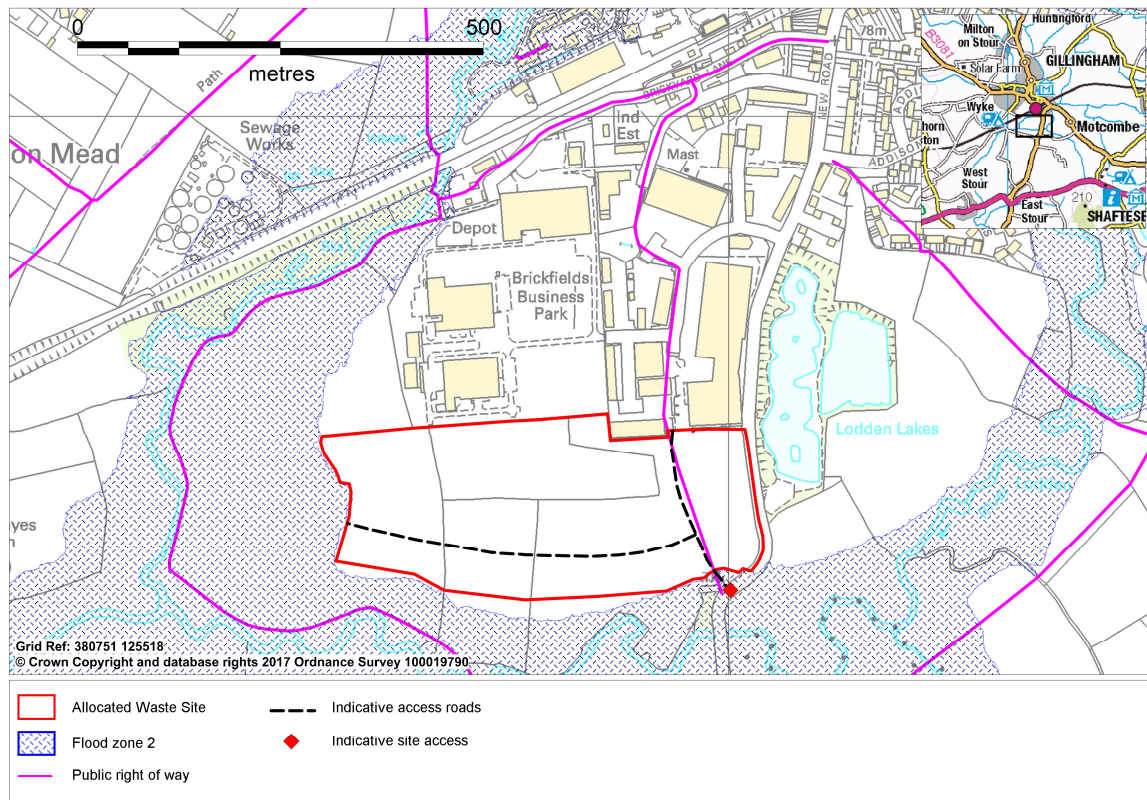


Bournemouth, Dorset and Poole Waste Plan Site Allocation – December 2017

Reference: Inset 3

Site Name: Brickfields Business Park, Gillingham



Site Information

Site Location Inc. administrative area	Land to the south of Brickfields Business Park, Gillingham. North Dorset District Council
Parish/Town Council	Gillingham Town Council
Landowner/Agent	Landowner: Merck
Site area	10ha
Range of facilities being considered	Household Recycling Centre (HRC): 1 -1.5ha land required Waste Vehicle Depot: 0.3-0.5ha It should be noted that a suitable site of up to approx. 2ha would be sought within the wider employment allocation site.
Description of Potential Development	HRC comprising a split level facility with separation of the public area from the operational area. Space to provide one-way traffic circulation and parking areas is essential. Ideally working area with skips undercover (could be canopy) to contain run-off from the working area. Full enclosure within a building possible. Minimum height 8m to allow for loading and unloading (7.5m with 0.5m for lighting etc), maximum height 11m.

	A depot would comprise a hard standing for the storage of waste vehicles and staff cars. Office accommodation, wash down facilities, fuelling facilities and possibly a vehicle workshop could also be accommodated.
Waste proposed to be managed	Local authority collected waste (waste from the householder)
Traffic Generation	<p>Household recycling centre</p> <p><u>Private vehicles:</u> The site would serve the Shaftesbury and Gillingham area, as a replacement for the existing HRC in Shaftesbury at Wincombe Business Park. At the existing site there are 88,800 one way movements per year. Increased numbers of visitors likely due to proposed housing for Gillingham & Shaftesbury. Highest numbers of vehicles at peak time of the year (summer, bank holidays) and weekends.</p> <p><u>HGVs</u> 1000 one-way movements per annum</p> <p>Depot 24 one-way HGV movements per day (inc. trucks and street sweepers) Maximum of 40 cars (staff cars one-way movements)</p>
Access Considerations	The Gillingham Southern Extension includes a new link road from the B3081 to the B3092. Access would be via this route. (The exact location of the link road has not yet been determined, but the consultation draft of the Master Plan Framework shows the road as potentially being located further south than the site identified for employment and HRC/vehicle depot.)
Relevant Local Planning Policy	<p>North Dorset Local Plan 2011-2026 Part 1 (2016):</p> <p>Policy 21 – Gillingham Strategic Site Allocation. The site forms part of the planned southern extension to Gillingham. It is located within the part of the site entitled ‘Land to the South of Brickfields’ (Figure 9.1)</p> <p>The site is a Key Strategic Employment Site (Policy 11).</p> <p>North Dorset Infrastructure Delivery Plan notes a need for a new HRC for Shaftesbury/Gillingham</p>

