

West Dorset, Weymouth & Portland Local Plan Examination
Policy DOR10 Trunk Road Service Area and Park & Ride - ‘Jurassic Gateway Services’
Additional statement by Raymond Bulpit on behalf of the Duchy of Cornwall - ID number: 45

1. Introduction

1.1 My name is Raymond Arthur Bulpit. I introduced the concept of developing a Trunk Road Service Area (TRSA) on the subject site to the Duchy of Cornwall in 2010 and, in view of my considerable experience, I was then appointed lead consultant for the project. Shortly thereafter, officers of WDDC approached the Duchy requesting that the inclusion of a Park & Ride facility should also be considered.

2. Experience

2.1 I was the specialist developer responsible for creating the following TRSAs: Sutton Scotney (A34T - Hampshire); *Podimore (A303T/A37 – Somerset); *Buckland (A420T – Oxfordshire); Warminster (A36T – Wiltshire); West Wellow (A36T/M27 – Hampshire) [*denotes those granted following an appeal]. The critical factor and key to sustainability and commercial viability in each case was a location that captured maximum trunk road traffic flows.

3. This statement briefly addresses:

- a. the question raised by the Inspector: –
“Do proposals for a park and ride site and trunk road service area south of the Stadium Roundabout (DOR10) represent the best option for providing these facilities given the sensitive nature of the location?”
- b. objections raised at the Draft Local Plan consultation stage;
- c. the background to the project(s) and site selection issues;
- d. consideration of other locations;
- e. benefits that could accrue to Dorset AONB, Natural England and English Heritage.
- f. the fact that the proposed development(s) are clearly in the public interest; there are no viable alternative sites to accommodate a TRSA/P&R, either combined or separately, and policy DOR10 in the Deposit Local Plan addresses relevant exceptional circumstances;

4. The proposed TRSA development – identified need

- 4.1 It is for the private sector to promote and operate service areas that meet the needs of the travelling public (source: DfT Circular 02/2013).
- 4.2 The development proposal has two distinctly different, though complementary elements: i) a comprehensive TRSA, which is clearly supported by Government Policies and Guidance (NPPF, para 31 and DfT Circular 02/2013, Annex B) that also sets minimum standards and distance criteria and: ii) a Park & Ride facility that will help achieve improvements to the environment in Dorchester town centre. Both elements are supported by policies in the extant Local Plan (2006), although not site specific.
- 4.3 In contrast to neighbouring counties, Dorset has no comprehensive services on any routes through the county; need has long been identified by the authorities. My skills in identifying sites/locations suitable for developing TRSAs that will adequately meet the needs of road-users are borne of years of relevant experience which is demonstrated by the continuing success of my previous similar developments in Hampshire, Wiltshire and Somerset (Para 2.1 above).
- 4.4 The subject site conforms to DfT (Highways Agency) distance criteria, being 12.1 miles from the modest, site constrained, Petrol Filling Station (PFS) at Bere Regis to the east. It should, however, be noted that current ‘gap(s)’ between single-sided PFS’s on the A35(T) [15 miles] and A37 [23 miles] are significantly greater. Also, responding to suggestions made by objectors at the Draft

Local Plan consultation stage, it would be entirely impracticable to ‘upgrade’ either of the small existing PFSs adjacent to the A35(T) [Bere Regis, Winterborne Abbas and Bridport] that involve conflicting right-turn traffic movements, due to inappropriate/non-conforming locations in built-up areas, numerous site constraints and for reasons of commercial viability.

4.5 Representatives of Natural England, English Heritage and Dorset AONB Team raised the question at a recent meeting as to why the TRSA proposal could not be located elsewhere; for example, within the Dorchester Defined Development Boundary, perhaps off Weymouth Way, north of Stadium Roundabout (SR) either adjacent to the Tesco supermarket or on undeveloped land to the west? Our responses are:

- i) comprehensive roadside services are not a feature of Tesco’s core business and it would not therefore be in their commercial interests to construct such facilities; Tesco’s land-holding is too constrained anyway. It should also be noted that Tesco closed its original in-store restaurant several years ago.
- ii) the vacant strip of land to the north-west of SR is entirely unsuitable, mainly due to limitations of safe and convenient access for large volumes of traffic but also proximity to a large housing estate.

4.6 No other opportunities exist for developing a TRSA in the vicinity of Dorchester either ‘on-line’ or adjacent to other junctions on the A35(T) and, critically, the location of the subject site is unique in that it is the only location that will enable the relevant needs of every type of traffic travelling in *all* directions to be met. It is important to note that safe and convenient signal controlled access to and egress from the development can be constructed that fully meets current highway design standards, without compromise. Furthermore, the junction of the A35(T) and A354 (SR) is the point at which maximum traffic flows on these major routes converge and, therefore, it is the only location where commercial viability is assured.

4.7 Kingston Ponds Amenity Area on the A35(T) east of Dorchester has long been proven to compromise highway safety. Therefore, in a joint initiative with the Highways Agency, Connect Roads carried out a study a few years ago to identify alternative locations at junctions on the A35(T) in the vicinity of Puddletown at which to relocate this popular, well used facility. That project was abandoned in favour of supporting the development of a TRSA on the subject site (see attached document dated 29 August 2008 [Appendix 1]; a copy of a letter to Dorset County Council dated 31 May 2013 [Appendix 2]) and a letter addressed to myself dated 30th October 2014 [Appendix 3]. Worthy of note is the fact that Connect Roads correspondence effectively rules out those listed locations from being considered further as alternatives to the subject site.

4.8 Driver fatigue has proven to be a contributory factor in many road traffic accidents and, as a consequence, opportunities for rest and refreshment are widely recognised as vital. Indeed, digital message signs on motorways and trunk roads frequently advise drivers to ‘take a break’. Moreover, HCV drivers must comply with UK and EU regulations. These factors reinforce the acknowledged need to provide comprehensive facilities for all drivers at appropriate locations.

4.9 *Subject to available resources Dorset Police Crash Desk can, if required, supply relevant accident data.*

5. **Precedents for developing MSA/TRSAs in AONBs – e.g. North Wessex Downs**

5.1 There are many examples of Motorway Service Areas and TRSAs situated within designated Areas of Outstanding Natural Beauty across England. Typically, three MSA/TRSAs are located within the North Wessex Downs AONB: at Membury (M4); Chieveley (M4/A34T); and Tothill (A34T). Of course, no precedent would be created for any other forms of development in an AONB or beyond Dorchester Defined Development Boundary if permission were granted for the proposed TRSA/P&R, due to the site specific needs and virtually unique purposes of such development.

6. **Proximity to Maiden Castle [MC] (Historic Environment) and Dorset AONB**

- 6.1 This Scheduled Ancient Monument lies some 900 metres to the west of the A354. Owing to the topography at MC, the subject site will always feature to some extent in views towards the east from this vantage point and the proposed development must inevitably emerge in those views. However, the low-density, low level buildings will accord with strict Duchy of Cornwall design criteria and be contained within a carefully designed parkland setting against the backdrop of the substantial embankment that carries the railway between Dorchester and Weymouth.
- 6.2 Furthermore, the scattered buildings that will form the proposed development are likely to appear from MC viewpoints similar to the many existing farm buildings that are characteristic of the surrounding landscape.
- 6.3 As stated in the Buro Happold study (2010) ‘Monkeys Jump’ to the west of Poundbury, also located within Dorset AONB, was the second preferred site for a P&R development. Equally, that potentially alternative location for a P&R facility, albeit with lower traffic volumes, might have been seen as suitable to accommodate a TRSA.
- 6.4 In contrast to SR however, Monkeys Jump has a plethora of street furniture (signs) and lighting columns (including those illuminating the A35(T)/A37 roundabout junction). Those essential elements, situated on the crest of a hill, together with the mass and scale of urban style development at Poundbury, are the most prominent features in the vista looking north-west from MC.
- 6.5 The Inspector is invited to visit Maiden Castle where he will be able to observe for himself those factors referred to above.
- 6.6 At twilight and in the evening the lighting columns around Stadium Roundabout and, occasionally, Dorchester Football Club floodlights, also feature prominently in views from the wider surrounding area.
- 6.7 Worthy of note is the fact that visitors parked at the TRSA/P&R will be provided with a fresh, virtually unique opportunity to view Maiden Castle and the historic landscape to the west and, subject to pedestrian safety considerations, it may be possible to provide direct footpath access to this important historic feature along the boundaries of intervening fields owned by The Duchy of Cornwall. Furthermore, provided funding is available, the proposed TIC that it is anticipated will form part of the proposed development could accommodate a significant interpretation exhibition focussing on Maiden Castle, including a ticket/booking office, and the coastal World Heritage Site known as the Jurassic Coast. Such facilities for tourists would accord with the aims of Dorset AONB as expressed in its Management Plan 2014-19 (see also para 4.4 and para 4.5 above).

7. **Park & Ride**

- 7.1 Documentary evidence indicates that West Dorset District Council (WDDC) has long had the desire to create a P&R facility to relieve pressures on parking and improve the environment in Dorchester town centre. In fact, in September 2010 Dorset County Council (DCC) and WDDC commissioned Buro Happold to prepare a feasibility study involving 20 potential sites around Dorchester. A subsequent refined study (October 2010) ultimately identified the subject site as one of two preferred locations.
- 7.2 *Note: West Dorset, Weymouth & Portland Council officers will further address issues arising from both the P&R and TRSA proposals and will refer to Buro Happold Feasibility Study Update, dated 20th May 2013 (alt. sites) commissioned by WDDC and the Duchy of Cornwall (AD/EAST7).*
- 7.3 It is, however, important to appreciate the perceived benefits of the proposed joint development in terms of significantly reduced capital costs, delivery timescale and meeting the identified need for overnight HCV parking and driver facilities.

8. **Overnight Lorry Park**

- 8.1 At present, a section of 'Top of the Town' car park in Dorchester also serves as an overnight lorry park, which is generally well used. However, there are 7.5 ton weight restriction signs on all main routes into the town. Also, the Kingston Ponds Amenity Area located east of Dorchester on the A35(T) is well used for that purpose but, as stated above (para 4.6) this facility has a very poor safety record and the Highways Agency is therefore keen to close that resource. Moreover, undesirable HCV parking, especially involving delivery/collection drivers in the early morning at Dorset Cereals, continues to be a constant problem on roads within Poundbury.
- 8.2 As a consequence of the foregoing, both the Highways Agency and Dorset County Council are keen to support development of the proposed TRSA/P&R and lorry parking on the subject site. It is therefore anticipated that the internal roadway loop around the proposed P&R development will be constructed to a standard that will enable the loop also to be used as an overnight lorry parking facility, with toilet/shower facilities provided within the nearby PFS Convenience Store building

9. **Development Boundary**

- 9.1 Please note that the development boundary shown at DOR10 originates from the 2010 P&R study carried out on behalf of DCC and WDDC by Buro Happold (see para 7.1 above). Consequently, I lodged an objection to this limitation at the Draft Local Plan consultation stage, with the request that the development boundary be extended to the fenced field boundaries, with the objective of enabling flexibility in design, landscaping and layout for the proposed TRSA and P&R projects. The attached illustrative drawing prepared by BrightSpace Architects [Appendix 4] demonstrates the relevance of that objection.

10. **Maximum Traffic Flows**

- 10.1 Stadium Roundabout is the point on the A35(T) and A354 where maximum traffic flows converge; it also captures traffic travelling north/south on the A37 and east/west on the A31. The location of the proposed TRSA is therefore ideal in terms of meeting the recognised needs of every road user for refuelling, rest and refreshment facilities, in the interests of highway safety. Note: information extrapolated from existing traffic flow data indicates that, on a 'neutral' day in April 2016, traffic flows at Stadium Roundabout are likely to average 62,000 per day.

11. **Effects on the local economy and employment opportunities**

- 11.1 There can be no doubt that the availability of services at the proposed TRSA/P&R will contribute significantly towards continuing growth of tourism and the economy generally across Dorset and in neighbouring counties that depend on tourist traffic and transportation of goods and services via the A35(T)/A354/A31 and A37. It is also anticipated that a completed TRSA development will result in the creation of at least 180 full-time and part-time jobs.

12. **Planning Policy**

- 12.1 *All relevant matters are fully addressed by John Montgomery of Tanner & Tilley in his 'Planning Policy Statement' that accompanies this statement [Appendix 5]. AD/EAST7 includes an ES/LVIA.*

Conclusion

For the foregoing reasons, and those prepared by WDWPC in relation to the P&R scheme, it is submitted that the proposed development(s) are in the public interest, that there are no viable alternative sites to accommodate a TRSA/P&R and that policy DOR10 in the Deposit Local Plan addresses relevant exceptional circumstances. The Inspector is therefore invited to ratify Policy DOR 10

*ND
please see
& email to me
RSE 6/12/02*

Darren Rogers

From: Groves, David [David.Groves@connectroads.com]
Sent: 29 August 2008 13:17
To: Darren Rogers
Subject: FW: Possible Relocation of Kingston Ponds Amenity Area

Darren

Attempt No. 3!

Regards

David Groves
Business Manager
Connect Roads Ltd.
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2 Park Five Business Centre
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EXETER.
EX2 7HA

Office : 01392 361277
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E Mail : David.groves@connectroads.com

From: Groves, David
Sent: 28 August 2008 09:54
To: d.rogers@westdorset-dc.gov.uk
Subject: FW: Possible Relocation of Kingston Ponds Amenity Area

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From: Groves, David
Sent: 30 July 2008 14:48
To: D.rogers@westdorset-dc.gov.uk
Cc: A30-A35
Subject: Possible Relocation of Kingston Ponds Amenity Area

Darren,

Further to a recent meeting with Joanne Langrish of your Department, please find attached electronic copies of the proposed sites for the potential re-location of the existing Kingston Ponds Amenity Area and Toilet Block.

29/08/2008

As discussed with Joanne, we wish to explore relocating the Amenity Area for numerous reasons including :-

- a) Currently the Amenity Area only serves east bound traffic. Whilst originally access was permitted from both directions, a number of accidents at the location led the Highways Agency to implement a right turn ban to west bound traffic. Whilst this reduced the number of Killed or Seriously Injured accidents at the location, some west bound traffic persists in turning right into the Amenity Area and several slight accidents have been recorded. There is a concern that sooner or later such an accident may have a more serious outcome. By relocating the facility to an area adjacent to a grade separated junction, the site could be properly signed, more easily and safely accessed from both east and west, and adequately serviced.
- b) The number of illegal right turn movements is further exaggerated by the presence of a new food outlet adjacent to the parking area, which the Highways Agency were unable to prevent as the outlet is located on private land adjacent to the facility. By relocating the facility, it can be ensured that such a refreshment service can be properly planned and included in a considered manner.
- c) A general increase in the usage of the facility has highlighted that the current private water supply to the site is becoming inadequate, leading to concerns over environmental issues. Moving the facility to a new location can ensure a suitable water supply can be installed to alleviate such concerns and accommodate continued growth.
- d) The current parking area is regularly at capacity and is inadequate for HGV's, and their manoeuvres are leading to regular safety defects requiring costly attention.
- e) With the forecasted increase in traffic flows expected with the 2012 Olympics, all of the above points are likely to be exacerbated, some to the point of possible failure. Relocating the facility can take account of this event and provide an amenity area more aligned with modern travelling expectations.

