, red highlights a significant/absolute constraint whilst green highlights where the issue is unlikely to be a constraint to development. Positive impacts may also be identified under this category. Further details on the assessment process can be seen in the Sustainability Appraisal Report.

Category	Assessment	Constraint	Opportunity
Site and adjacent land uses	<p>Allocated employment land comprising agricultural land and previously developed agricultural land.</p> <p>The land adjoins an existing Industrial estate.</p>		
Impact on sensitive receptors	<p>There are no residential properties within 250m</p> <p>Several businesses are located immediately adjacent to the site, to the north, within the existing industrial sites.</p> <p>Access to any new facility would pass through the existing industrial estate.</p>		

<p>Where is waste managed at this facility likely to derive?</p>	<p>General Waste transfer would take in waste from the east Dorset area.</p> <p>Bulky waste transfer/treatment would be a strategic facility drawing waste from throughout Dorset, via more localised transfer facilities.</p>		
<p>Traffic/Access</p>	<p><u>Local Highway Authority (DCC) Initial Response (September 2014)</u></p> <p>As part of the allocated extension to Woolsbridge Industrial Estate, a new signalised junction onto Ringwood Road is proposed. Any proposals here would need to consider their impact on this junction. Of a greater concern is that this site is more remote from the principle origin of trips, especially to an HRC, in the Wimborne and Ferndown area. Siting such a use here could result in an increase in overall vehicle miles on the network and makes this site less desirable for this use than others identified.</p> <p><i>Comments reviewed Feb 2016 – nothing further to add</i></p> <p><i>NB: A HRC is no longer proposed on this site</i></p> <p><u>Highways England Initial Response (initial comments September 2014)</u></p> <p><i>NB: at this stage site was being considered for a range of facilities including HRC.</i></p> <p>The development of this site has the potential to impact the Strategic Road Network (SRN), as the site is located on the north side and close to the A31 accessed via the Horton Road. All of the potential facilities being considered may have an adverse impact, although the Agency is mainly concerned with the prospect of a HRC facility. It could potentially generate significant movements of private cars and HGVs on and across the SRN. The HA considers that sites which are prima facie likely to have more impact on the SRN than sites better related to the community they serve should not be favoured before sites such as this are brought forward. The HA therefore considers that it should lodge a holding objection to this allocation whilst other more preferable sites are considered.</p>		

	<p><u>Additional Comments received by Highways England (Jan 2016)</u> <i>Again, these comments were made based on a wider range of possible waste uses inc HRC.</i></p> <p>Comments remain the same, objection. The impacts on the SRN will depend on the type of facility that is bought forward, particularly if a HRC was proposed.</p>		
Transport Planning	<p><u>DCC Transport Planning Response (April 2016)</u></p> <p>No further comments to add</p>		
Economic Development	<p><u>EDDC&CBC</u></p> <p>There are concerns about having enough sites available in the District / Borough to satisfy identified demand for B-use employment. There is also the issue of the aspirations that the Council and Members have for the site to bring forward a sufficient amount of skilled employment opportunities.</p>		
Public Rights of Way	<p>No rights of way would be affected by development.</p> <p>The Castleman/Ashley Trailway passes at 450m to the south of the site.</p>		
Protection of Water Resources (Hydrology/groundwater / surface water and flooding)	<p><u>Environment Agency Initial Response (September 2014)</u></p> <p>Flood Risk</p> <p>Part of site is within Flood Zone 2 and Flood Zone 3. Some flooding is shown on our surface water maps.</p> <p>If there is an Ordinary watercourse on site – Land Drainage Consent from the Lead Local Flood Authority (LLFA) may be required. LLFA should be consulted on the proposed waste site.</p> <p>Water quality</p> <p>Unaware of current waste storage, but site drains to sensitive Moors River, which is SSSI.</p> <p>Site has a minor watercourse running through it and is close to the Moors River. Site adjacent Dorset Heaths SAC/ Dorset Heathlands SPA and RAMSAR, and Holt and West Moors Heaths SSSI.</p>		

