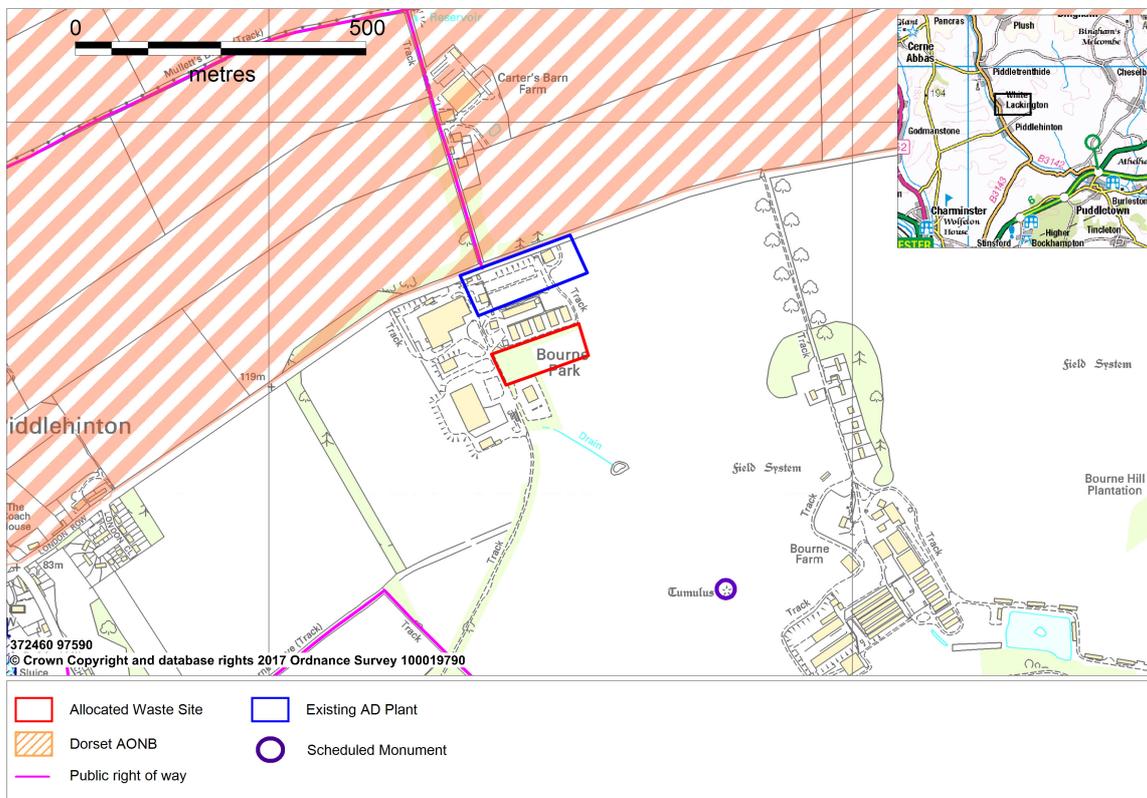


Bournemouth, Dorset and Poole Waste Plan Site Allocation – June 2018

Reference: Inset 11

Site Name: Bourne Park, Piddlehinton



Site Information

Site Location	Land at Bourne Park, east of Piddlehinton.
Inc. administrative area	West Dorset District Council
Parish/Town Council	Piddlehinton Parish Council
Site Nominee/Agent (if applicable)	Site currently being promoted by Eco Sustainable Solutions Landowner: Hanfords Estates
Description of Site	An existing Anaerobic Digestion (AD) Plant is located at the northern end of Bourne Park. The AD Plant manages food waste collected by Dorset Waste Partnership from the kerbside, as well as commercially and agricultural slurry from local pig farms. Eco Sustainable Solutions consider that the wider site offers scope for further waste management uses to the south of the existing facility.
Site area	0.90 ha
Range of facilities being considered	Green waste composting
Description of Potential Development	Open windrow composting of green waste is proposed. It is understood that an operation of this size would not carry the financial load of a building. The Waste Planning Authority has assessed the site, at this stage, for both

