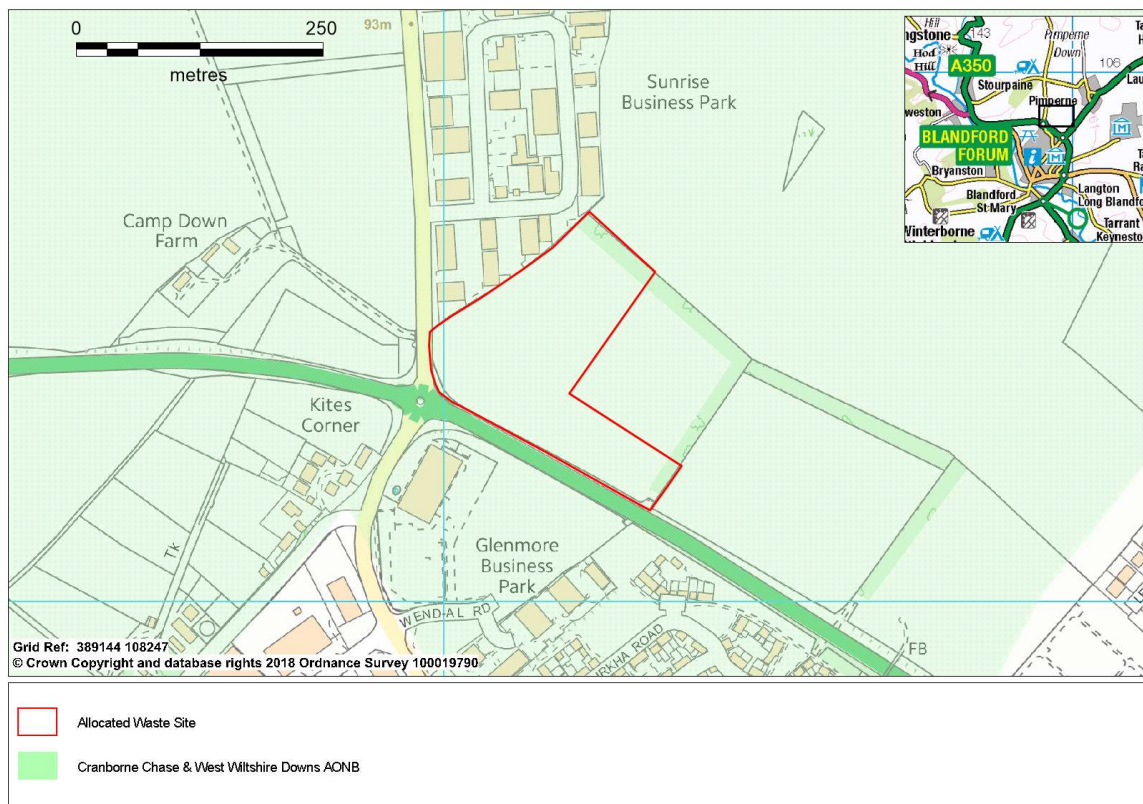


Bournemouth, Dorset and Poole Waste Plan Site Assessment - June 2018

Reference: Inset 2

Site Name: Land south of Sunrise Business Park, Blandford



Site Information

Site Location Inc. administrative area	Land to the south of Sunrise Business Park and north east of the A350, Blandford. North Dorset District Council
Parish/Town Council	Blandford Forum Town Council. Site adjoins Pimperne Parish Council.
Landowner/Agent	Private landowner. Agent: Savills.
Description of Site	Greenfield, currently in agricultural use.
Site area	3.55ha
Range of facilities being considered	Waste Management Centre (WMC) (comprising Household Recycling Centre and waste transfer facility). Up to 2ha required.
Description of Potential Development	<u>Household Recycling Centre (HRC)</u> Development of modern split level HRC, with provision of traffic circulation route and parking areas. A working area with skips undercover – it is envisaged that this would be a canopy over the public sorting area and over the waste containers which is best practice for site users and staff and to control ingress of rain to the waste.