	<p>Groundwater</p> <p>This site is on a minor aquifer of Secondary or Unproductive designation. We would have no objection relating to groundwater issues subject to standard conditions for the protection of land and groundwater from contamination and oil storage. Any existing contaminated land will require Site Investigation, Risk Assessment and Remedial Options appraisal in accordance with CLR11.</p> <p>Waste/ Environmental permitting</p> <p>Other considerations to consider:</p> <ul style="list-style-type: none"> • Under power lines • Odour and noise <p>The application of the waste hierarchy should be considered. Mitigation should be in place to reduce disruption from flooding and contingency if facility made unavailable.</p> <p>Are further studies recommended?</p> <p>Flood Risk</p> <p>Because site is partially within FZ2 and FZ3, the Sequential Test / Sequential Approach should be undertaken by Local Planning Authority at the site allocation stage.</p> <p>A detailed Flood Risk Assessment (FRA) is required to include assessment of flood risk from all sources. Preferably the FRA should be undertaken at the site allocation stage. This should also include surface water management . There may be restrictions on use of soakaways, depending on the nature of the site (e.g. contaminated/ high groundwater levels).</p> <p>Groundwater and Contaminated land</p> <p>May require Site Investigation, Risk Assessment and Remedial Options Appraisal at planning application stage.</p>		
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<p>Surface water management</p>	<p><u>Lead Local Flood Authority (LLFA) February 2016</u></p> <p>Elements of both the northern and southern sites (but especially the northern) fall within Flood Zones 2 & 3 (medium & high risk of fluvial flooding). Equally there is some indication of surface water flooding during extreme rainfall events (1:100/1000yr). The sites are given as 7.42 and 5.54 ha in area, and so would / do represent major development for which our involvement and consultation as LLFA would be necessary. Indeed we (DCC/FRM) were consulted by EDDC in respect of an Outline application in June 2015 (ref: 3/15/0556). This application related only to access and scale (our ref: PLN15-008), to which we raised no objection, subject to standard conditions. The necessary consideration of surface water management and discharge of requested conditions, will need to comply with current guidance and the requirements of the NPPF, to ensure that the site is protected and that no off-site worsening results. To this end we are broadly in agreement with the EA's previous input, but suggest that DCC as LLFA are identified as the lead in terms of surface water management and Land Drainage Consent (LDC) for works impacting upon any OW channels within the site. We have been consulted separately regarding the realignment and culverting of an Ordinary Watercourse (OW), immediately north of the site/s, as associated with improvements to the Old Barn Farm / Ringwood Rd junction. These consultations (ref: PAE 1142 & 1144) have been regarded as pre-application enquiries in respect of Land Drainage Consent (LDC) for works impacting upon any OW channels within the site.</p>		
<p>Land Instability</p>	<p>No issues identified</p>		