It is intended that the relocation of the Amenity Area will be a joint initiative of the Highways Agency and Connect A30/A35 Ltd. although there may also be an opportunity for West Dorset District Council with respect to tourism information. We would be grateful for your views on the viability of the proposed sites, as well as any further comments and assistance you may be able to offer.

Regards

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A30 / A35 Exeter to Bere Regis DBFO Contract

Possible Alternative Amenity Area – relocation of Kingston Ponds

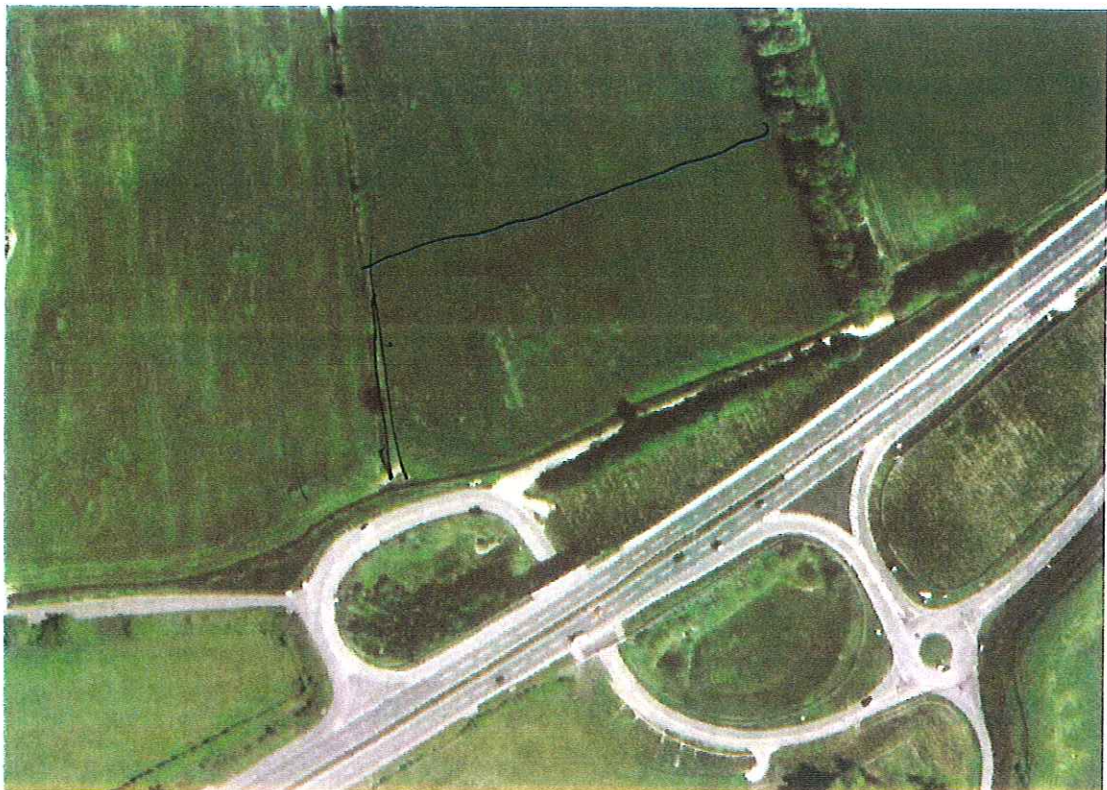
Current Proposal

South West Corner of Troytown Junction, Field Accessed by existing Gateway.

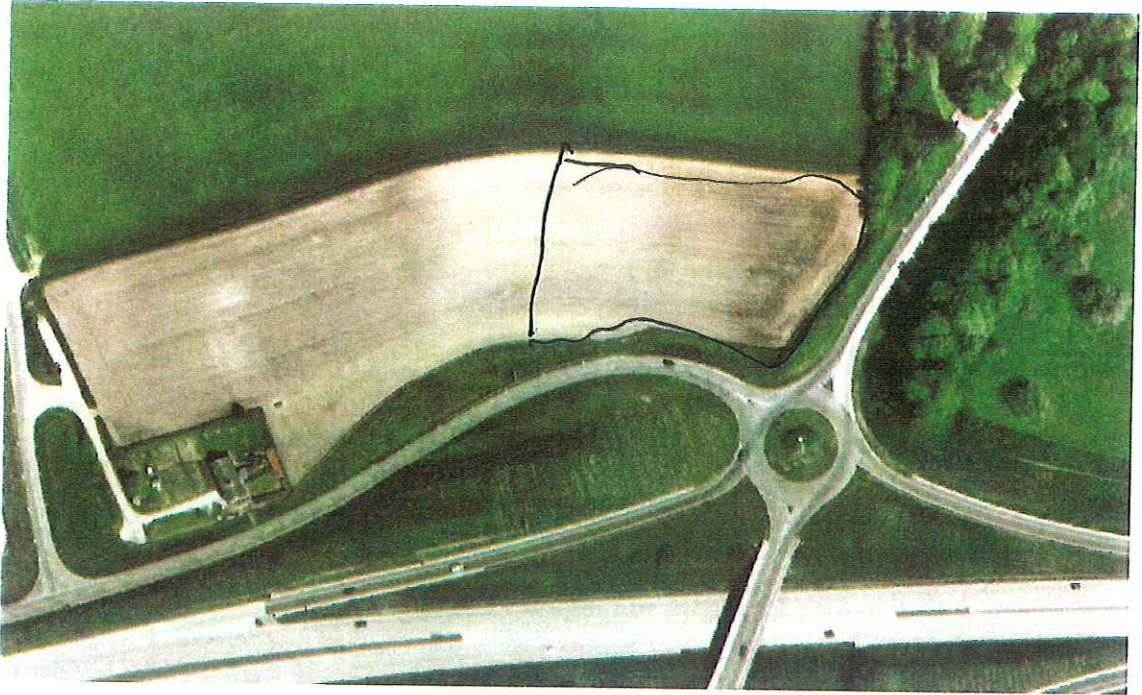


Alternative Locations

a) North East Corner of Troytown Junction. Access from Old Road



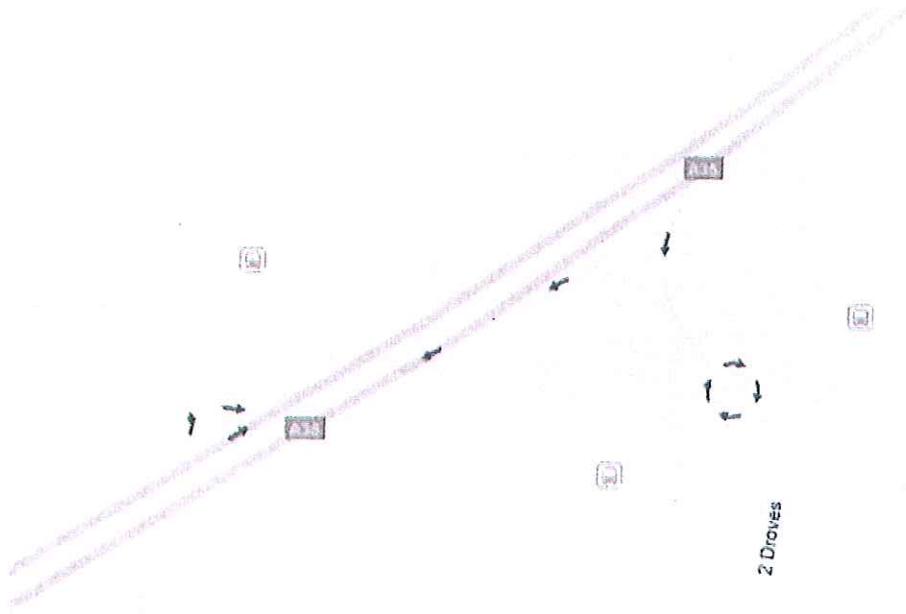
- b) A35 Northbrook Interchange – North of Junction – Access from Roundabout or Side Road



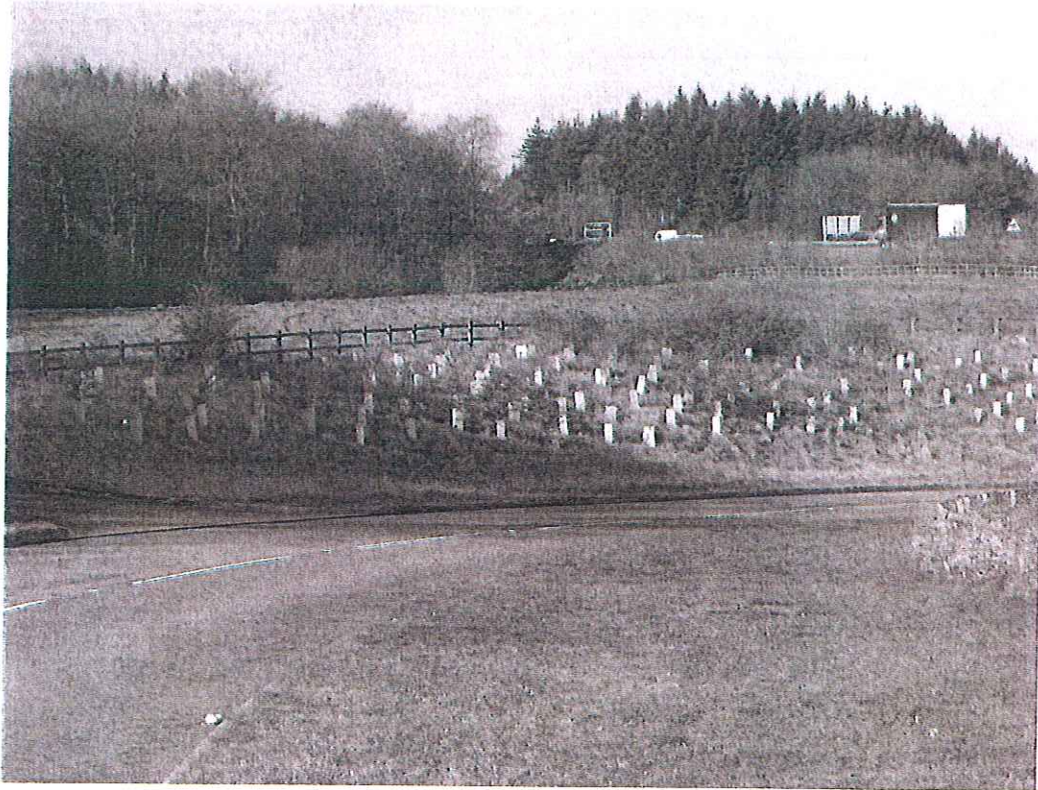
- c) A35 Tollpuddle Ball Junction – South of A35 – On Trunk Road Land – Access for County Road?



Alternative Services Locations 1 and 2



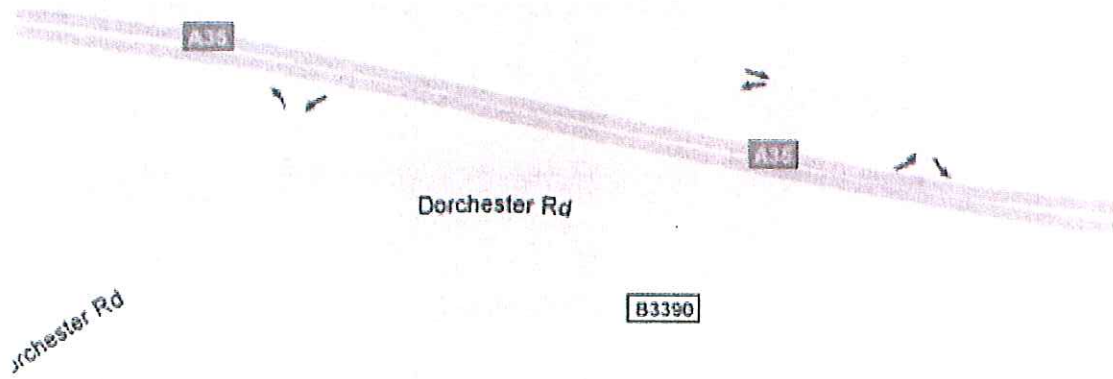
Site 1



Site 2



Alternative Services Location 3





O/ref: DG/dt/2.1.1

31 May 2013

Andrew Martin
Head of Dorset Highway Operations
Wanchard Lane
Charminster
DORSET
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Email: connect@connectroads.co.uk

Dear Mr. Martin

DORCHESTER TRUNK ROAD SERVICE AREA – PROPOSED PARK AND RIDE FACILITY

I understand that the Duchy of Cornwall are currently progressing a Planning Application for a Park and Ride Facility on land to the south east of Stadium Roundabout, Dorchester.

Connect A30/A35 Limited (Connect), who maintain the A35 Trunk Road at this location on behalf of the Highways Agency, wishes to express its support for the proposed development.

As part of its duties, Connect is responsible for the maintenance of the amenity area at Kingston Ponds. Connect has previously identified to the planning authority that it believes this facility is inadequate for the level of use it receives, especially during the summer months when the trunk road is at its busiest. In addition, the existing site is incapable of being improved in situ due to:

- a) Its restricted size, with no suitable additional land available;
- b) Its inability to cope with the number of HGV's and other vehicles that wish to park at the site;
- c) The lack of a suitable water supply and sewerage facilities at or near the site;
- d) The ability to access the site in an east bound direction only for safety reasons;

Connect believes that a properly designed and constructed park and ride facility at Stadium Roundabout would be of benefit to members of the public travelling in the area. Such a facility could include:

- i) Adequate parking areas for HGV's and other vehicles throughout the year;
- ii) Suitable toilet facilities for the level of use, serviced by a mains water and sewerage;



Page 2

- iii) Access to the site for both east and west bound traffic via a designed access arrangement;
- iv) Adequate refreshment facilities.

On this basis, it would be Connect's intention to close the Kingston Ponds facility once the Stadium Park and Ride site has been completed, thus removing a potential hazard from the A35 trunk road.

Should you require any further information in this matter, please do not hesitate to contact me.

Yours faithfully
for and on behalf of Connect A30/A35 Limited

David Groves
Operations Manager

c.c. Mr. Chris Pope, Departments Representative, Highways Agency

O/ref: DG/dt/2.1.1

30th October 2014

Raymond A Bulpit
Casterbridge Property Developments Ltd
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Anna Valley
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Dear Mr. Bulpit

PROPOSED DORCHESTER TRUNK ROAD SERVICE AREA AND PARK AND RIDE FACILITY

Further to our previous letter of 31st May 2013 regarding the above proposed Development, I understand that you are continuing to progress the Planning Application for a Trunk Road Service Area and Park and Ride Facility on Duchy of Cornwall land to the south east of Stadium Roundabout, Dorchester.

Connect A30/A35 Limited (Connect), who maintain the A35 Trunk Road at this location on behalf of the Highways Agency, continue to support your proposed development.

As previously advised, Connect is responsible for the maintenance of the amenity area on the A35 at Kingston Ponds, Dorset. Connect has previously advised the planning authority that it believes this facility is inadequate for the level of use it receives, especially during the summer months when the trunk road is at its busiest. As you know, studies for alternative locations were investigated and your proposed TRSA site scored highly within the options considered. .