	<p>Canopy height for yard area: minimum of 5.7m for loading/unloading.</p> <p>Canopy height for public area (at a higher level) can be lower.</p> <p><u>Transfer facility</u></p> <p>Transfer facility would comprise a building within which to store and bulk up materials. Minimum height 8m, maximum height 11m.</p> <p>The site has also been considered for use a waste vehicle depot, however this has been discounted primarily due to the location within the Cranborne Chase & West Wiltshire Downs AONB.</p>
Waste proposed to be managed	Local authority collected waste (waste from the householder)
Traffic Generation	<p><u>Private vehicles</u></p> <p>At the existing site there are 92,600 one way movements per year. Potential for increase in visitors with proposed new housing in/around Blandford.</p> <p>Highest numbers of vehicles at peak time of the year (summer, bank holidays) and weekends.</p> <p><u>HGVs</u></p> <p>2000 one-way movements per annum</p>
Access Considerations	<p>The access options under consideration are:</p> <ul style="list-style-type: none"> • Left turn in/left turn out from the A350 • Additional arm from the existing A350/C13 roundabout • Access via Sunrise Business Park
Relevant Local Planning Policy	<p><u>North Dorset Local Plan Part 1 (2016)</u></p> <p>Policy 13 refers to waste as follows: <i>‘The Council will work with the Dorset Waste Partnership to manage and ensure the effective collection and disposal of household waste in North Dorset’.</i></p> <p>Eastern part of site is covered by Policy BL6 of the adopted North Dorset Local Plan and is a saved policy in the emerging Local Plan that seeks to reserve the land for recreational purposes.</p> <p>Policy 4 The Natural Environment - makes provision for the protection of the natural environment and of best and most versatile agricultural land.</p>

Site Assessment

Part 1 – Sustainability Issues

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	Greenfield, currently in agricultural use. The site is bound to the south west by the A350 and to the west by the C13 E Higher Shaftesbury Road. To the north west, the site borders Sunrise Business Park. Agricultural land lies to the north-east, east and south-east.		
Impact on sensitive receptors	<p>161 residential properties within 250m.</p> <p>The nearest residential properties are at Bracewell Corner, approximately 70m to the south-east of the site. They are located on the other side of the A350.</p> <p>Properties at Kites Corner lies approximately 90m to the south west of the site, with 5 Kites Corner being the closest. The properties are located on the other side of the A350 roundabout.</p> <p>Adjacent to Sunrise Business Park.</p>		
Appropriateness of location for HRC	<p>Approx. 10,600 dwellings within 5 miles.</p> <p>Residents accessing this facility are likely to come from Blandford and surrounding areas.</p> <p>Well located to serve population.</p>		
Where is waste managed at this facility likely to originate?	<p>Blandford and surrounding areas.</p> <p>The site is located on the outskirts of Blandford and is strategically well located.</p>		
Traffic/Access	<p><u>Initial Comments from Local Highways Authority (DCC) 13/05/15</u></p> <p>I don't think that a new access could be formed onto the C13 as it would be too close to the roundabout junction to the south. A new access from the roundabout itself might be the best idea, so long as the existing four arm arrangement could be changed to provide a fifth arm? The alternative would be a new access from the bypass. This would probably require a right turn lane.</p> <p>Access through the existing business park could be difficult due to high levels of on-street parking but couldn't be dismissed out of hand.</p> <p>In summary, location acceptable but access issues need to be investigated and resolved.</p>		

	<p><u>Highways England (January 2016)</u></p> <p>As with the other sites in Blandford, due to the location of the site in relation to the Strategic Road Network, the Agency does not envisage concerns relating to siting a depot in this location. The location of a HRC here would need to be supported by a robust transport evidence base to understand where vehicles would be coming from, although we would envisage most of this traffic to be local so would not foresee major concerns.</p>		
Transport Planning	<p><u>Transport Planning Comments (March 2016)</u></p> <p>For information, Dorset County Council is working with Wiltshire Council and Highways England to develop a whole route strategy for the M4 to the South Coast ports. This may affect the A350 corridor.</p>		
Public Rights of Way	<p>No public rights of way cross the site.</p> <p><u>Senior Ranger</u></p> <p>No impact on Rights of Way</p>		
Protection of Water Resources (Hydrology/groundwater/ surface water and flooding)	<p><u>Environment Agency Initial Response (06/03/15)</u> <i>NB These comments relate to the larger site considered in the 2015/16 Draft Waste Plans</i></p> <p>Overall EA position – No objection in principle to this proposed waste site allocation provided that the following points can be addressed. In addition, various studies will need to be undertaken at the planning application.</p> <p>Flood Risk Whole site in Flood Zone 1.</p> <p>Fisheries and biodiversity The site should be assessed for its ecological value and ability to support protected species e.g. Any hedgerows surrounding the site should be retained where possible, where not possible appropriate mitigation and compensation measures should be put in place. Hedgerows are important habitats for wildlife including birds and bats and some have the potential to support the protected dormouse.</p> <p>Opportunities for enhancements in and around the development should be considered. The National Planning Policy Framework (NPPF) paragraph 109 recognises that the planning system should aim to conserve and enhance</p>		