	<p>open windrow and composting within a building to allow for flexibility.</p> <p>NB: locating green waste composting alongside the existing AD facility provides benefits. There is the option to take softer green waste and drop it into the AD plant. Both operations could share the existing weighbridge. One operational team would cover all the operations on the estate. Leachate from the composting operation could be used by the AD plant as an alternative to liquid waste if required. Quality Protocol digestate can be used to wet down compost if required. If Piddlehinton ever starts producing a dry digestate product/fertiliser, this could be blended with the compost from the green waste operation.</p>																												
Waste proposed to be managed	Local authority collected waste (waste from the householder), commercial waste																												
Traffic Generation (updated March 2018)	<p>The site has been assessed on the basis of a total capacity of 6,500tpa.</p> <p>Based on an approximate average load of 7.5 tonnes, it is anticipated that the green waste composting operation would generate around 16/17 deliveries per week, or 3 deliveries per day. This equates to an average of up to 34 one-way traffic movements per week, or 6 one-way traffic movements per day. The site would also generate a similar number of export vehicle movements, to take the finished compost away from the site, with 34 one-way traffic movements per week, or 6 one-way traffic movements per day.</p> <table border="1"> <thead> <tr> <th></th> <th>Mon to Fri</th> <th>Saturday</th> <th>Weekly total</th> </tr> </thead> <tbody> <tr> <td>Green waste deliveries</td> <td>3 vehicles per day</td> <td>2 vehicles per day</td> <td>17 vehicles</td> </tr> <tr> <td>Compost Export</td> <td>3 vehicles per day</td> <td>2 vehicles per day</td> <td>17 vehicles</td> </tr> <tr> <td></td> <td>6 vehicles per day</td> <td>4 vehicles per day</td> <td>34 vehicles</td> </tr> <tr> <td>Green waste deliveries</td> <td>6 one-way traffic movements</td> <td>4 one-way traffic movements</td> <td>34 one-way traffic movements</td> </tr> <tr> <td>Compost Export</td> <td>6 one-way traffic movements</td> <td>4 one-way traffic movements</td> <td>34 one-way traffic movements</td> </tr> <tr> <td></td> <td>12 one-way traffic movements</td> <td>8 one-way traffic movements</td> <td>68 one-way traffic movements</td> </tr> </tbody> </table> <p>NB: as explained above, locating green waste composting alongside the existing AD facility provides benefits. There is the option to take softer green waste and drop it into the AD plant rather than removing from site. Both operations could share the existing weighbridge.</p>		Mon to Fri	Saturday	Weekly total	Green waste deliveries	3 vehicles per day	2 vehicles per day	17 vehicles	Compost Export	3 vehicles per day	2 vehicles per day	17 vehicles		6 vehicles per day	4 vehicles per day	34 vehicles	Green waste deliveries	6 one-way traffic movements	4 one-way traffic movements	34 one-way traffic movements	Compost Export	6 one-way traffic movements	4 one-way traffic movements	34 one-way traffic movements		12 one-way traffic movements	8 one-way traffic movements	68 one-way traffic movements
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Access Considerations	As existing, with access from the B3143 to the south via Piddlehinton																												

	Enterprise Park
Relevant Local Planning Policy	West Dorset, Weymouth & Portland Local Plan 2015 The site is located outside allocated employment land and the development boundary.

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	An existing Anaerobic Digestion (AD) Plant is located at the northern end of Bourne Park. Mole Valley Feed Solutions is located to the west of the AD Plant. Agricultural land lies immediately to the east. A road lies to the north, with further agricultural land beyond. There is a small wooded area to the south, with other agricultural businesses within Bourne Park located beyond. The nearest property is Carters Barn Farm which lies 320m to north of site.		
Impact on sensitive receptors	No residential properties within 250m. 8 commercial properties lie within 250m of the site. Carters Barn Farm lies around 190m to the north of the AD Plant. Mulletts Drove track runs W-E 670m north of the site. Bourne drove runs 400m to SW of site.		
Where is waste managed at this facility likely to derive?	Green waste would generally come from the West Dorset area. Dorchester – 8.4kms Crossways – 10.2kms		
Traffic/Access	<u>Local Highways Authority (DCC) – Feb 2018</u> No objection from DCC Highways subject to a traffic routing agreement. <u>Highways England Initial Response (January 2016)</u> The site is located just to the north of the A35 so could potentially be adversely affected by development here depending on the scale/type.		

	<p><u>Additional Comments received by Highways England (April 2016)</u> <u>NB: Comments based on a wider range of proposed uses.</u></p> <p>From the figures given in the site appraisal the provision of a bulky waste transfer and /or green waste composting would increase the truck movements by 35-45 one way per annum. This level of increase does not concern HE assuming it is accurate and that these uses are those that are to be bought forward. HE will need to see transport evidence to support any application for development as appropriate</p> <p><i>NB: It is only proposed to allocate this site for green waste composting.</i></p>		
Public Rights of Way	<p>No public rights of way cross the site.</p> <p>Bridleway, S35/2 terminates on the northern border of the site. S35/4 terminates 400m to east of site.</p>		
Protection of Water Resources (Hydrology/groundwater/surface water and flooding)	<p><u>Environment Agency (April 2016)</u> No objection in principle provided that the following points are addressed.</p> <p>Groundwater Site is in Source Protection Zone (SPZ) 1 so adequate pollution prevention measures will need to be put in place. A risk assessment may be required.</p> <p>Environmental permit An environmental permit will be required and will need to adequately address issues around amenity as these type of operations may cause odour and noise.</p> <p>Adequate infrastructure and pollution prevention measures will be required.</p> <p>Flood Risk The Lead Local Flood Authority (Dorset County Council) should be consulted on the proposals as they may have information on flooding relevant to this site.</p>		
Surface water management	<p><u>Lead Local Flood Authority (LLFA) (March 2016)</u></p> <p>The site/s are entirely within Flood Zone 1 (low risk of fluvial flooding), with little or no indication of surface</p>		