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>The site is allocated employment land currently in agricultural use. The land is an extension to the Brickfields Business Park which adjoins the site to the north. The site lies to the south of Sigma Aldrich and various other businesses.</p> <p>Land to the north, west and south is agricultural. The eastern boundary of the site adjoins the B3092.</p> <p>The site lies partially within a consultation zone (middle and outer) for a major hazard site.</p>		
Impact on sensitive receptors	<p>6 residential properties within 250m</p> <p>The nearest residential properties lie to the south of the site at Madjeston.</p> <p>Other businesses within the Brickfields Business Park lie to the north of the site.</p> <p>Lodden lakes are adjacent to the eastern boundary of the site and the River Lodden surrounds the site on three sides.</p> <p>The railway line passes 250m to the north-west of the site.</p>		
Appropriateness for a HRC	<p>Approximately 14,900 residential properties within 5 miles</p> <p>Residents accessing this facility would come from Shaftesbury and Gillingham</p>		
Traffic/Access	<p><u>Local Highways Authority (DCC) 17/09/14</u></p> <p>Capacity issues with signals at Station Road/New Road junction would need to be resolved prior to any consideration of this site. The Gillingham Southern Extension, including the extension to Brickfields, will be required to overcome issues at New Road/Shaftesbury Road signals which are already at or near capacity.</p> <p><u>Highways England Initial Comments (reviewed Jan 2016)</u></p> <p>Our comments relating to any potential HRC on the site similar as for ND06 (Wincome Business Park). However as HGVs would not necessarily use the A350 to access the A303 any development at his location would need to take account of the suitability of the junctions onto the A303 from</p>		

	<p>several different routes, which may be less suitable than the A350.</p> <p>If the site was however to come forward as a depot 40 HGV and 40 car movements one way per day is likely to be of less concern to the Agency, although the impact of a greater number of HGVs compared with a HRC site will need to be understood.</p>		
Public Rights of Way	<p><u>Senior Ranger</u> Footpath N64/48 runs north-south through the eastern portion of the site and around the western side of the site.</p> <p>Development would require diversion of N64/48. Withy Wood, an area of woodland looked after by a local conservation group is to the north on opposite bank of river.</p>		
Protection of Water Resources (Hydrology/groundwater/surface water and flooding)	<p><u>Environment Agency Initial Comments (05/09/15)</u></p> <p>Flood Risk</p> <p>Small part of site in Flood Zone 2/FZ3. Some flooding 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>Surface water drains to tributary of the River Stour upstream of Longham (public water supply). Site very close to River Stour and Lodden.</p> <p>Groundwater</p> <p>This site is on a minor aquifer of Secondary or Unproductive designation. GWCL would have no objection 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>Impacts upon amenity should be considered bearing in mind the locations of residents and nearby business and control measures put in place to reduce effects from odour, dust etc. The waste</p>		

	<p>hierarchy should be considered for outputs and processes. Contingency should be in place to reduce impact from flooding in terms of loss of infrastructure</p> <p>Are further studies recommended?</p> <p>Flood Risk</p> <p>FZ2&3 so Sequential Test may be required by the LPA.</p> <p>Sequential Approach required. Detailed FRA required to assess fluvial flood risk, and other sources of flood risk. FRA also to 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>		
<p>Surface water management</p>	<p><u>Lead Local Flood Authority (LLFA) – DCC (February 2016)</u></p> <p>Elements of the (larger) site fall within Flood Zones 2 & 3 (medium & high risk of fluvial flooding) to the west and south, in proximity to the adjacent Main River/s Stour and Lodden. The (larger) site is thought to be equally at risk from surface water flooding during extreme rainfall events (1:100/1000yr). The (larger) site area is given as 11 ha, although only 1-1.5 ha is likely to be allocated to the proposed use. However this site area and a potential depot footprint of between 0.3-0.5 ha would represent major development, for which our involvement and consultation as LLFA would be necessary. The necessary consideration of surface water management will need to comply with current guidance and the requirements of the NPPF, to ensure both that the site is protected and that no off-site worsening results. We are 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. Any works to the adjacent Main River/s Stour and Lodden, or associated floodplain (Flood Zone) will require Flood Defence Consent (FDC) from the EA.</p>		