Connect believes that a properly designed and constructed Trunk Road Service Area and suitable park and ride facility at Stadium Roundabout would be of benefit to members of the public travelling in the area. In order for the facility to adequately service the travelling public, we would expect the following to be included within the development:

- i) Adequate parking areas for HGV's and other vehicles throughout the year;
- ii) Suitable toilet facilities for the level of use, serviced by a mains water and sewerage;
- iii) Access to the site for both east and west bound traffic via a designed access arrangement;
- iv) Adequate refreshment facilities.



Page 2

On this basis, once the proposed Trunk Road Service Area and Park & Ride facility is completed, it would be Connect's intention to close the Kingston Ponds amenity area, thus removing a potential hazard from the A35 trunk road, as well as providing enhanced facilities to the road user.

Should you require any further information in this matter, please do not hesitate to contact me.

Yours faithfully
for and on behalf of Connect A30/A35 Limited

A handwritten signature in black ink, appearing to read 'DGM', enclosed within a circular scribble.

David Groves
Operations Manager

c.c. Mr. Justinian Marr, Departments Representative, Highways Agency



Legend:

- A3 Restaurants & Drive Through**
 300sqm restaurant
 250sqm drive through
 Central pavilion
 WC pavilion
- Retail & Petrol Filling Station**
 430sqm with HGV WC & showers
 9 island fuel pumps
 2 island HGV fuel pumps
 Air & water pump
 Car wash
- Park & Ride Pavilion**
 WC & waiting room
 500 P&R spaces
 Covered motorbike spaces
 Covered cycle spaces
 2 Bus terminals
- Parking**
- Lake**
- Parkland & Picnic Areas**
- Landscape & Visual Screening**

B	06.10.14	Revisions in line with highways and landscape input	edas	mj
A	29.09.14	Design development	TA/MJ	ES
Rev.	Date	Details	Drawn	Checked

Issued for: **WORK IN PROGRESS**

Project/Client: **Dorchester TRSA**

Project No: **10074**

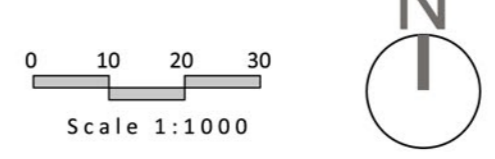
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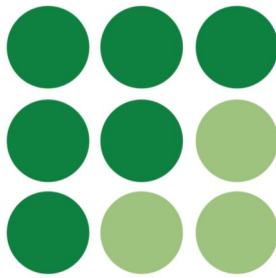
Drawn By: **edas** Date: **24.09.14**

Checked By: **edas** Date: **25.09.14**



15 Glasshouse Studios, Fryern Court Road, Fordingbridge
 Hampshire, SP6 1QX T: (01425) 655806/653639

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 Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8GU. Registered Number - 07399008



Tanner & Tilley

PLANNING POLICY STATEMENT



Development of a Trunk Road Service Area (TRSA) and Park & Ride facilities, Jurassic Gateway Services

At Land south of Stadium Roundabout

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Ref. 4542/0214

1.0 INTRODUCTION

- 1.1 This Planning Statement accompanies an outline planning application for the development of a Trunk Road Service Area (TRSA) and Park & Ride (P & R) facility on land south-east of the Stadium Roundabout, Dorchester contained between the A35(T), the A354 County Primary Road and the embankment carrying the railway between Dorchester and Weymouth.
- 1.2 The proposed development is intended a) to serve the identified need of trunk road users for rest and refreshment (see DfT Circular 02/2013) and b) to help address the need for parking arising from the main commuter flows in and out of Dorchester and Weymouth.
- 1.3 The statement provides a brief description of the proposed development and explains how it will preserve and enhance the rural appearance of the area, including the heritage significance of Maiden Castle approximately 900 metres to the west. It will be shown that the scheme complies with relevant national and local planning policies and that therefore planning permission should be granted.
- 1.4 The subject site is identified in the emerging West Dorset, Weymouth and Portland Local Plan as suitable for the proposed development.

2.0 DESCRIPTION OF THE PROPOSALS

- 2.1 The key elements of the proposal include:

A fuel station comprising all grades of petrol and diesel for cars, light vans, coaches and heavy commercial vehicles and liquid petroleum gas together with charging points for electric vehicles, with adequate parking for all vehicles, including HCVs;

A Convenience Store, including a Tourist Information Centre, with a range of toilets, baby changing facilities and shower cubicles (mainly for HCV drivers);

An automatic car wash (using recycled water), valeting facilities, air and water points;

Two adjoining A3 restaurant units, including drive-through facilities, with associated parking;

Adjacent coach, touring caravan and motorhome parking and turning;

Picnic and parkland amenity area with associated parking and an ornamental lake that also provides a balancing pond for flood attenuation;

Access to the TRSA and P&R will be via a signal controlled junction with the A354;

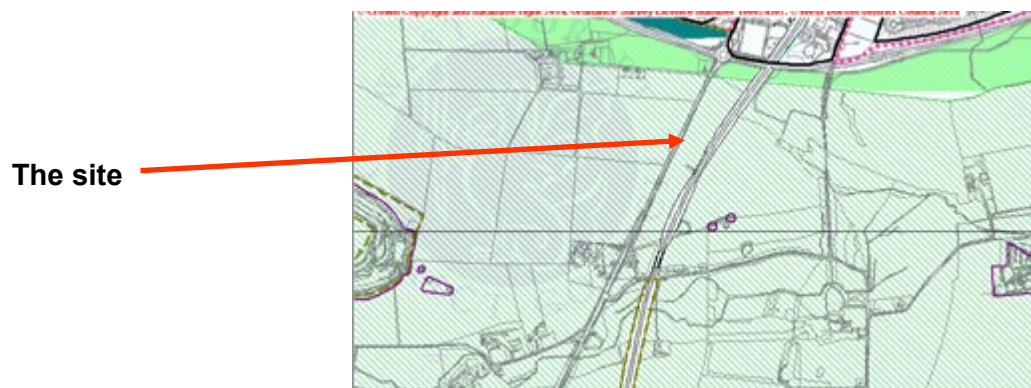
A park and ride facility for circa 500 spaces with a waiting pavilion including toilets and bus lay-by. The P&R will also provide for overnight parking of HCVs. This will enable closure of

the Kingston Ponds Amenity Area east of Dorchester on the A35(T), access to which is considered by the Highways Agency to be dangerous;

Note: all structures must comply with strict Duchy of Cornwall design criteria and it is intended that these will reflect the general style of farm-buildings.

- 2.2 Most of the site is located within the Dorset Area of Outstanding Natural Beauty (“AONB”) but the northern part is designated as Land of Local Landscape Importance. Maiden Castle, which is a Scheduled Ancient Monument, lies approximately 900 metres to the west of the A354.

The northern part of the site is located within Flood Zone 1 and associated issues will be addressed through an appropriate drainage strategy.



- 2.3 The site comprises 6.73 ha, of low grade agricultural land. Boundaries are defined by the A35(T) to the north, the mainline railway embankment to the east, woodland to the south and the A354 to the west. The site rises gently away from Dorchester to the north and towards Weymouth to the south. A detailed appraisal of the site and surrounding area is set out in the Landscape and Visual Impact Assessment which accompanies the application.

- 2.4 The outline application comprises the following plans:

Location Plan
Illustrative Layout Plan

3.0 RELEVANT PLANNING POLICIES

The National Planning Policy Framework (March 2012)

- 3.1 The National Planning Policy Framework (“NPPF”) states that a presumption in favour of sustainable development should be seen as a golden thread running through both plan making and decision taking. Sustainable development is defined as encompassing economic, social and environmental dimensions. The economic dimension involves new developments contributing to building a strong and competitive economy, the social

dimension supporting strong, vibrant and healthy communities, and the environmental dimension contributing to and protecting the natural, built and historic environment.

3.2 The Core Planning Principles set out in the NPPF (paragraph 17) include:

- To proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- To always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- To take account of the different roles and character of different areas, promoting the vitality of main urban areas;
- To support the transition to a low carbon future;
- To contribute to conserving and enhancing the natural environment and reducing pollution;
- To actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable, and,
- To take account of and support local strategies to improve health, social and cultural wellbeing for all.

3.3 Paragraph 28 states that planning policies should support economic growth in rural areas. They should support the development and diversification of agricultural and other land-based rural businesses.

3.4 In terms of transport, paragraph 29 of the Framework states that transport policies have an important role to play in facilitating sustainable development but also contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

3.5 Significantly, Paragraph 31 then goes on to say that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities should be to support the safety and welfare of the road user.

3.6 Section 4 (NPPF) is consistent with the relevant sections of Department for Transport Circular 02/2013 (the Strategic Road Network and the Delivery of Sustainable Development). Annex B deals specifically with roadside facilities for road users. In paragraph B7 the Highways Agency recommends that the maximum distances between signed services on trunk roads should be the equivalent of 30 minutes' drive time. In determining applications LPAs should not consider the merits of the spacing of sites beyond

conformity with the maximum and minimum spacing criteria established for safety reasons. Nor should they seek to prevent competition between operators.

- 3.7 The Circular notes that whilst the scope and scale of retail activities is a matter for the LPA nevertheless they should have regard to the primary function of roadside facilities which is to support the safety and welfare of road users.
- 3.8 Paragraph 116 in Section 11 states that planning permission should be refused for major developments in AONBs except in exceptional circumstances and where it can be demonstrated they are in the public interest such as the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy.
- 3.9 Similarly under paragraph 118 LPAs should aim to conserve and enhance biodiversity. However where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest.
- 3.10 Section 12 of the NPPF requires LPAs to conserve and enhance the historic environment. Thus, the impact on Maiden Castle, a Scheduled Ancient Monument is addressed in the Statement of Heritage Significance submitted with the application.

4.0 WEST DORSET LOCAL PLAN (July 2006)

- 4.1 For the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the West Dorset District Local Plan adopted in July 2006. The weight to be accorded to the policies therein is governed by paragraph 215 of the NPPF. The following policies are relevant to the proposals from the West Dorset Local Plan:
- 4.2 Policy SA1 relates to the Dorset Area of Outstanding Natural Beauty and that development that would harm the natural beauty will not be permitted. The proposed development will provide landscape features which will preserve and enhance the area.
- 4.3 Policy SA3 relates to Landscape Character Areas, the site is within the Dorset AONB. The policy requires that development should be expected to respect and respond to the local landscape character. Proposals that conserve, enhance and restore features of local landscape importance will be encouraged.
- 4.4 Policy SA6 requires that development proposals within Land of Local Landscape Importance as identified will be expected to respect the special features and qualities of local importance and the specific benefits that the land provides. A small portion to the north of the application site is recognised Land of Local Landscape Importance and this has been taken into consideration in the design stages. Significant planting and parkland has been provided so that the special features of this area are not harmed.

- 4.5 Policies SA08 and SA09 are relevant in the context of the protection of sites designated for the ecological importance. This is particularly relevant in respect of any impacts on the Poole Harbour SSSI/SPA/Ramsar Site and any potential inorganic nitrate discharging into the harbour from the River Frome as wastewater from the Dorchester Sewage Treatment Works. This issue is also relevant in the context of Policy SA15 (Ground Water Source Protection).
- 4.6 Policy SA12 addresses species protection. Where development is permitted that affects a protected species or a Biodiversity Action Plan Priority Species adequate mitigation must be provided.
- 4.7 Policy SA23 states that development will not be permitted which would have an adverse affect on a Scheduled Ancient Monument and Policy SA24 requires sites of regional or county archaeological significance to be safeguarded.
- 4.8 Policy AH14 states that development will not be permitted unless it can be demonstrated that it would not have a detrimental effect on road safety, or measures can be introduced to mitigate that danger. The proposals provide a signal controlled entrance to the site from the A354 and a cycle path is accessible at the A35(T) junction.
- 4.9 Policy SS3 relates to development outside defined development boundaries shown on the Proposals Map and sites allocated in the plan will be strictly controlled, having regard to policies in the local plan for the protection of the countryside, and the sustainable location of new development and re-use of land and buildings. The site is south of the defined Dorchester development boundary but, it is within a sustainable location and provides suitable facilities for long distance travellers using the A35 to rest and re-fuel.
- 4.10 Policy TRAN3 states that proposals for a new primary route service area will be considered at Dorchester. Such facilities should provide for the full range of facilities appropriate for trunk roads, namely fuel, food (to meet the needs of all types of highway users), information, toilets (to remain open 24 hours each day), picnic areas, parking for cars, cars towing caravans/trailers, heavy goods vehicles and coaches. The proposed development site is located adjacent to the primary road network through the district between Exeter and Southampton.
- 4.11 Policy TRAN5 requires that all new development shall provide parking space within or adjacent to the site in accordance with the guidance. In relation to major development proposals, contributions may be sought towards the introduction of on-street parking controls in the vicinity of the site, improved public transport including park & ride schemes, cycling or pedestrian facilities.
- 4.12 Policy TRAN6 relates to public transport provision and states that development proposals that are likely to generate significant levels of travel demand will only be permitted where appropriate levels of direct public transport services exist or there is demonstrable potential for the development to be well served by public transport services. The development has

been designed to ensure that the existing or potential public transport routes lie within easy walking distance of the entire site. The proposals include a park & ride which will be integrated into Dorchester's public transport system and so reduce the amount of traffic in the town centre.

- 4.13 Policy TRAN8 requires that all new development will be expected to take account of the needs of cyclists and pedestrians either by the direct provision, or by contribution to new routes or links to existing routes within or adjoining a settlement.
- 4.14 Policy TRAN13 states that development will not be permitted unless adequate transport infrastructure to serve that development is available or can be provided, including public transport, facilities to encourage integrated travel, transport interchanges and facilities, highways, cycleways and pedestrian routes. The proposals show new public transport, highways, cycleways and pedestrian routes for the site which are sufficient for this site.
- 4.15 Policy DA1 states that development will provide for the retention and protection of existing woodland, trees and hedgerows and other features of merit where their removal would significantly harm the character or enjoyment of the site or surrounding area, or prejudice or damage wildlife interests.
- 4.16 Policy DA3 requires that development should not involve the loss of an important area of open space or feature which is an essential part of the character of the locality or wider settlement. The proposals show that views into the site can be enhanced and have been designed with adequate landscaping and parkland so that the development doesn't have a large impact on the previously open landscape.
- 4.17 Policy DA7 requires that new development will be expected to display a high quality of design that complements and respects the distinctive character of the locality.

5.0 WEST DORSET, WEYMOUTH AND PORTLAND EMERGING LOCAL PLAN

- 5.1 The Development Plan will eventually be replaced by the West Dorset, Weymouth & Portland Local Plan ("the Emerging Plan"), the pre-submission draft of which was submitted to the Secretary of State for Examination on 24th June 2013. Following the Examination, the LPAs carried out further consultation on the modifications between 9th August and 25th October 2013. At an exploratory meeting on 22nd January 2014, the Inspector raised his concerns in relation to: (i) the duty to co-operate; (ii) housing; (iii) the provision of affordable housing; (iv) Supplementary Planning Documents ("SPD"); and (v) the consultation process as a whole.
- 5.2 Following the suspension of the examination to enable the LPAs to address the Inspector's concerns the Hearing to discuss matters and issues raised by the Inspector is due to commence on 25th November 2014. The applicant is scheduled to appear before the Inspector on 9th December 2014 to discuss draft Policy DOR 10.