	<p>the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Paragraph 118 of the NPPF states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused and that opportunities to incorporate biodiversity in and around developments should be encouraged.</p> <p>Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity.</p> <p>Groundwater and contaminated land The site is close (~300m), but outside, a Source Protection Zone 1.</p> <p>Waste permitting Any Environmental Permits/ Exemptions required for activities at this site would need to be obtained.</p> <p>Consideration should be given to the prevailing wind direction (SW). Once built, litter from site will be prone to being blown in the direction of the existing Sunrise Business Park.</p> <p>Any waste material used during the construction should be handled in the correct manner, using the appropriately licenced waste carriers etc.</p> <p>Are further studies recommended?</p> <p>Site 5.3Ha – FRA (Flood Risk Assessment) required in accordance with the requirements of the NPPF to consider surface water management.</p>		
<p>Surface water management</p>	<p><u>Lead Local Flood Authority (LLFA) – DCC (February 2016)</u></p> <p><i>NB These comments relate to the larger site considered in the 2015/16 Draft Waste Plans</i></p> <p>The site is entirely within Flood Zone 1 (low risk of fluvial flooding), and is not thought to be at theoretical risk of surface water flooding. Given that the site area is 5.3 ha any development proposals are likely to be considered as major, for which our involvement and consultation as LLFA would be necessary with regard to surface water management. The necessary consideration of surface</p>		

	<p>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.</p>		
Land Instability	No issues identified		
Landscape & Visual Impact	<p>Site lies within Cranborne Chase and West Wiltshire Area of Outstanding Natural Beauty (AONB) .</p> <p><u>DCC Landscape Officer (March 2015)</u></p> <p>1. Context</p> <p>Urban fringe context on the edge of town in the South Blandford Downs landscape character area.</p> <p>2. Key Characteristics</p> <ul style="list-style-type: none"> ◆ Open undeveloped agricultural field within the AONB. ◆ Flat plateau top greenfield site which is surrounded by hedgerows and shelterbelt plantations. ◆ Not readily overlooked part from by passers-by. ◆ Bounded to the north west by Sunrise Business Park and the south by the A350. ◆ Hedge and shelter planting form the north east and eastern boundaries. <p>3. Landscape Value</p> <p>It has moderate/high landscape value at present due to its contribution to the open undeveloped character of the AONB and due to the existing hedgerows and shelter belt plantations.</p> <p>4. Landscape Susceptibility to Waste Management Facility Development and Opportunities for Mitigation and/or Enhancement</p> <p>Moderate landscape susceptibility to the type of development proposed as any future use would compromise the open and undeveloped character of</p>		

this part of the AONB and be seen as an urban extension outside of the development boundary. It may also impact adversely on the hedgerow and other planting around the site.

However there are opportunities for mitigation/enhancement as the site is not overlooked from wider viewpoints in the AONB. The site also relates to the urban edge more so than with the surrounding open downland due to its plateau top location and surrounding plantations. Other mitigation/enhancement measures which would help to minimise adverse landscape and visual impacts include; allowing the existing planting to mature into dense hedge/shelterbelts, enhancing this planting to create wider belts, minimising building height/form and using recessive colours on all building and structures.

5. Conclusion

There may be options for this site to be brought forward only if a comprehensive Landscape scheme can be agreed based on the mitigation and enhancement measures outlined above and below (Nov 2016) in the latest update.

Mitigation/Enhancement – additional information Nov 2016

Mitigation/enhancement measures which would help to minimise any adverse landscape and visual impacts include; the development of a comprehensive Landscape and Ecological Mitigation and Enhancement Plan which would utilise appropriate native species, provide enhancement opportunities for wildlife and help to conserve and enhance landscape character and include; managing and allowing the existing planting to mature into dense hedge/shelterbelts, enhancing this planting to create wider belts and linking these to new areas of planting and other new landscape features such as detention basins, development of a low fertility planting/seeding programme, minimising building height/form/mass, having low formation levels for all buildings and structures, using recessive colours and non-reflective/anti 'glint and glare' materials on all building and structures, minimising the use of high level security fencing and minimising light levels to reduce light pollution. Any earth works/ground shaping should help to