Land Instability	No issues identified		
Landscape & Visual Impact	<p data-bbox="555 235 967 264"><u>DCC Landscape Officer (13/08/14)</u></p> <p data-bbox="555 271 687 300">1. Context</p> <p data-bbox="555 338 1187 409">On the edge of Brickfields Business Park and fringing the Blackmore Vale landscape character area.</p> <p data-bbox="555 448 820 477">2. Key Characteristics</p> <ul data-bbox="555 515 1161 1037" style="list-style-type: none"> <li data-bbox="555 515 1161 586">◆ Open agricultural fields which generally slope south down towards River Lodden Valley. <li data-bbox="555 624 1161 696">◆ Some important trees and hedgerows within this site. <li data-bbox="555 734 1161 828">◆ Dominated by the southern edges of the existing buildings associated with Brickfields Business Park. <li data-bbox="555 866 1161 938">◆ Extensive open views out across open countryside to the south-west and the south. <li data-bbox="555 976 1161 1048">◆ Footpath runs south through the eastern side of the site. <p data-bbox="555 1086 794 1115">3. Landscape Value</p> <p data-bbox="555 1153 1174 1424">The site has some significant landscape value. It is open, undeveloped land to the south of the Business Park providing an open green buffer between this and the River Lodden Valley to the south. The existing trees and hedgerows in the site and around the site perimeter also have landscape value.</p> <p data-bbox="555 1462 1187 1581">4. Landscape Susceptibility to Waste Management Facility Development and Opportunities for Mitigation and/or Enhancement</p> <p data-bbox="555 1619 1187 1977">The site is susceptible to the development in question, primarily because it is open to extensive views to the south, out towards Duncliffe Wood in the Blackmore Vale. There would also be cumulative landscape and visual impacts when seen with the existing elevations of the industrial units on the Business Park. These already create adverse landscape and visual impacts on the surrounding open countryside.</p>		

	<p>There are some mitigation enhancement opportunities if, for example, significant blocks of structural planting were provided along the southern edges of the site to tie in with the vegetation on the River Lodden and extending north in blocks through the development. Some limited expansion into one of the hedge bound fields to the immediate south of the Business Park may also be possible and would minimise the wider landscape and visual impact.</p> <p>5. Conclusion</p> <p>There are significant landscape and visual impact issues with development on this site and it is recommended that this site is not brought forward. However, if it is part of the South Gillingham strategic site allocation development, then a more comprehensive approach to the design of this site may be possible.</p>		
Nature Conservation	<p><u>DCC County Ecologist (13/08/14)</u></p> <p>Phase 1 habitat survey required to demonstrate what ecological interests may be present. Ecology however unlikely to present a major constraint to the development in question.</p>		
Historic Environment	<p><u>DCC Senior Archaeologist (31/07/14)</u></p> <p>Earthworks of a Medieval ridge-and-furrow system have been recorded within this site and may well survive. I advise that an archaeological assessment and if necessary an evaluation would be needed before an informed planning decision could be made.</p>		
Airport Safety	NA		
Air Quality Inc. Dust	No Air Quality Management Area in the vicinity.		
Agricultural Land Classification	Partially Grade 3, partially Grade 4.		

Sustainability Appraisal Summary	
The site is well located. As allocated employment land, there could be a conflict with other potential uses which may provide a greater potential for economic growth, although such land is appropriate for waste uses. There is the potential for adverse landscape impacts.	Amber

Part 2 - Deliverability/Viability

Assessment	Constraint	Opportunity
<p>This site is greenfield allocated employment land.</p> <p>The land owner, Sigma Aldrich/Merck, has confirmed their interest in principle to the proposed use.</p>		

Deliverability/Viability Conclusion	
<p>No issues of deliverability have been identified</p> <p>The north-western part of the site is located within the middle/outer part of the consultation zone for a major hazard site. This needs to be taken into account in the design and may need to be excluded from site or from public areas of the site.</p>	Green

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 reproduced 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> <ol style="list-style-type: none"> 1. Site is within the Gillingham Strategic Site Allocation. Development should accord with Policy 21 of the North Dorset Local Plan (2016). 2. Comprehensive approach to the design of the site within the Gillingham southern extension, reflecting the design principles for the Strategic Site Allocation. 3. Capacity issues at Station Road/New Road junction would need to be resolved satisfactorily through mitigation, to include commitment to provision of a new access to the site that would enable access and egress of vehicular access to be directed via proposed new link road between the B3081 to the B3092. 4. Site is partially within a consultation zone for a major hazard site. The HSE should be consulted on any proposal, at the design stage and prior to application. 5. Site is on a minor aquifer of secondary or unproductive designation. Protection of land and groundwater from contamination and oil storage is required. 6. Avoidance or diversion of public right of way N64/48 7. Archaeological assessment to accompany and inform application