5.3 The weight to be attached to the policies in the emerging Plan will be governed by paragraph 216 of the NPPF according to the stage the Plan has reached, the extent to which there are unresolved objections and the degree of consistency with policies in the Framework.

Adopted Policy	Due to be superseded by Emerging Policy
SA1 Area of Outstanding Natural Beauty	ENV1 Landscape, Seascape and site of geological interest
SA3 Landscape Character Areas	ENV1
SA6 Land of Local Landscape Importance	ENV3 Green Infrastructure Network
AH14 Road Safety	COM7 Creating a Safe and Efficient Transport Network
SS3 Development outside Defined Development Boundaries	SUS2 Distribution Development
TRAN3 Primary Route Service Areas	DOR10 Dorchester Transport and Environment Plan
TRAN5 Parking Provision	COM9 Parking Standards in New Development
TRAN6 Public Transport Provision	COM7
TRAN8 Cyclists and Pedestrians	COM7
TRAN13 Contributions to Costs of Providing or Improving Transport Infrastructure	COM1 Making Sure New Development Makes Suitable Provision for Community Infrastructure
DA3 Design—Street Patterns and Spaces	ENV1 The Pattern of Streets and Spaces
DA7 Detailed Design and Materials	ENV12 The Design and Positioning of Buildings

5.4 Policy DOR10 is directly relevant and relates to the application site which it allocates for a Trunk Road Service Area and a Park & Ride facility. The Local Plan notes that although the site is within the AONB *‘the public interest of delivering the scheme and the lack of suitable, available options outside the designated landscape are considered sufficient to justify the allocation.’* Clearly, the site is perfectly located to serve the needs of trunk road users for rest and refreshment (DfT Circular 02/2013) and for a P&R facility to capture the main commuter flows with the objective of helping to ease congestion in Dorchester town centre. As mentioned above, the DOR10 allocation excludes a small area of the site immediately adjacent to the Stadium Roundabout. Representations were however made to the effect that this land should also be included in the allocation and this is a matter which will ultimately be considered by the Local Plan Inspector. It is stated that this site is allocated for a Park & Ride facility, and a new Trunk Road Service Area.

6.0 APPLICATION OF POLICY

6.1 The proposals arise from the number of vehicles passing along the A35(T) and A354 (also the A37 and A31 feeder roads) and from the amount of traffic generated in and around Dorchester town centre. It will be noted that Policy TRAN3 of the extant Local Plan refers to

the need for a Trunk Road Service Area between Southampton and Exeter but is not site specific. This policy is due to be superseded by Policy DOR10 in the emerging Local Plan which specifically identifies the majority of the application site for that purpose. Policy DOR 10 is, however, the subject of unresolved objections from Natural England and the Dorset AONB Team and currently, as a consequence of NPPF paragraph 216, carries little weight. The land owner has also made representation in support of the Policy DOR10 setting out compelling reasons for including the subject site within the ambit of that policy. The matter now rests with the Local Plan Inspector.

6.2 In allocating the site for development in the emerging Local Plan the LPA took into account the designations as an AONB/Land of Local Landscape Importance. In accordance with NPPF paragraph 151 the LPA must be satisfied that Policy DOR10 is consistent with the principles and policies set out in the Framework. As stated in paragraph 5.4 above the LPA concluded that any impacts on the landscape were outweighed by the public interest in providing a TRSA and P & R facility.

6.3 The approach of the LPA to Policy DOR10 is consistent with NPPF paragraph 116 referred to above. Thus the Policy DOR10 allocation is justified by the exceptional circumstances and take into account:

- National policies and guidance as reflected in both the NPPF itself with regard to sustainable transport and in Circular 02/2013;
- The lack of viable alternative sites in less environmentally sensitive areas to provide adequately for the needs of road users for rest and refreshment in the interests of highway safety;
- The common sense approach of providing a Park & Ride facility integral with the TRSA and the acknowledged need for that development to assist in reducing the detrimental impact existing traffic congestion has on the economy of Dorchester;
- It is submitted that the proposed development will have only minimal effect on the environment, especially taking into account the opportunities provided for landscape enhancement and other mitigation.

6.4 In terms of further justification the Stadium Roundabout is the point on the A35(T) and A354 where maximum traffic flows converge; it also captures traffic travelling north/south on the A37 and east/west on the A31. The location of the proposed TRSA is therefore ideal in terms of meeting the recognised needs of all road users for rest and refreshment, in the interests of highway safety. Furthermore, information extrapolated from existing traffic flow data indicates that, on a 'neutral' day in April 2016, traffic flows at Stadium Roundabout will average 62,000 per day. It follows from this that there are no alternative sites in less environmentally sensitive areas that will so successfully address this need.

6.5 At present, a section of 'Top of the Town' car park also serves as an overnight lorry park, which is generally well used. However, there are 7.5 ton weight restriction signs on all main

routes into Dorchester. The 'Kingston Ponds' amenity area located on the A35(T) to the east of Dorchester is also well used for that purpose but this facility has a very poor safety record and the Highways Agency has therefore been keen to close this resource. In fact, with this objective in mind, a study was undertaken to identify alternative sites close to road junctions in the vicinity of Puddletown but that exercise was never followed through. Undesirable HCV parking mainly in the early morning has also been noted as a constant problem on roads at Poundbury.

- 6.6 With regard to impact on AONB, there are many examples of Motorway Service Areas and TRSAs developed within AONBs. around England. Typically, three MSA/TRSAs are located within the North Wessex Downs AONB: at Membury (M4); Chieveley (M4/A34T); and Tothill (A34T).
- 6.7 As set out in the LVIA the existing landscaping to the west of the A354 together with the boundary planting proposed for the site will form a heavy buffer for the western edge ensuring that there will not be any adverse affect on the heritage significance of Maiden Castle. Views of the proposed development from publicly accessible places are limited to those from Maiden Castle which, at its nearest point, lies approximately 900 metres to the west of the A354. Those distant views are interrupted by hedges that, for the most part, are established along the intervening field boundaries. Other significant long-established features that are inevitably prominent in views from the Maiden Castle vantage point are substantial volumes of traffic on the A354/A35(T) that carry a high percentage of HCVs, PSVs and emergency vehicles with blue flashing lights; the same can be said of passenger trains that frequently travel between Dorchester and Weymouth along the railway embankment that forms the eastern boundary of the proposed development site.
- 6.8 At twilight and in the evening the lighting columns at Stadium Roundabout and, occasionally, the floodlights at Dorchester Football Club also feature prominently in views from the surrounding area.
- 6.9 Although submitted in outline the illustrative material accompanying the TRSA part of the proposals indicates the approach to be adopted for the final design. The Design and Access Statement demonstrates that the design solution will be of high quality appropriate to such a prominent semi-rural location. Proposals will fully accord with the design philosophy of the NPPF and the saved policies of the Local Plan.
- 6.10 The proposals will, in the public interest, fulfil a long-recognised and much needed transport infrastructure which will enable a Park & Ride facility to be provided, integrated with public transport.
- 6.11 In terms of employment, it is anticipated that a completed TRSA development will result in the creation of at least 180 full-time and part-time jobs. The proposals thus help to

promote economic growth in accordance with the philosophy of the NPPF.

6.12 Sustainable development is at the heart of Government planning policy. The application proposals provide a highly sustainable form of development which fully embrace the philosophy set out in the NPPF.

7.0 CONCLUSIONS

7.1 Considering the very low density of built structures within the TRSA and the relatively high proportion of landscaped areas, the proposal will not affect the setting of Maiden Castle nor adversely impact the character and appearance of the area. Furthermore, it is intended that the P&R facilities will be heavily landscaped and tiered so that part of the development will not impact on the overall open landscape.

7.2 The proposals accord with the advice set out in Department for Transport Circular 02/2013 (The Strategic Road Network and the Delivery of Sustainable Development) and will resolve the long-recognised and much needed facility for all drivers using the A35(T) and their passengers. The Park & Ride facility also will relieve pressures on parking and reduce traffic congestion in Dorchester and will significantly enhance the overall environment of the town.

7.3 For the reasons as set out above, the proposals accord with national planning guidance and the relevant policies in the West Dorset Local Plan and the emerging West Dorset, Weymouth and Portland Local Plan. It is therefore concluded that planning permissions should be granted.

Mr Raymond Bulpit
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29th October 2014

Dear Mr Bulpit

TRUNK ROAD SERVICE AREA AND PARK & RIDE, A35 DORCHESTER – “JURASSIC GATEWAY SERVICES”

I am writing to you as Chair of the Dorset Local Enterprise Partnership (DLEP) Board to confirm my support for the proposed Trunk Road Service Area and Park & Ride off the A35 near Dorchester, in principle.

I understand that this service area will provide much-needed services and facilities, especially over-night lorry parking for HGV drivers, which are currently lacking in Dorset.

In terms of improving connectivity and encouraging economic growth, the proposed park & ride will benefit Dorchester in attracting more shoppers and visitors to the town and therefore boosting local businesses.

I look forward to hearing how this project progresses.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G. Page', enclosed in a rectangular box. The signature is written in a cursive style with a horizontal line underneath.

Gordon Page
DLEP Chair

Phase 2 Ecology Survey Work:
Land off Stadium Roundabout, Dorchester

For: Duchy of Cornwall

July/September 2014

CONTROLLED COPY

01 OF 02

01 DUCHY OF CORNWALL
02 ABBAS ECOLOGY

*This report is the responsibility of Abbas Ecology,
It should be noted, that whilst every effort is made to meet the client's brief,
no site investigation can ensure complete assessment
or prediction of the natural environment*

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CONTENTS

Summary	4
1. Brief	4
2. Introduction	5
3. Species Surveys	6
3.1 Common Reptiles	6
3.2 Breeding Birds	8
3.3 Great Crested Newts	12
3.4 Bat Activity	15
4. Overall Conclusions and next steps	19
5. References	19
Appendix 1	120

Phase 2 Survey Work Stadium Roundabout, Dorchester

Summary

Surveyors:	Bronwen Bruce , CIEEM, Ryan Harris GradCIEEM, Abbas Ecology
Location:	Field off Stadium Roundabout, Dorchester
Grid Reference:	SY 76856 85518
Species of Concern	Breeding Birds, Common Reptiles, Foraging Bats, Great Crested Newts
Species Recorded	Breeding Birds, Foraging Bats. Great Crested Newts were not surveyed for as there was an absence of breeding features for survey. However were assumed to be present in suitable habitat.

Species interest was found at the boundary features of the site. Mostly along the railway track and the line of trees that boarder the site. Neither of these features is on the site itself but may be influenced by development on the site. No ground nesting birds were found on-site although, a Skylark was heard on two occasions in the neighbouring field. Bat activity was variable, Serotine bats were recorded foraging over the site but this was not consistent for every visit. Great Crested Newts were not recorded but the proximity of records and the quality of the habitat along the railway and line of trees makes it likely that newts will use these features during the terrestrial phase of their lifecycle. There are no features on site suitable for breeding.

Mitigation for all species of concern has been written into this report. Landscaping features to incorporate a 3m buffer strip at the Weymouth end of the site, thickening the hedgerow along the road and re-wetting a pond in an adjacent field will enhance the site for the species of concern. Planting of native trees across the site should also create opportunities for common garden birds and possibly bats. Low-level lighting at the Weymouth end of the site will also be incorporated to minimise disturbance on site to bats and other species.

More detailed mitigation will be written into landscape plans and a 'Biodiversity Mitigation Plan' for the area.

1. Brief

To undertake further detailed surveys of breeding birds, common reptiles and foraging bats following potential being identified in the report *Extended Phase 1 Habitat Assessment; Stadium Roundabout, Dorchester (Buro Happold Ltd. Oct 2013)*. Great Crested Newts were not surveyed but the likelihood of them using the site and appropriate mitigation was assessed.

2. Introduction

Reptile, breeding birds and bat activity surveys of the land at the Stadium roundabout, Dorchester was commissioned to ensure that no species of conservation concern or protected by law were likely to be affected by the development proposals. The surveys followed recommendations made in a Phase 1 report undertaken in October 2013. The Phase 1 survey identified a number of features that could be used by these species including the semi-improved neutral grassland with scrub along the railway embankment and an area of veteran trees and parkland to the south of the survey area.

These features are at the proposal's boundary and not within the proposal's area itself. The proposal's area is improved grassland which is mostly kept short. This sort of habitat has a low potential for wildlife. Map 1, below shows the aerial photograph of the site.

There is also a dried-up pond/wetland to the east on the site (highlighted in Map 3) where there is potential to create a pond and other enhancements for a variety of species.

The legislation related to these species can be found in Appendix 1.



3. Species Surveys

3.1 Common Reptiles

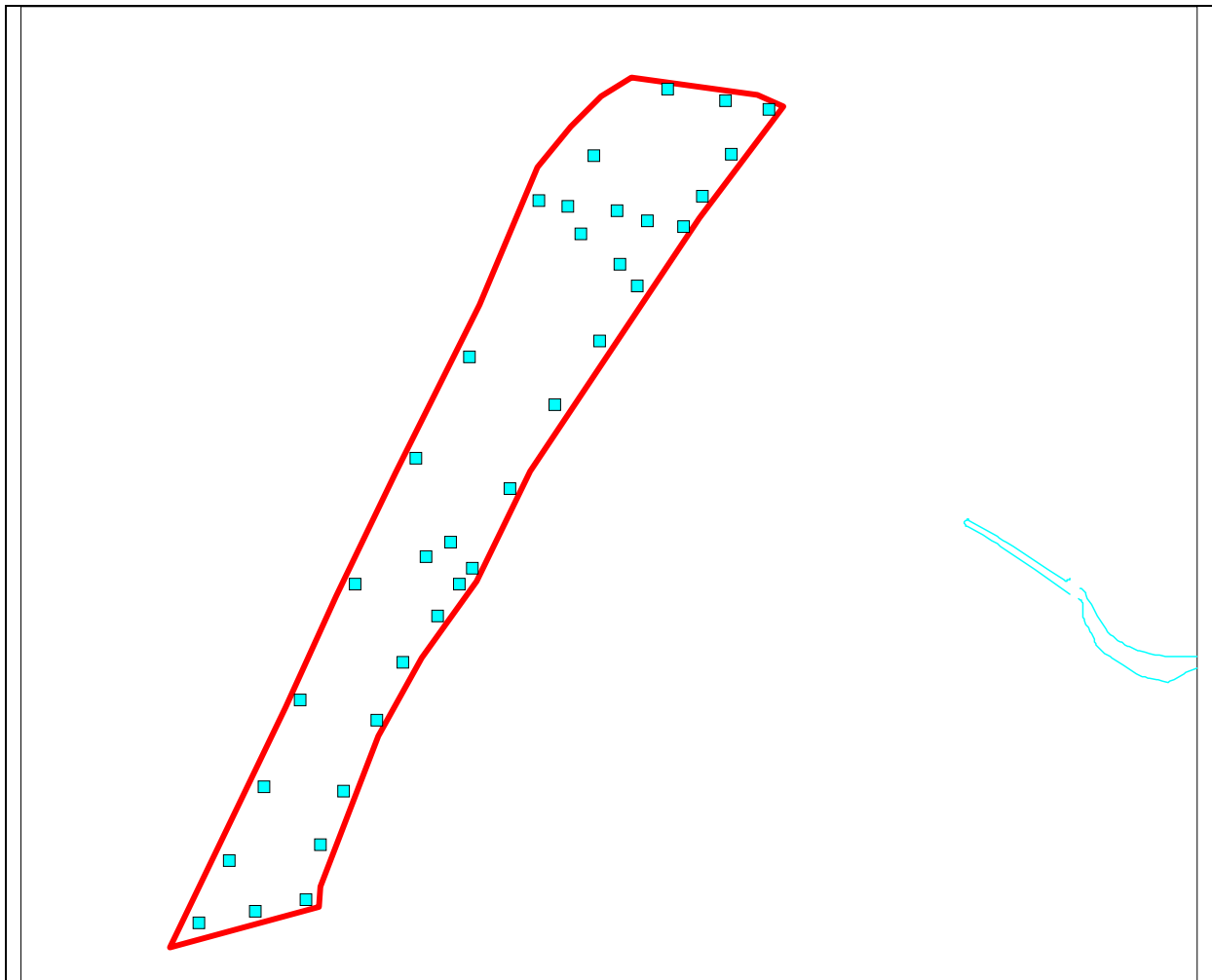
3.1.1 Methodology

The site was visited on the 21st March, 2014 in order to lay out reptile refugia. These consist of squares of Onduline corrugated roofing material of about half a metre square in area or corrugated metal roofing of the same size. These are laid in suitable positions throughout the grounds and then visited for a variety of times and weather conditions. Reptiles and amphibians will make use of these as shelter or for thermoregulation and can easily be spotted by lifting them. Lizards often bask on top of them and so the survey consists of a slow circuit of the site searching for basking animals followed by lifting the refugia. A total of 35 refugia were laid out around the site, in the most likely areas to gain results (see table below for locations and aerial photograph of site). The most likely areas were along the railway track, along the hedgerow and some in an area of the field that seasonally floods where the grass grows longer.