	<p>water flooding other than localised ponding during severe rainfall events (100/1000yr), adjacent to the black lined area and existing buildings. The site area is given as (0.9 ha) less than the 1 ha threshold for the identification of major development, and any new buildings are unlikely to exceed 1000m², therefore it is unlikely that DCC/FRM will need to comment as LLFA in respect of surface water management. However, any subsequent 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.</p>		
Land Instability	No issues identified		
Visual Intrusion	<p><u>DCC Landscape Officer</u> Site lies on the border of the Dorset Area of Outstanding Natural Beauty (AONB).</p> <p>Site is 20kms to the west of Cranborne Chase and West Wiltshire AONB.</p> <p>Site is 41kms west of the New Forest National Park</p> <p>Dorset AONB boundary runs along and to the north of access road, 150m to the north of the site.</p> <p>The site is not visually susceptible, despite its location near to the AONB boundary, being at a lower level than the existing facilities and there are therefore no landscape and/or visual reasons why this site should not be brought forward as an option provided a comprehensive landscape design and management plan can be agreed for any new facility and in particular if any landscape/amenity/visual enhancements can be incorporated.</p> <p>The scale, height, mass and overall design of all structures, boundary features and other infrastructure should respect the sites overall open character and help to minimise landscape and visual impacts. Particularly sensitive views to address in the design are from the lane to the immediate north of the site and wider views from the south of the site across open downland farmland.</p>		

Nature Conservation	<p>DCC County Ecologist (March 2016) No known ecological issues. Nearest designated site is Muston Copse SNCI to the South East, 1.1km away.</p> <p>Are further studies recommended?</p> <p>Phase 1 survey should be carried out to identify possible ecological receptors.</p>		
Historic Environment	<p>DCC Historic Env. Team (April 2016) Any planning application should include an assessment on the impact of Scheduled Monument 1004550 ('Round Barrow SW of Bourne Farm') which lies about 500m to the south-east of the proposal site.</p> <p>Also, prehistoric field systems have been recorded in this area, and there may be associated settlement. Depending on the final form of the proposed development, pre-determination archaeological evaluation and/or post-determination archaeological mitigation may be appropriate.</p>		
Airport Safety	N/A		
Air Quality Inc. Dust	Dorchester Air Quality Management Area is 7.7kms to the south west.		
Agricultural Land Classification	<p>The area around the site has a Grade 3 classification according to Natural England in the "South West Region Agricultural Land Classification Plan" produced in 2010. However, the western half of the area proposed for the site comprises a mix of poor planted trees and scrub. This planting also extends as a c.10m wide belt along the northern boundary of the area. Only around half of the area of the site is available for agricultural use and as such, the impact on availability of agricultural land is not as great as might be perceived.</p>		

Sustainability Appraisal Summary	
<p>This site is in a good location to manage green waste from west Dorset and its location adjacent to an AD plant provides advantages. There are very few sensitive receptors in the vicinity.</p>	Yellow

Part 2 - Deliverability/Viability

Assessment	Constraint	Opportunity
<p>It is understood that the Eco Sustainable Solutions have approached the landowner about the proposals who is supportive.</p> <p>Reliance on one private sector company to manage the majority of green waste in the County may drive up the cost of waste management. The Plan should allow for other private sector companies to develop additional facilities to encourage a competitive environment.</p>		

Deliverability/Viability Conclusion	
No significant issues of deliverability have been identified.	Green

Development Considerations (Note: Modifications to the development considerations may be proposed through the examination process. See schedule of Proposed Modifications)
<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"> • The scale, height, mass and overall design of all structures, boundary features and other infrastructure, including lighting, should respect the site's overall open character and help to minimise landscape and visual impacts. • Assessment of the potential impact on Scheduled Monument 1004550 ('Round Barrow SW of Bourne Farm'). • Access to the site should be via the existing Piddlehinton Enterprise Park, avoiding London Row. • Phase 1 habitat survey to accompany and inform application. • Archaeological assessment and/or evaluation to accompany and inform application.