	<p>conserve and enhance the character of the surrounding landscape and this may well involve the removal of material off site. All signage, furniture and associated infrastructure should consider opportunities to reduce and centralise such features. This approach could extend to road signage in the surrounding area in line with the Dorset Rural Roads Protocol. Careful consideration should be given to the design of the 'gateway' into the site, including any boundary treatment and signage. Opportunities to create new, enhance and or extend existing areas of open space, public access routes and nature conservation enhancements shall be considered as part of the overall Landscape and Ecological Mitigation and Enhancement Plan.</p> <p>Highway access options: additional information Feb 2017.</p> <p><u>Option 1: Additional arm off roundabout (As Dwg No: H11_101/01/01/Orig. Aug 2015).</u></p> <p>This option would result in the loss of 78 metres of existing hedgerow, of which 43 metres would be replaced and replanted along revised boundary lines. The creation of a new 'arm' to the roundabout and the loss of hedgerow in this highly visible, and busy location, would break the continuity of the hedgerow boundaries in and around this highway intersection. It would therefore have a major/moderate adverse landscape and visual impact on the character of the roadside environment. Despite the intensely managed nature of these hedgerows they still help to integrate and visually and physically contribute to the context and character of this part of the highway.</p> <p>This option would also introduce hard engineering structures, surfacing and materials adding to the visual and physical impact of highway infrastructure.</p> <p>In time, mitigation in the form of the replacement hedgerow planting would help in minimising the long term adverse impacts but this could take up to 10 - 15 years to be effective, particularly in this exposed setting.</p> <p><u>Option 2: Left turn in, left turn out (As Dwg No: H11_102/01/04/Orig. Aug 2015)</u></p> <p>This option would result in the loss of 111 metres of existing hedgerow, of which 71 metres would be replaced and replanted along revised boundary lines. The creation of the new access point and the loss of hedgerows in this highly visible, public and busy location would break the continuity of this important hedgerow boundary along the</p>		
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	<p>highway. The tall, mature and dense hedgerow along this side of the road acts as an important, continuous and unbroken visual and physical landscape feature. If this is lost it would have a major adverse impact on the character of the roadside environment.</p> <p>This option would also introduce additional hard engineering structures, materials and surfacing along the carriageway, creating a cumulative adverse impact on the surrounding area.</p> <p>Mitigation in the form of new hedgerows and hedgerow tree planting would help to reduce the adverse effect of the scheme. This would take up to 15 years to have any real effect and start to reach the same size and density of the existing hedgerow. The new hedge would also be on a new alignment, based on the rear of the visibility splay, and therefore would not tie in physically and visually with the rest of the roadside planting.</p>		
Nature Conservation	<p><u>DCC County Ecologist (10/03/15)</u> Surveys should be undertaken of the areas of hedge/shelterbelt planting on the north and east boundaries of this site.</p> <p>Ideally the boundary of the site should be pulled back along the north and east boundaries to exclude these areas. This would allow their existing wildlife value to be retained.</p>		
Historic Environment	<p><u>DCC Senior Archaeologist (07/04/15)</u></p> <p>The Dorset Historic Environment Record records a possible prehistoric enclosure that was seen as a cropmark within this site. So I would advise that an archaeological evaluation of this site would be needed before an informed planning decision could be made.</p> <p>Are further studies recommended? Archaeological evaluation at planning application stage.</p>		
Airport Safety	NA		
Air Quality Inc. Dust	No Air Quality Management Areas with the vicinity		
Agricultural Land Classification	Partially Grade 2, partially Grade 3.		

Sustainability Appraisal Summary

The site is well located. There is the potential for adverse impacts on the AONB and mitigation of landscape and visual impacts would be necessary. Use of the site for a depot is not considered appropriate and the site boundary has been reduced, having regard to the location in the AONB.

Although it is a greenfield site, there would be limited other environmental and social impacts.

Amber**Part 2 – Deliverability/Viability**

Assessment	Constraint	Opportunity
<p>The site is not allocated as employment land and is outside the development boundary.</p> <p>The landowner is supportive of the provision of a new waste facility and is in discussions with Dorset Waste Partnership.</p>		

Deliverability/Viability Conclusion

No issues with deliverability identified.

Green

Development Considerations (Note: Modifications to the development considerations may be proposed through the examination process. See Schedule of Proposed Modifications)

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.

1. Preparation of a comprehensive landscape and ecology masterplan so that the design, layout, hard and soft landscape treatment, access, circulation, building design, other structures, fencing and highway infrastructure, ensures any adverse impacts upon the AONB are mitigated satisfactorily. This masterplan should include:
 - A dark skies strategy to demonstrate how light spill into the AONB will be minimised
 - Reduction of the formation levels of the building to minimise its visual impact.
 - Structural native tree and shrub planting at an appropriate scale and size to achieve screening and integration in keeping with landscape character. Consideration of wildflower/flowering meadow grass and verge areas.
2. Preparation of a comprehensive landscape and ecology management plan to cover the establishment phase for the landscape works and the longer term, on-going, management and maintenance. To include management of roadside and boundary hedges. Low input, low maintenance approach required.
3. Retention, protection and enhancement of the tree/hedge belts on the north-east and south-east field boundaries. Details to be included in landscape management plan.
4. Layout of the development should seek to maintain current openness and avoid visual 'crowding' of the area around the roundabout. Buildings should be set back from roundabout and align with existing buildings at Sunrise Business Park.
5. Lighting and colours should comply with AONB guidance. Materials should have a matt finish, and avoid shiny metal surfaces or chimneys / vents.
6. Preparation of a plan for the management of soils and excavated waste to ensure ground levels and earth shaping minimises visual impact and topsoil for planted areas is used only if required in the landscape proposals.
7. Pre-determination archaeological evaluation, to include consideration of possible prehistoric enclosure, to accompany and inform application.
8. Flood risk assessment to accompany and inform application.