The site was revisited twelve days later by which time the refugia had established and animals should have started using them. A total of seven visits was made, the results of which are summarised below.

3.1.2 Results

Date of visit	Time	Weather conditions	Species caught inc. age and sex	Location
2/4/14	8:30	Clear, 5 °C	0	-
4/4/14	11:00	Sunny, 14 °C	0	-
8/4/14	11:00	Variable, rain at end, 12 °C	0	-
10/4/14	12:00	Sunny, 14 °C	0	-
15/4/14	8:00	Sunny, 14 °C	0	-
22/4/14	16:00	Overcast, 13 °C	0	-
28/4/14	12:00	Mixed, 15 °C	0	-



Map 2, Site boundary showing position of tins

The results indicate an absence of Common reptiles (Slow worms, Common Lizards and Grass snakes) using the site. However, it is still possible that they are present on the railway embankment.

3.1.3 Conclusions

Effect on Reptile Population without mitigation = low as no reptiles were recorded on site and potential habitat on railway bank is being retained.

The proposal field itself is improved grassland that is mostly kept short, this habitat type has a low potential for slow worms. However, the mitigation strategy does advocate keeping the grass on site short to ensure that no reptiles move onto site from the potential habitat along the railway track.

3.1.4 Mitigation Strategy

		Timing
1.	Make sure that the field is grazed/cut to maintain a sward no more than 150mm	From now until development
2.	Some opportunities for reptiles will be incorporated into the area around the SuDS pond.	During landscaping

Please note that the point 2 will be explained in more detail in the site's landscape plans and a 'Biodiversity Mitigation Plan' (BMP) for the site.

3.2 Breeding Birds

3.2.1 Methodology

The methodology breeding bird survey followed the methodology of the BTO/JNCC/RSPB Breeding Bird Survey. However instead of walking two straight transects a route around the perimeter of the site was adopted so the birds could be seen/heard along the verge by the round-a-bout; along the railway line; along the line of trees at the south of the site; along the hedgerow by the road.

Visits were more frequent than the methodology which provides census data. Four visits were undertaken between 2/4/2014 and 27/5/2014. All visits were between 6am – 7am. Binoculars were used.

The desk survey undertaken for the Extended Phase 1 survey (Parsons Brinckenhoff, 2013) picked up a number of species specially protected by Schedule 1 of the Wildlife and Countryside Act 1981 (as amended). Nearly all birds are protected while breeding. The specially protected species are:

Brambling	<i>Fringills montifringilla</i>
Firecrest	<i>Regulus ignicapillus</i>
Redwing	<i>Turdus iliacus</i>
Fieldfare	<i>Turdus pilaris</i>
Black redstart	<i>Phoenicurus ochruros</i>
Whimbrel	<i>Numenius phaeopus</i>

These birds are mostly winter migrants or passage migrants. A few breed, particularly on the south coast so they were listened out for in the possibility that this was happening.

Additionally to the birds highlighted in the Phase 1 desktop survey there are ground nesting birds found close to the site. If these were present they could be more directly affected by the proposal if they were nesting on the field itself. Therefore, close attention was paid for signs or calls of:

Lapwing	<i>Vanellus vanellus</i>
Skylark	<i>Alauda arvensis</i>

Luckily, these birds have very distinctive calls. The Lapwing also has a distinctive profile in flight.

3.2.2 Results

2/4/2014, Start 6.45, Fine.			
	Along feature	Flying Over Proposal Field (unless stated)	In neighbouring field (other side of railway track/road)
Verge	-	-	-
Railway bank ↓	Wren		
	2 Sparrow		
	Blackbird		
		Gulls	
		Wood pigeon	
	Magpie		
	Blue tit		
			Skylark (could be on railway)
	Blue tit		
	Gt. Tit		
	Chaffinch		
	Blackbird		

Line of Trees ↓	Robin		
		3 Rooks	
	Chiff-chaff		
		2 Heron	
	Wren Sparrows		
Hedgerow ↓	Great tit		
			Green finch

Additional Observations:

Skylark was a little before the 'hump' in the middle of the field. Was not seen and did not seem close. Skylarks have a very loud call and this seemed fainter. Chiff-chaff was heard first then seen.

A lot of rabbits were present along the railway verge and hedgerow.

15/4/2014, Start 7.00, Fine			
	Along feature	Flying Over Proposal Field (unless stated)	In neighbouring field (other side of railway track/road)
Verge	-	-	-
Railway bank ↓	Blackbird		
	Sparrows		
	Robin		
		2 Woodpigeon	
	Chaffinch		
	Great tit		
		11 Mallards	
			Skylark (could be on railway)
	Robin		
	Duncock		
	Great tit		
	Blackbird		
	Sparrows		
Line of Trees ↓		Rook	
	Blue tit		
	Blackbird		
		Rook	
	Chiffchaff		
Hedgerow ↓	Chaffinch		
	Sparrows		
	Chaffinch		
	Long-tailed-tit		Long-tailed tit
		2 Mallards	
		Green Finch	

Additional Observations:

Skylark as before. Long-tailed tit flew to other side of road. The line of trees is a much shorter distance than the other features and although not so many birds were heard they appeared to be more concentrated with greater numbers overall in a smaller area.


Most of the birds in the hedgerow were closer to the line of trees.

13/5/2014, Start 6.00, Sunny and warm.			
	Along feature	Flying Over Proposal Field (unless stated)	In neighbouring field (other side of railway track/road)
Verge	-	-	-
Railway bank ↓	Wren		
	Blackbird		
	Great tit		
		Mallard	
	Dunock		
			Skylark (could be on railway)
		Rooks	
	Sparrows		
	Blackbird		
	Chaffinch		
	Great tit		
	Gold finch	Gold finch (flew across field)	
	Blue tit		
	Blackbird		
	Dunock		
Magpie			
Line of Trees ↓	Blue tit		
	Sparrows		
	Chiffchaff		
	Great tit		
	Woodpigeon		
	Chaffinch		
	Wren		
Hedgerow ↓	Blue tit		
		Herring gull	
	Blue tit		

Additional Observations:

Skylark was closer to the round-a-bout end of the railway verge this time. A deer was seen and a Tortoiseshell butterfly along the hedgerow. Wren in the line of trees was showing aggressive behaviour indicating a nest was somewhere.

27/5/2014, Start 7.00. Overcast, recent light rain			
	Along feature	Flying Over Proposal Field (unless stated)	In neighbouring field (other side of railway track/road)
Verge	-	-	-
Railway bank ↓	Blackbird		
	Magpie		
	Great tit		
	House Sparrow		
		Woodpigeon	
	Blue tit		
	Blackbird		
		4 Rooks	
	Blue tit		
	Chaffinch		
Line of Trees ↓	Blue tit		
	Wren		
	Woodpigeon		
	Robin		
	Goldfinch		

Hedgerow 	Chaffinch		
	Blackbird		
	Dunnock		

Additional Observations:

Lots of rabbits and deer seen. The most frequent amount of calls was in the line of trees. All birds recorded in the hedgerow were near the line of trees.

3.2.3 Conclusions

Effect on Breeding bird population without mitigation = low/medium as breeding features are being retained but hard standing could have a small effect of skylark populations.

Most of the birds recorded are common garden birds that are widespread. The exception to this is Chiffchaff which does breed this far south and prefers woodland or mature park/garden. This habitat is to be found beyond the line of trees at the Southern end of the site. The habitat that the birds are occupying and breeding in is being retained.

The Skylark is the most significant bird recorded as it is the only bird which could be breeding on the proposal grassland itself. The grassland on site was suitable for the ground-nesting skylark which requires vegetation to be between 20-50cm but not too dense. They do nest in grass silage fields but the frequent mowing causes many nests to be destroyed or predated. Skylark populations are declining in this country and the rest of Europe. However, on this site only one was heard probably in the arable crop to the east of the site (see Map 1). There are various records for the species and they are known to breed on the near-by Maiden Castle so it is possible that odd individuals breed near or on the site as a kind of overspill site from Maiden Castle.

3.2.4 Mitigation Strategy

		Timing
1.	There will be no site clearance of scrub or trees at the boundary features	-
2.	A buffer strip of 3m will be retained along the line of trees at the southern end of the site to protect this feature, including the trees roots.	During landscaping
3.	The buffer strip must be fenced-off with high-visibility fencing prior to construction work. No material must be dumped in this area or vehicle access enter this area.	Prior to construction
4.	The hedgerow along the road to the west of the site will be strengthened with native planting in order to provide a better habitat for breeding birds	During landscaping
5.	Through the Dorset Biodiversity Protocol process look at ways to contribute to Skylark conservation around the Maiden Castle area.	Included in a BMP
6.	Native tree planting across the site in landscaping plans will further provide opportunities for ground nesting birds.	During landscaping.

Please note that the above points will be explained in more detail in the site's landscape plans and a 'Biodiversity Mitigation Plan' (BMP) for the site.

3.3 Great Crested Newts

3.3.1 Conclusions

Effect on Great Crested Newt population without mitigation = medium as the GCN numbers in the area are significant for the county as a whole. Without protecting of the line of trees and wall at the southern end this may affect an over-wintering site as well as a route to a breeding pond. Cannot rule-out a GCN getting onto the hard standing once built, particularly without a buffer strip and sustaining damage.

No surveys were conducted for this species. They sometimes use the reptile tins/refuges, none were found but this is not an accurate way of surveying for this species as the results are variable.

The improved grassland field is not good habitat Great Crested Newts (GCNs) but the railway verge and the line of trees at the southern end of the site does offer valuable habitat. It is worth considering that newts spend the majority of their lifecycle in terrestrial habitat and use these features for hunting, cover and as corridors for getting between ponds. No water features are on the proposal site so the site is not a suitable for GCN breeding.

The Extended Phase 1 Survey (Parsons Brinckerhoff, 2014) picked up a pond within 400m of the site that had a substantial population of GCNs. The pond is connected to this site through suitable habitat.

The line of trees at the southern end of the site is further enhanced as a GCN corridor as it contains a stone wall as shown in Photo 1. This feature could be used in the winter by over-wintering newts.

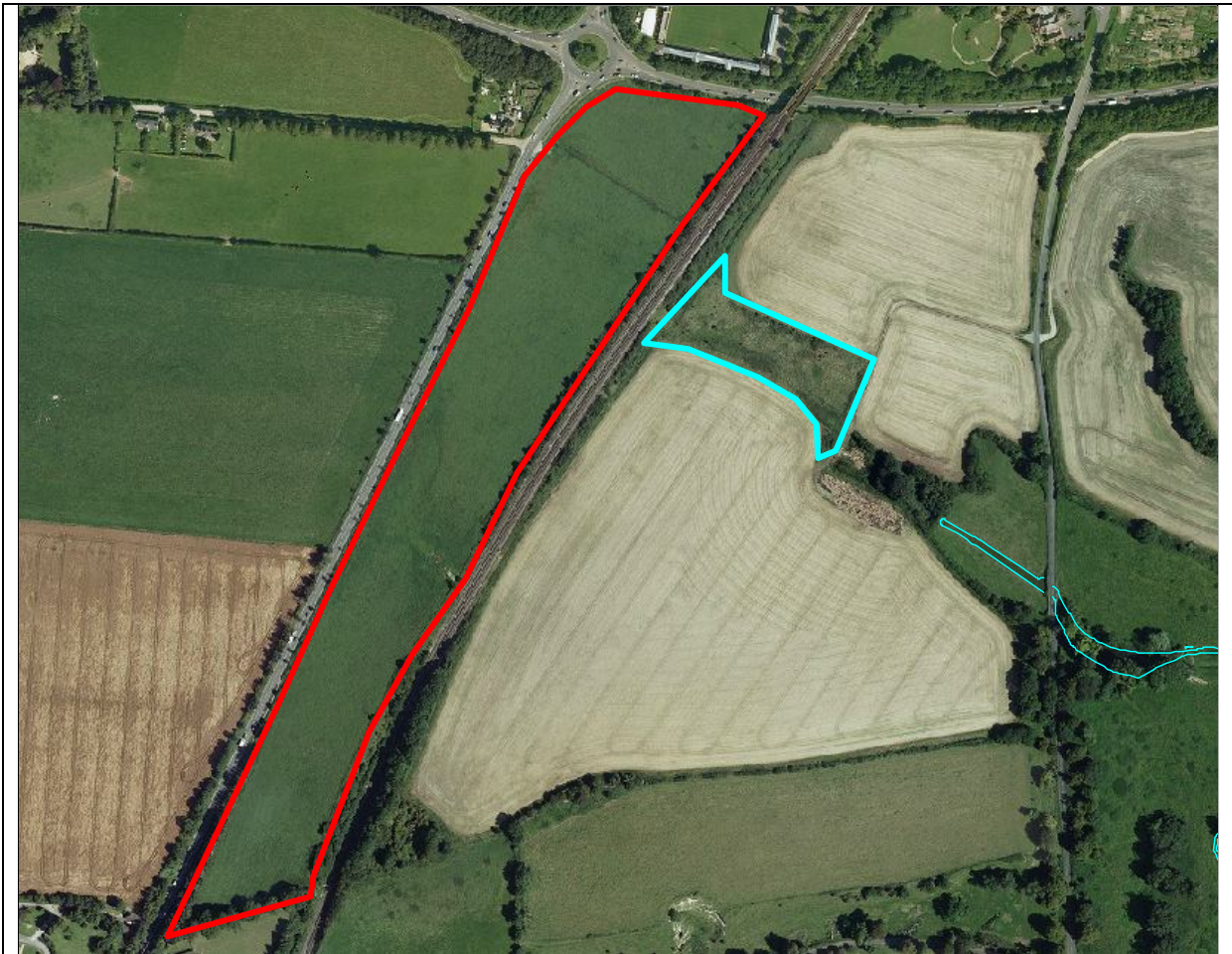


Photo 1: Line of trees at southern end of site, stone wall at base

3.3.2 Mitigation Strategy

		Timing
1.	A buffer strip of 3m will be retained along the line of trees at the southern end of the site to protect this feature, including the trees roots (as before).	During landscaping
2.	The buffer strip must be fenced-off with high-visibility fencing prior to construction work. No material must be dumped in this area or vehicle accesses enter this area.	Prior to construction

3.	The hedgerow along the road to the west of the site will be strengthened with native planting in order to provide a better wildlife corridor habitat (as before).	During landscaping
3.	A pond will be designed to hold run-off from the site. This area is highlighted in Map 3 and on Photos 3 and 4. The pond will have gently sloping sides and will contain native vegetation.	At the start of the construction phase.
4.	Future maintenance of the SuDS will avoid the GCN breeding season which runs from March to September when the larvae should have emerged.	