<p>Visual Intrusion</p>	<p><u>DCC Landscape Officer (August 2014)</u></p> <p><i>NB: Comments made on the basis of two separate parcels of land. Only the southern parcel of land has been taken forward for allocation.</i></p> <p>Context There are two contrasting areas to this site. The eastern area is within the open countryside setting of the River Moors terrace and valley pastures landscape character areas and the southern area more within the context of the adjacent industrial estate.</p> <p>The site is 7.3kms from the Cranborne and West Wilts AONB, 16.9kms from the Dorset Area of Outstanding Natural Beauty (AONB) and 6.4kms from the New Forest National Park.</p> <p>Key Characteristics Eastern Area:</p> <ul style="list-style-type: none"> ○ Open and flat agricultural land formed mainly of two well hedged pastoral fields. ○ Significant and important trees, hedgerows and vegetation along the edges to this site and around its fringes. ○ No major overlooking from public viewpoints. <p>Southern Area:</p> <ul style="list-style-type: none"> ○ Generally flat brown field/previously used land with scrubby natural regenerating vegetation across the site. ○ Important fringing trees, scrub and other vegetation around the site's fringes. ○ No major overlooking from public viewpoints. <p>Landscape Value The eastern area has high landscape value as a relatively intact small area of agricultural pasture land bounded by dense and tall hedgerows. Relative to the surrounding landscape it has some scenic value.</p> <p>The southern area has less landscape value as it is a previously used regenerating area of scrubland,</p>	<p>Southern Area</p>	
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	<p>however, the fringing vegetation around this site does have landscape value.</p> <p>Landscape Susceptibility to Waste Management Facility Development and Opportunities for Mitigation and/or Enhancement</p> <p>The eastern area is susceptible to the development in question due to its rural, agricultural character and its significant dense hedgerows. Access into this land would also result in the loss and continuity of the tree belt along the eastern edge of the current industrial estate.</p> <p>The southern area has a low susceptibility for further development due to its unused character and lack of any key landscape and visual features of value. Mitigation and enhancement opportunities for the eastern area include the retention, protection and management of all the key linear hedgerows and tree belts and supplementing these with significant blocks of woodland planting to help integrate any future development. Mitigation and enhancement opportunities for the southern area will include the retention, protection and management of the fringing vegetation to ensure this continues to provide a landscape feature as well as helping to screening and integrate any future development.</p> <p>Conclusion</p> <p>Southern area: Subject to agreement of an approved landscape and ecological design and management plan for the site there are no significant landscape and visual reasons not to progress with this location.</p> <p>Eastern area: This site is not acceptable from a landscape and visual point of view.</p> <p>However it could be considered if no other sites are suitable and if agreement is made on significant mitigation measures as part of a comprehensive landscape plan.</p> <p><u>Additional comments received relating to stack heights (February 2016)</u></p>	Eastern area	
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	<p><i>NB: the site has not been taken forward for residual waste treatment therefore there should be no stack associated with allocated uses.</i></p> <p>The detailed location of any stack needs to be carefully considered to minimise visual impacts and for example to ensure existing trees and other vegetation, and any additional landscape treatment such as planting, is used to help mitigate adverse visual impact. Detailed design considerations such as colour, texture and finish and its location as far from public receptors are also key aspects to consider. The southern brownfield area is preferred to the eastern side of the site.</p>		
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Nature Conservation	<p>SSSI – SZ19/002, Moors River System adjacent to both sites.</p> <p>SSSI – SU00/001, Holt and West Moors Heaths, adjacent to southern site and large areas within 500m of both sites, also includes SPA DT/A007 – Dorset Heathlands, SAC DT/A012 – Dorset Heaths and Ramsar DT/A003, Dorset Heaths.</p> <p>SNCI</p> <p>SU00/053, Woolsbridge Farm Carr adjacent to southern site.</p> <p>SU10/016, Woolsbridge, 300m to E.</p> <p>SU00/083, West Moors Petroleum Depot, 400m to SW.</p> <p>SU00/067, West Moors Plantation, 450m to S.</p> <p><u>DCC County Ecologist (August 2014)</u> It is understood that ecological survey work is being coordinated already via East Dorset District Council to include Phase 1, birds, GCNs, Inverts, reptiles and NVC surveys and the hydrology impacts on the SAC.</p>		
Historic Environment	<p><u>DCC Historic Environment Team (July 2014)</u></p> <p>The extension areas are relatively large, so a pre-determination archaeological assessment and perhaps evaluation may be appropriate if much of this area would be disturbed by a development.</p> <p>No scheduled monuments or conservation areas in vicinity.</p>		
Airport Safety	6.5kms from Bournemouth Airport		
Air Quality Inc. Dust	No AQMA within 500m		
Agricultural Land Classification	Grade 4		

Sustainability Appraisal Summary	
Development of a transfer facility/ bulky waste treatment facility in this location would give rise to greater waste miles. However, waste would be bulked up locally and therefore vehicle movements would be lower than	Yellow

<p>associated with a HRC. Although there are constraints relating to landscape impact and possible flood risk these are likely to be avoidable given the size of the available land. The site area has been reduced to the southern parcel of land only. This will reduce landscape impacts.</p>	
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Part 2 - Deliverability/Viability

Assessment	Constraint	Opportunity
<p>The site is allocated employment land and privately owned by Ankers & Rawlings Developments who have waste related aspirations for part of the site and are happy for us to consider the site for waste facilities.</p> <p>However, no specific proposals have been put forward for the development of waste facilities by the landowner and or another waste company. This could be a constraint to development, however it could be an advantage as it provides the opportunity for new waste companies to come forward to develop the site.</p> <p>An outline planning permission has been granted for the development of the site. The application refers specifically to waste transfer but would not exclude other forms of waste management – subject to further application.</p>		

Deliverability/Viability Conclusion	
<p>No significant issues of deliverability have been identified, however the site is not being actively progressed by a waste company so certainty of deliverability is less than other options.</p>	Yellow

Development Considerations
<p>The Development Considerations for each site comprise specific requirements, issues and opportunities that should be addressed through a planning application. They are set out in the Waste Plan and re-produced within this site assessment for completeness. It should be noted that the Development Considerations do not comprise an exhaustive list of matters to be considered.</p> <ul style="list-style-type: none"> • Appropriate assessment in accordance with Conservation & Species Regulations (2010). • Consideration of an appropriate buffer from Flood Zones 2 and 3 • Consideration of an appropriate buffer and mitigation to protect the SNCI