Map 3, Site boundary showing position of SuDS System (boundary in aqua)



Photo 1: Bank of the current SuDS (dry)



Photo 3: The SuDS in its current condition with drying out blanket weed.

Further details on the SuDS and the surrounding habitat will be detailed on Landscape plans and within the BMP.

3.4 Bat Activity

3.4.1 Methodology

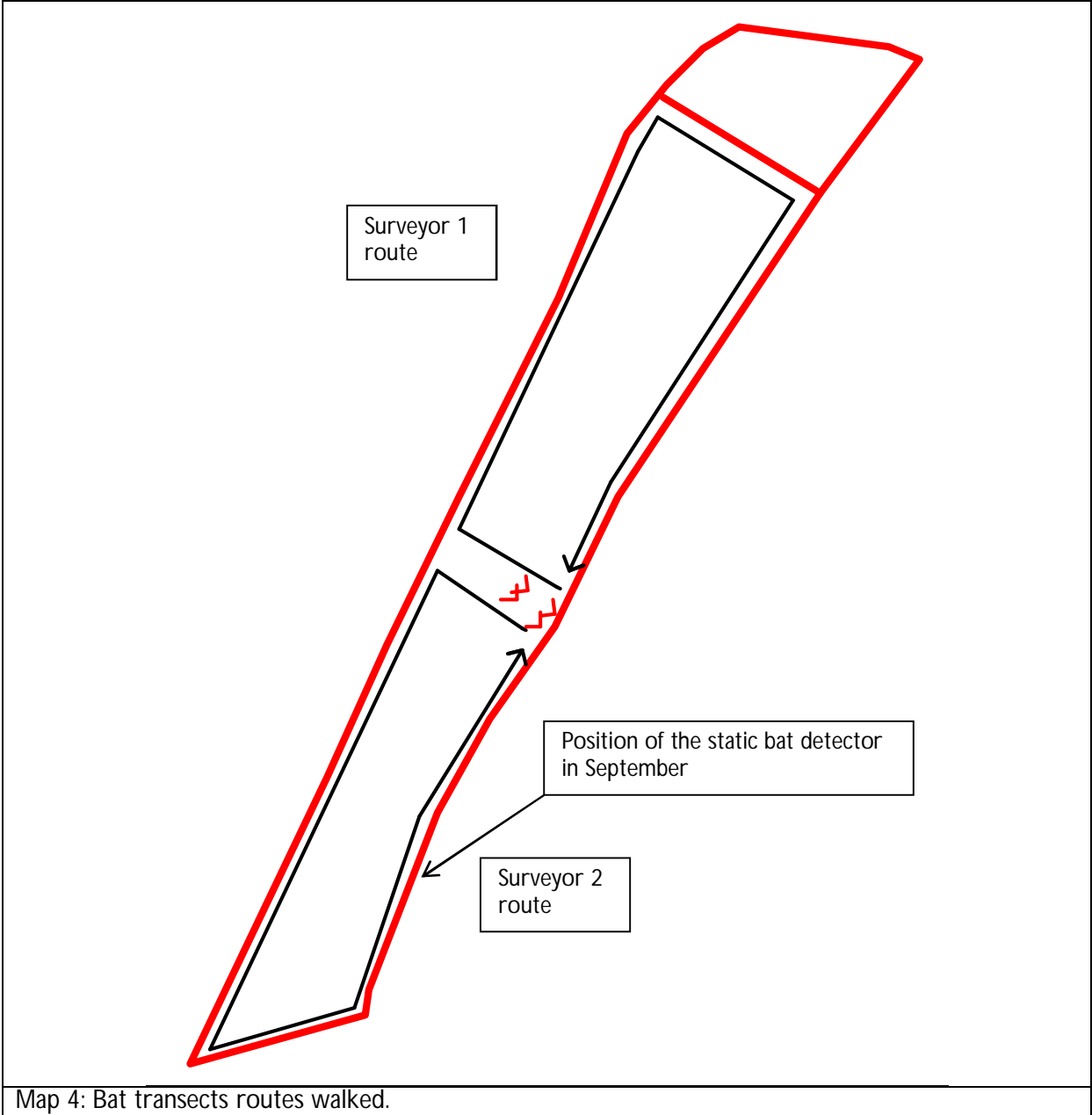
Effect on Bat population without mitigation = medium/low, as hard standing may reduce invertebrate numbers and lighting may affect foraging behaviour.

The methodology used to survey this site is consistent with the guidelines provided in the Bat Conservation Trusts Bat survey Guidelines, 2nd edition (2012). Two surveyors were used to survey the site walking the route highlighted below. This route ensured that the likely features of the railway bank, line of trees and hedgerow were covered. The northern section of the site was not covered as it was considered too light. The traffic round-a-bout is heavily lit and on the first visit stadium lights were on from the other side of the road.

A total of four activity surveys were undertaken, including one at the end of the season when a static bat detector was left out for two nights to make continuous recordings between sun set – sun rise.

Equipment

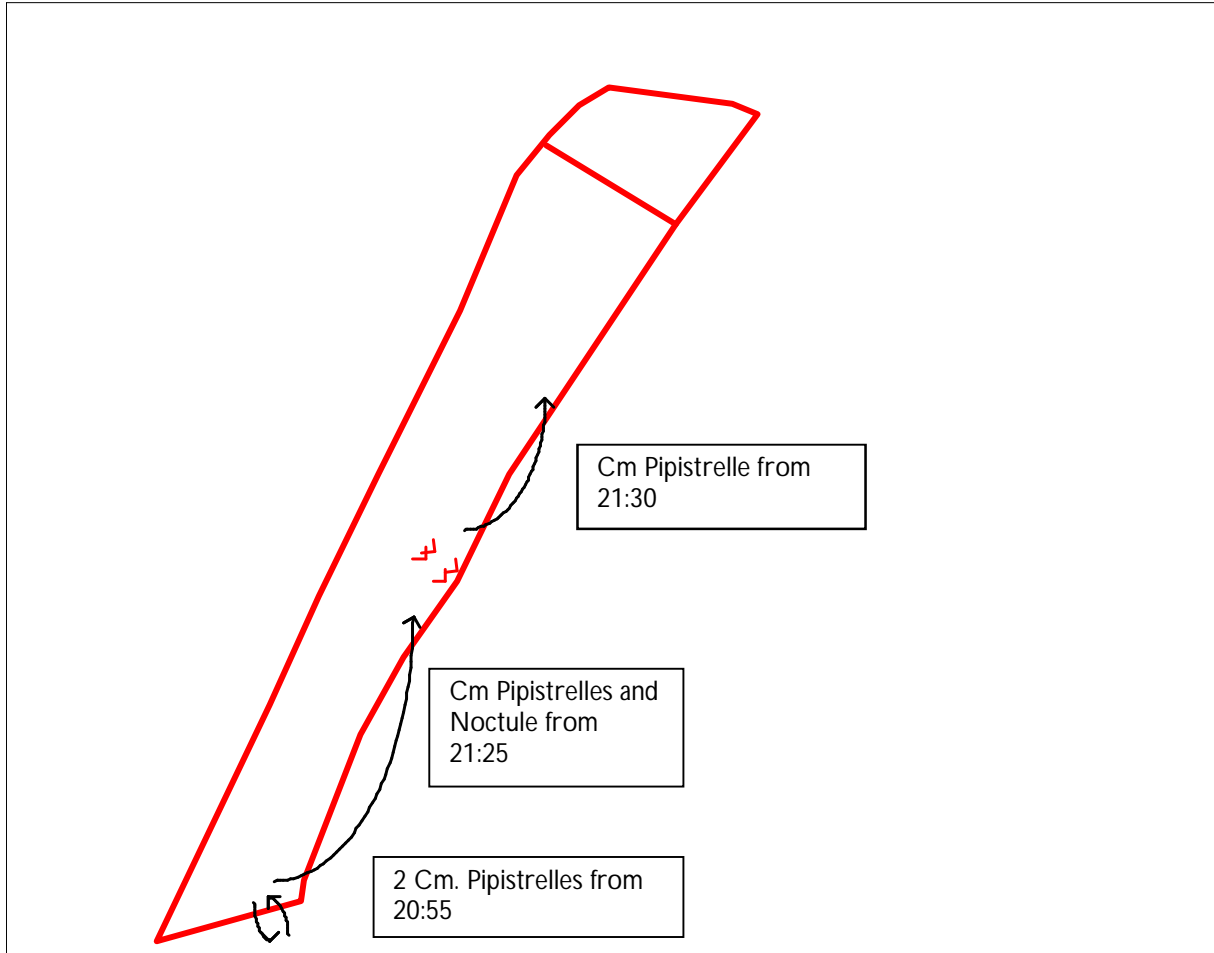
- Peterson bat detectors
- MP3/WAV recording equipment
- Torches
- ANABAT express static detector (for the September survey only).

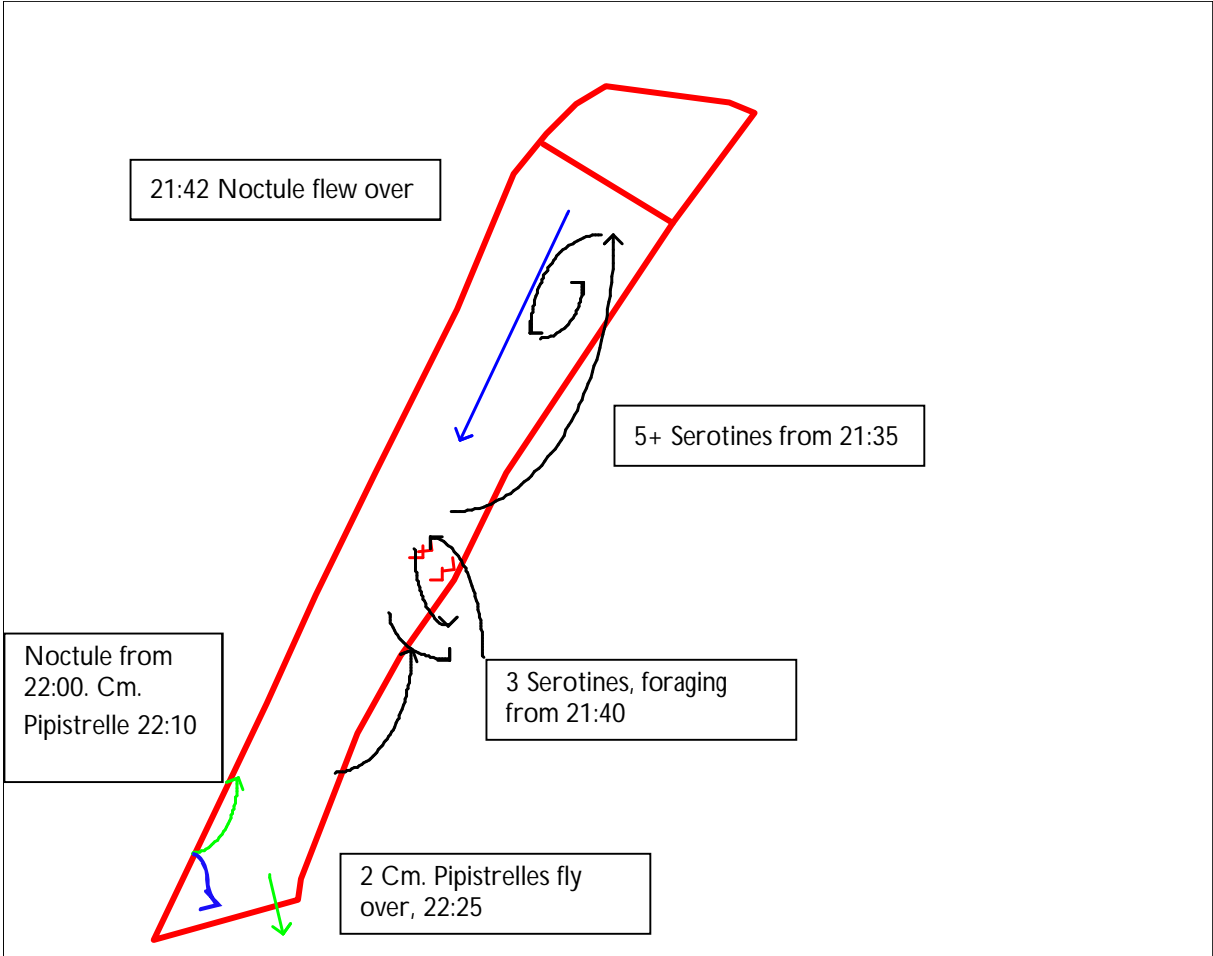


3.4.2 Results

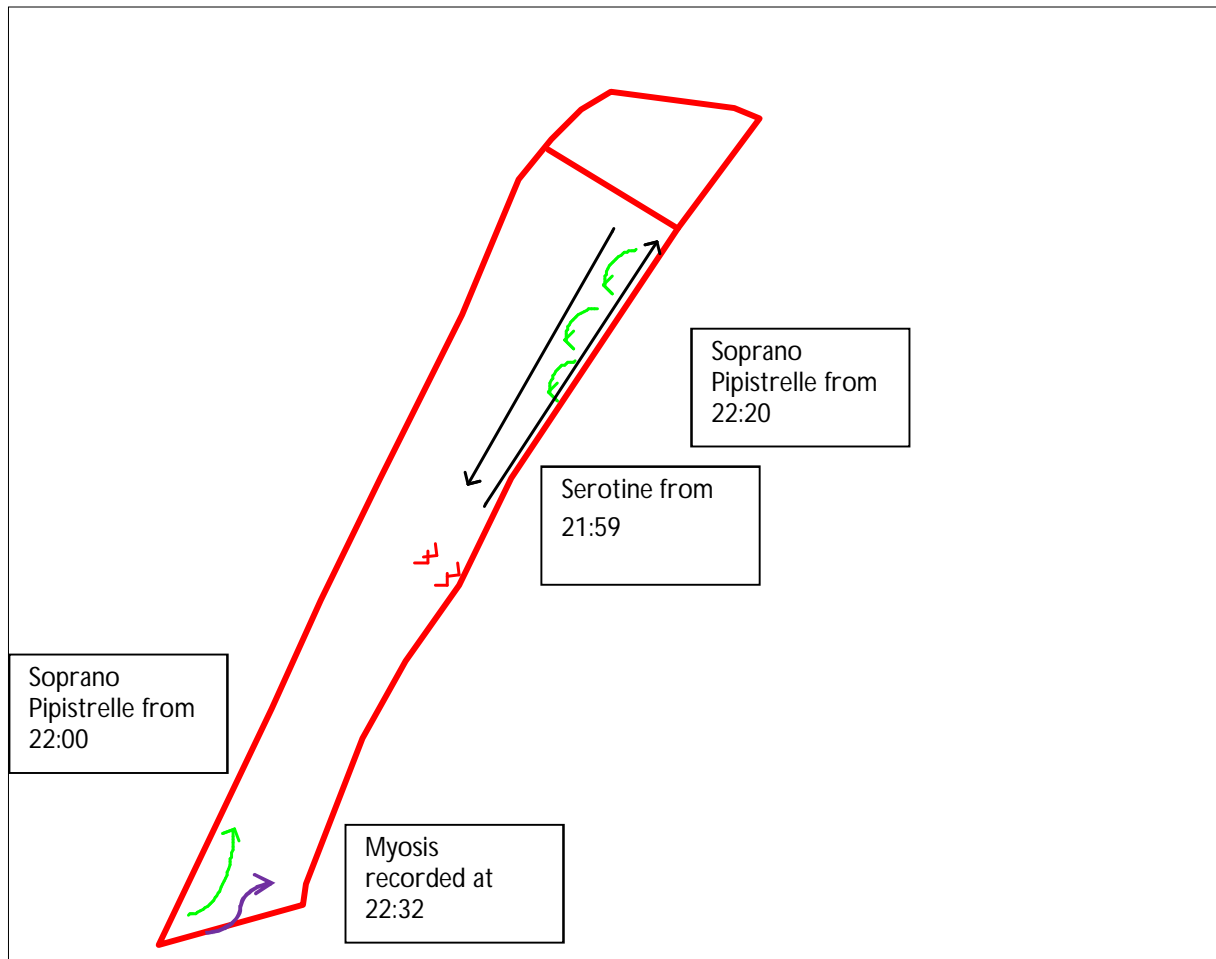
First Survey, 23/4/2014 Start 20:20, Sunset at 20:30, Finish 10:30

There was a lot of light from the football stadium on the other side of the round-a-bout for this survey.

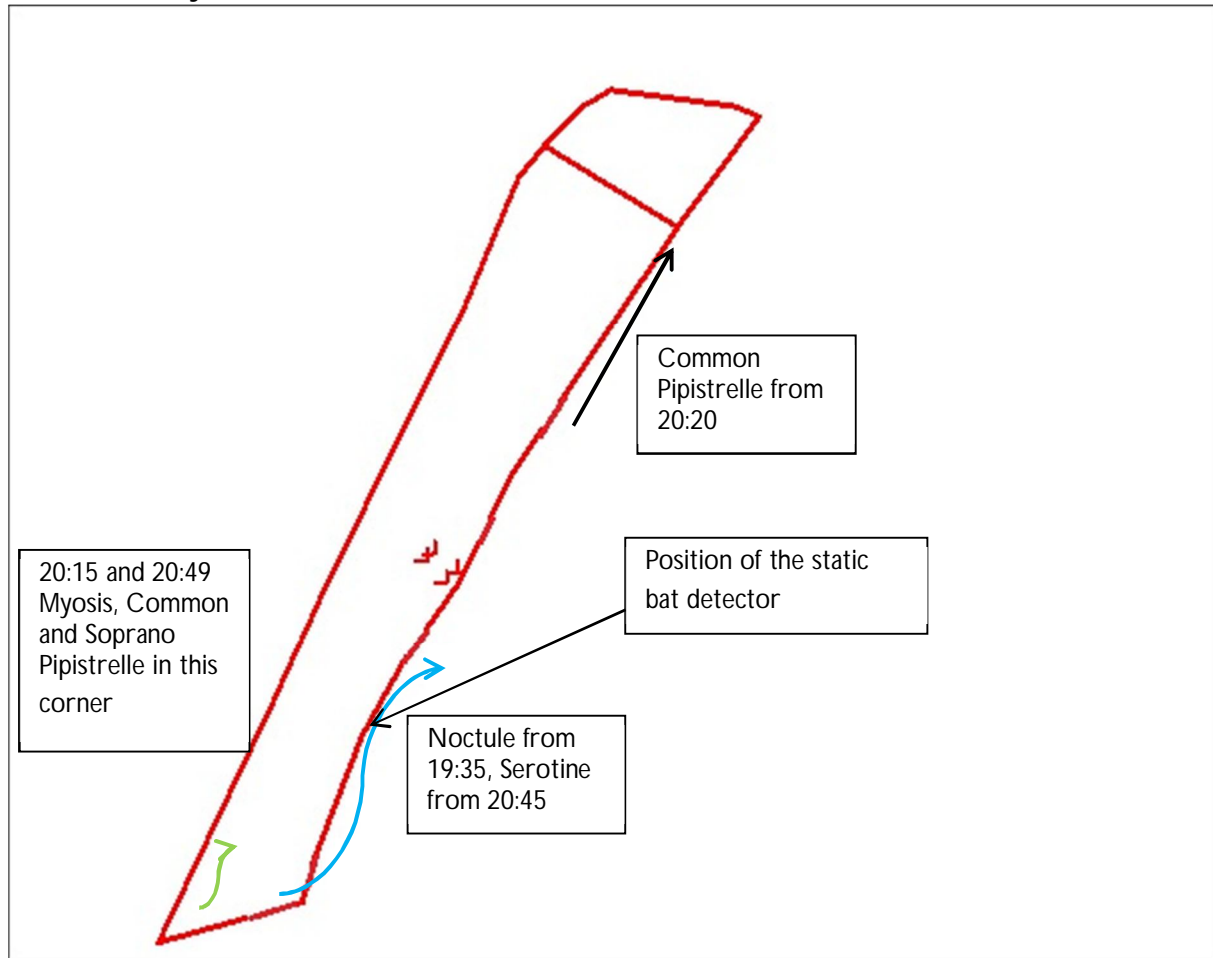




Indication of flight pattern of Serotines is black.
Indication of flight pattern of Common Pipistrelles is green.
Indication of flight pattern of Noctule is blue.



Indication of flight pattern of Serotines is black.
Indication of flight pattern of Common and Soprano Pipistrelles is green.
Indication of flight pattern of Myosis sp. (possibly Natterus) is purple.



The different colour arrows represent three areas of activity of the species listed.

Static Bat Recorder Results – 17th and 18th September

- Both nights started with a lot of Noctule activity from 19:18 earliest until a bit before 8.
- Both nights ended with Noctules for 20 – 30 minutes from about 6:15 - 6:42. Suggests they have a roost nearby and a fair few bats. Only occasional records through the night – most on the 18th.
- Serotine regular throughout the night
- Common and Soprano Pip regular before midnight, few after.
- Natterers present occasionally and other calls that I put down as Myotis at regular intervals.
- Possible Brown Long Eared bat on the 19th.

50 + bat calls the first night, 70+ the second night. Busier before midnight but regular activity after midnight as well.

3.4.3 Conclusions

The following bat species were recorded foraging on the site:

Species	Status (taken from BCT's webpage)*	Roost Habitat
Common Pipistrelle	One of the UK's most common bat species	Trees and buildings (a wide range)

Soprano Pipistrelle	One of the UK's most common bat species	Trees and buildings (a wide range) but likes some water habitat.
Serotine	Serotine is an uncommon species, with a distribution mostly limited to areas south of a line drawn from the Wash across to south Wales.	Buildings
Noctule	A relatively widespread species	Trees
Myotis sp. (most likely Natterer's)	Found throughout most of the British Isles, although it is a relatively scarce species	Old buildings

- Bat Conservation Trust <http://www.bats.org.uk>

There was quite a lot of variability in the results between each of the nights. The bats were displaying foraging behaviour but with the possibility of Common Pipistrelles and/or Noctules emerging from the trees at the southern end of the site.

The static bat results records the same species composition as the activity surveys with the exception of the possible Brown-Long ears. It backs up the possibility that there could be a roost within the trees at the Southern end of the site. However, this could be within trees further south along the railway line.

The bats were moving along the boundary features but into the site so some foraging potential will be lost without mitigation. However, if mitigation provides foraging opportunities then this loss should be compensated for.

Consideration of lighting on site is also required as these effects bats. Although the northern end of the site is quite bright from neighbouring lighting, the southern end is still quite dark. As more species, more activity with the possibility of a tree roost at the southern end was detected lighting needs to be sympathetic to the bat activity and roost.

3.4.4 Mitigation Strategy

		Timing
1.	A buffer strip of 3m will be retained along the line of trees at the southern end of the site to protect this feature, including the trees roots (as before).	During landscaping
2.	The buffer strip must be fenced-off with high-visibility fencing prior to construction work. No material must be dumped in this area or vehicle accesses enter this area.	Prior to construction
3.	The hedgerow along the road to the west of the site will be strengthened with native planting in order to provide a better wildlife corridor habitat (as before).	During landscaping
4.	A pond will be designed to hold run-off from the site and function as a SuDS. This area is highlighted in Map 3 and on Photos 3 and 4. The pond will have gently sloping sides and will contain native vegetation. Ponds are known to produce a lot of insects which is favourable for foraging bats and should increase the foraging potential over the SuDS	At the start of the construction phase.
5.	Tree planting on the site may help to create foraging opportunities so that bats can continue to use the site.	During landscaping

6.	No lighting must be directed onto the railway bank, the line of trees or the hedgerow. The lighting requirements will be gradually reduced towards the southern end of the site.	During Landscaping
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Please note that the above will be explained in more detail in the site's landscape plans and a 'Biodiversity Mitigation Plan' (BMP) for the site.

4. Overall Conclusion and Next steps

- The proposal does not pose a high threat to any species of concern prior to mitigation. The proposal site itself is of low conservation value to the species of concern. The boundary features that do offer potential are being retained and protected.
- With mitigation the low to medium threats can be reduced and it is possible to enhance the area for the species. Re-wetting the redundant SuDS in the neighbouring field will introduce a new potential breeding site for Great Crested Newts and provide foraging opportunities for the other species of concern. The buffer strip along the line of trees will contain scattered scrub and long grass which will provide a more favourable habitat for wildlife than the managed improved grassland present.
- Detailed mitigation plans will be drawn up in the Biodiversity Mitigation Plans (BMP) alongside the landscaping plans. The BMP will be drawn-up alongside Dorset County Council's Natural Environment Team.

5. References

Extended Phase 1 Habitat Assessment, Stadium Roundabout, Dorchester, *Buro Happold Limited 2013.*

Bat Surveys, Good Practice Guidelines, *Bat Conservation Trust, 2012*

1. Wildlife Protection legislation

Mammals:

Otters, dormice, water voles, and all bat species are fully protected under section 9 (5) of the Wildlife and Countryside Act 1981 (as amended). According to this act it is an offence to:

- Intentionally capture, kill or injure one of these animals
- Intentionally or recklessly damage, destroy or obstruct access to any structure or place used by one of these animals for shelter or protection
- Intentionally or recklessly disturb an animal whilst it is using this place
- sell, offer for sale or advertise for one of these animals live or dead

Designated as European Protected Species' **otters, dormice and all bat species** receive additional protection from the Conservation of Habitats and Species Regulations 2010, under Schedule 2 which implements the EC Directive 92/43/EEC in the United Kingdom. In accordance with this act, it is an offence to:

- Deliberately capture or kill a European Protected Species
- Deliberately disturb a European Protected Species
- Damage or destroy the breeding site or resting place of a European Protected Species

The **greater and lesser horseshoe bats, barbastelle and bechstein's bats**, are also listed under Schedule 2 of the Conservation of Habitats and Species Regulations. Areas which support populations of these species can therefore be considered for designation as a Special Areas of Conservation (**SACs**).

Badgers receive protection from the Protection of Badgers Act 1992. According to this act, it is an offence to:

- to willfully kill, injure, take, possess or cruelly ill-treat a badger;
- to attempt to do so; or
- to intentionally or recklessly interfere with a sett.

Reptiles and Amphibians:

Slow worms, adders, grass snake, viviparous lizard, are protected against intentional killing, injuring or sale under section 9 (1) of the Wildlife and Countryside Act 1981 (as amended).

Great crested newt, natterjack toad, sand lizard and smooth snake are fully protected under section 9 (5) of the Wildlife and Countryside Act 1981 (as amended). These species also receive additional protection as **European Protected Species** under schedule 2 of the Conservation of Habitats and Species Regulations 2010, which implements the EC Directive 92/43/EEC in the United Kingdom.

Birds:

Please Note: All breeding birds and their nests are protected under the general protection of Section 1 of the Wildlife and Countryside Act, 1981 as amended. This makes it an offence to disturb breeding birds.

2. Biodiversity and Geological Conservation - statutory obligations and their impact within the planning system, Part IV Conservation of Species Protected by Law, (Circular 06/05).

The National Planning Framework (NPPF, 2012) recognizes the above as an active document. With regard to the Natural Environment, NPPF states:

"development proposals where the primary objective is to conserve or enhance biodiversity should be permitted" and "opportunities to incorporate biodiversity in and around developments should be encouraged" (Para 118).

Also, the *"presumption in favour of sustainable development (paragraph 14) does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined"* (Para 119).

It encourages planning policies to *"minimise impacts on biodiversity and geodiversity by identify[ing] and map[ing] components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation"* (Para 117).

8 Ecology

8.1 Introduction

8.2 Methodology and assessment criteria

8.2.1 Baseline study methodology

The desk-based study was carried out by Parsons Brinckerhoff in October 2013. It reviewed data provided by Dorset Environmental Records Centre (DERC) that included data within a 2km radius and 5km radius around the site. The 5km radius included data on statutory and non-statutory designated or recognised sites for nature conservation interest. The 2km radius focused on protected and notable species with the exception of bat species.

8.2.2 Assessment of effects

Guidelines (but not methodology) were followed to assess the effects using the Chartered Institute of Ecology and Environmental Management's EclA Guidelines (Terrestrial, 2006). Natural England's Mitigation Guidelines (for species such as bats) was also referred to. The guidelines highlight a 'zone of influence' for the EclA in this instance this is limited to the planning boundary for the site.

Table 8-1 Criteria for determining receptor sensitivity

Sensitivity	Criteria
High	The proposal will have a dramatic effect on the nature conservation interest in the long-term destroying/isolating (by fragmentation) the interest of a wildlife site/protected species. Therefore, significant permanent effect
Moderate	The proposal will have an adverse effect on the nature conservation interest in the long-term partially destroying/modifying the interest of a wildlife site/ population. Therefore, a significant effect
Low	The proposal may have an adverse effect on the nature conservation interest in the short-term with a temporary disturbance of a wildlife site/protected species. Therefore significant in the short-term but can be reversible.
Negligible	The proposal is unlikely to have any significant effect on the nature conservation interest of a wildlife site/The proposal is unlikely to have any significant effect on the protected species at the site. Therefore, not significant.

Table 8-2 Criteria for determining effect magnitude

Magnitude	Criteria
Large	The proposal affects a wildlife site of national importance/a nationally important population of a rare protected or notable species population.
Medium	The proposal affects a wildlife site of county importance/ part of a protected or a notable species population on a county scale.
Small	The proposal affects a wildlife site of local importance/a protected or notable or common species population on a local scale.
Negligible	The site is not of significant wildlife value. It does not contain individuals/a population of protected or notable species.

Table 8-3 Matrix for determining effect significance

		Effect magnitude			
		Large	Medium	Small	Negligible
Receptor sensitivity	High	Major	Major	Moderate	Indiscernible
	Moderate	Major	Moderate	Minor	Indiscernible
	Low	Moderate	Minor	Minor	Indiscernible
	Negligible	Indiscernible	Indiscernible	Indiscernible	Indiscernible

Note that moderate and major effects are considered to be 'significant'.

8.2.3 Legislation and policy which has influenced assessment or mitigation (2-3 paragraphs)

Wildlife Protection legislation

Mammals:

Otters, dormice, water voles, and **all bat species** are fully protected under section 9 (5) of the Wildlife and Countryside Act 1981 (as amended). According to this act it is an offence to:

- Intentionally capture, kill or injure one of these animals
- Intentionally or recklessly damage, destroy or obstruct access to any structure or place used by one of these animals for shelter or protection
- Intentionally or recklessly disturb an animal whilst it is using this place
- sell, offer for sale or advertise for one of these animals live or dead

Designated as European Protected Species' **otters, dormice** and **all bat species** receive additional protection from the Conservation of Habitats and Species Regulations 2010, under Schedule 2 which implements the EC Directive 92/43/EEC in the United Kingdom. In accordance with this act, it is an offence to:

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It encourages planning policies to *"minimise impacts on biodiversity and geodiversity by identify[ing] and map[ing] components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation"* (Para 117).

8.2.4 Assessment limitations

If possible impacts are quantified, however even some of the quantifiable aspects of the assessment are subject to certain expert opinion. For example is a 'good' slow worm population greater than 100 individuals but the figure of 100 is subjective to expert opinion.

It was difficult to survey the actual usage of a site for some species. Great Crested Newts are known to have a good population in the area. However, as there was no breeding pond on site it was difficult to know how they were using the site for hunting and moving between wider sites. Therefore, assumptions were made based on the species data provided by DERC in the desk-top study and a qualitative assessment of the habitat in relation to Great Crested Newts and their likelihood to be using it.

Similarly bats could be determined using the site for foraging. However, the early times and frequency of recordings suggest there may be a roost somewhere. The ecologist had to make an assumption of where a roost maybe based on the suitability of the habitat. The roost would be on the site boundary but not on the site itself.

8.3 Baseline conditions (1-3 pages)

8.3.1 Current baseline (2014)

A phase 1 report; *Extended Phase 1 Habitat Assessment; Stadium Roundabout, Dorchester (Buro Happold Ltd. Oct 2013)* was undertaken in which the site was identified to have potential habitat that could support:

Breeding Birds

Common Reptiles

Foraging Bats

Great Crested Newts

In order to address these species concerns Phase 2 habitat surveys were carried out in order to help quantify and further assess the presence of these species and the potential effect of the proposal. The following is the conclusions from these surveys. These surveys are found in Appendix 1 and 2.

Breeding Birds – Common breeding birds using the railway track, the line of trees at the south of the site and the hedgerow along the southern end only. The hedgerow is gappy and thin. No ground nesting birds recorded on site.

Common Reptiles – None recorded on site, tins put out along the edge of the railway track on the site. Less intensively on the rest of the site. The site itself is improved grassland which is poor for reptiles.

Foraging Bats – Five species of bats were recorded using the site. These were Common Pipistrelle, Soprano Pipistrelle, Noctule, Serotine, Myotis sp. (likely to be Natterer's bat). There is a possibility that Noctules could be roosting along the railway track or in the trees at the south of the site.

Serotines are considered an uncommon species nationally. However, they are southerly distributed and more common locally. Natterer's bats are a relatively scarce species but the other three are quite common.

Due to the range of species present and the frequency of their recordings the site can be considered as locally significant for foraging bats. However, the recordings were concentrated at the southern end of the site along the railway track and the trees at the southern end.

Great Crested Newts – survey work not undertaken as breeding habitat was not present. However due to the close proximity of a breeding pond off the site it is likely the newts are using the stone wall under the trees at the southern end of the site and the railway track. It is possible that occasional newts walk through the improved grassland, but this habitat is poor for them. Adult newts only use water features for breeding. Hunting for food, cover and over-wintering happen in the terrestrial habitat. Great Crested Newts are European Protected Species and have declined severely in the last fifty years.

Overall, the habitat on site is improved grassland which is poor for wildlife. Species interest was found at the boundary features of the site. Mostly along the railway track and the line of trees that boarder the site. Neither of these features is on the site itself but may be influenced by development on the site. The hedgerow along the road is not in favourable condition as it is gappy and thin except for a short section where it joins the line of trees at the southern end.

8.3.2 Future baseline (2016)

If the development did not go ahead the northern end of the site would remain unfavourable for most wildlife. It is well lit from the traffic round-a-bout at the northern end which impedes bat foraging potential and interferes with some bird behaviour. The site itself is quite noisy with traffic noise from the busy road and frequent trains down the adjacent railway track.

The majority of the site is improved grassland which with the current management regime would continue. This habitat type has little wildlife benefit.

The wildlife habitat on site is in the boundary features these will remain along with their associated wildlife. However, it is likely that the hedgerow along the road on site would decline in wildlife value further without the introduction of favourable management.

There is a seasonal open water area on site, this 'lake' comes and goes with high water levels. It is not suitable for breeding Great Crested Newts as it has usually dried up before the breeding season starts. If eggs are laid the water will have gone before the larvae have reached maturity. With the same management on site this 'lake has limited wildlife benefits.

8.4 Construction effects (c. 1-3 pages)

8.4.1 Relevant aspects of the scheme and designed-in mitigation

The following aspects of construction are likely to have an effect on the ecology of the site:

Site clearance and excavation

No/Negligible effect on ecology as site will clear the improved grassland habitat which has low wildlife value. Boundary feature will be retained. Negligible as the odd Slow Worm or Great Crested Newt may stray onto the site.

Foraging bats recorded over site itself but mostly at boundary where features are being retained so negligible.

Increased disturbance including dust and noise

Negligible effect, site is already noisy. Dust could have an impact on trees and bushes if dust covers them for long periods of time, having a knock-on effect for breeding birds.

The 3m buffer strip at the southern end of the site will protect these trees from dust. Without the mitigation the effect is low, with mitigation the effect is negligible/none.

Compaction of Tree Roots from use of Large Machinery on Site

Tree that are valuable for breeding birds, Great Crested Newts at their base, foraging and possibly roosting bats may be damaged if the soil becomes compacted over the roots of the trees. Although the trees are just over the site boundary some of their root system will be within the site at its most southern end.

A 3m buffer strip at this southern end will protect these roots. With mitigation in effect the will be negligible/none without mitigation the effect will be moderate.

8.4.2 Potential effects of the development and their significance

Table 8-4 Summary of potentially significant effects during construction

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
Trees and associated wildlife at southern end of site.	Moderate	Root compaction of trees at southern end of site causing damage to trees.	<i>Medium</i>	<i>Moderate adverse</i>

8.4.3 Mitigation measures

Table 8-5 Summary of construction mitigation measures

Adverse effect	Mitigation measure	Means of implementation	Timing	Essential / desirable
Root compaction	3m buffer strip put into site prior to construction phase. High visibility fencing to mark the boundary of the fence.	<i>Secured through planning condition and implemented by contractor.</i>	Fence put in prior to construction. Maintained during construction.	Essential.

8.5 Operational effects

8.5.1 Relevant aspects of the scheme and designed-in mitigation

The following operational effects are likely to have an effect on the ecology of the site:

Increased lighting at site

Lighting is known to have an effect on foraging bats. This is partly due to the effect of light on the insects that bats feed on but also that some species of bats (including Serotines and *Myotis* sp. found on site) avoid lighting. Lighting will also increase the hours in which avian predators use a site and can have an effect on these species becoming more successful in hunting bats.

Lighting requirements will be guided by advice given by the Bat Conservation Trust publication 'Landscape and urban design for bats and biodiversity' (2012). The relevant extract can be found in Appendix 8-C.

A 3m buffer strip is to be designed alongside the line of trees at the southern end and a 1m buffer strip alongside the railway embankment. This strip becomes wider at the southern end and will provide light-free areas alongside the main areas where bats are using. No lighting will shine directly onto the railway embankment or on the line of trees.

The pedestrian pathway along the hedge line will only be lit with low-level bollard lighting which has less of an effect than high level lighting.

The car park at the southern end will have restricted lighting as is appropriate for light traffic.

With no mitigation on site the effect of lighting will have a moderate effect on a county level with the buffer strips this is reduced to a low effect on a county level.

Disturbance to wildlife at boundary features

Proximity of human activity to wildlife habitat along railway line and at the tree line on the southern boundary of the site may cause disturbance through physical damage, littering and increased human presence. A buffer strip along these features will move this effect back from the existing wildlife habitat.

Moderate effect on a local scale without mitigation. Negligible effect on a local scale with mitigation.

Increased tree cover at site

Planting of native trees and shrubs across the site where currently there is improved grassland will provide increased opportunities for wildlife on the site. However, the amount of disturbance and lighting at the site will effect wildlife's ability to do this as well as the management of habitats around the new trees and shrubs.

Various planting areas will be suitable for common breeding birds and bats foraging over the site. This will have a moderate beneficial effect on a county scale.

Provision of a permanent Lake on site

The site at the moment has a temporary open water feature (this can come and go in weeks). The scheme is providing a permanent 'lake' on site. The design and planting of this lake will have a big impact on its wildlife value. It is likely that some insects will use it which will have benefits for foraging birds and bats. As the lake will not be lit after dark this should not deter bats especially if the road second class is not lit.

However, the lake will have limited benefits for Great Crested Newts. It is likely that Great Crested Newts are using the railway embankment but they would have to cross unsuitable habitat to get to it. This includes hard standing at the Road and parking areas as well as short amenity grassland. Also if the profile and plant content is not suitable it is unlikely that any larvae will make it to maturity. Any fish introduced to a pond will eat newt larvae. If Great Crested Newts start breeding in the pond this could become a negative effect if larva/newly emerged newts suffer high mortality through the unsuitability of their surrounding habitat.

Moderate beneficial effect for breeding birds and foraging bats on site on a local scale.

Indiscernible effect for Great Crested Newts (no suitable breeding pond at present, no suitable breeding pond after development). However, could become a minor negative effect on a county scale if Great Crested Newts start breeding in the pond as the location of the pond will lead to high offspring mortality.

Clearance of sections of hedgerow for access junction and cycle path

Cutting through sections of hedgerow effect their connectivity and ability to act as a wildlife corridor. However, as this hedgerow did have gaps in it and was thin, especially at the northern end its benefit as a wildlife corridor was already reduced. Also as the hedgerow led to a traffic round-a-bout it did not serve the purpose of linking wildlife habitats. The gap will affect walking or crawling species rather than those that can fly.

Low effect on a local scale as the hedgerow was in poor condition and the railway embankment that runs parallel to the hedgerow is providing better quality linear habitat.

The remaining hedgerow will be thickened with native species planting which will be a moderate benefit to insect, bird and bat species on a local scale.

Creation of a pond for great crested newts and other wildlife to the east of the railway.

Adult Great Crested Newts are likely to be restricted to the line of trees at the southern end of the site and along the railway embankment. If a pond is created off-site, just to the east of the railway embankment this will provide significant contribution to the Great Crested Newt population of the area. The railway embankment will link this new pond with an existing Great Crested Newt breeding pond and the landscaped buffer strips will provide further terrestrial habitat. The provision of this pond will out-weigh any negative impacts of the pond within the picnic area of the site.

The pond must be designed with gently sloping edges and should be surrounded by long (rough) grassland. This will provide a high beneficial effect to a European Protected Species population on a county scale.

Creation of access roads on site alongside the railway embankment.

This road will be a barrier for species such as Slow worms and Great Crested Newts moving onto the site from the railway embankment. However, no evidence was found of Slow Worms using the site and there is no suitable habitat for them or Great Crested Newts when on site.

No negligible effect.

Creation of a landscaped buffer along the southern line of trees and railway embankment.

This buffer is essential to mitigate the effect of light, increased disturbance and protection of the habitat present along the railway embankment and line of trees. It also creates additional habitat to complement what is already present. The buffer strips will be rough grassland with scattered scrub, it will improve habitat for breeding birds, foraging bats, Great Crested Newts and other wildlife.

Moderate positive effect on a county-scale.

8.5.2 Potential effects of the development and their significance

Describe the potentially significant (adverse and beneficial) effects and summarise them in the table below.

Table 8-6 Summary of potentially significant effects during operation

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
Foraging bats	Moderate	Lighting on site disrupting bat foraging	<i>Medium</i>	<i>Moderate adverse</i>
Wildlife using boundary features	Moderate	Disturbance to wildlife at boundary features	<i>Medium</i>	<i>Minor adverse</i>
Foraging bats and breeding birds	Moderate	Increased tree cover on site	Minor	Medium benefit
Foraging bats and breeding birds	Moderate	Provision of a permanent Lake on site	Minor	Minor benefit
Great Crested Newts	Low	Provision of a permanent Lake on site (attraction to unsuitable habitat)	Minor	Minor adverse
Great Crested Newts	Moderate	Creation of a pond for great crested newts and other wildlife to the east of the railway.	Large	Medium benefit

Foraging bats, breeding birds and Great crested Newts	Moderate	Creation of a landscaped buffer along the southern line of trees and railway embankment.	Medium	Moderate benefit
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8.5.3 Mitigation measures

Table 8-7 Summary of operational mitigation measures

Adverse effect	Mitigation measure	Means of implementation	Timing	Essential / desirable
Lighting on site disrupting bat foraging	Sympathetic lighting scheme with no lighting pointing at wildlife boundary features. Less lighting at southern end of site. Conforming to advice in Appendix 8-C.	Agreed and conditioned as part of planning.	Lighting implemented during construction phase.	Essential
Lighting on site disrupting bat foraging	3m buffer strip along line of trees, 1m buffer strip	Incorporated into Landscape Master plan. Conditioned as part of planning.	Buffers laid out prior to construction. Maintained during construction	Essential
Disturbance to wildlife at boundary features	3m buffer strip along line of trees, 1m buffer strip	Incorporated into Landscape Master plan. Conditioned as part of planning.	Buffers laid out prior to construction. Maintained during construction	Essential
Great Crested newts using unsuitable pond on site.	Creation of suitable pond to the east of the site.	Incorporated into a Biodiversity Mitigation Plan which is conditioned as a part of planning	Created during construction phase.	Desirable

8.6 Cumulative and inter-relationship effects

- Increased lighting from the existing traffic round-a-bout and the floodlights (when operating) at the Dorchester Football ground has meant that the northern section of the site is too potentially too light for foraging bats.

8.6.1 Potential effects and their significance

Table 8-8 Summary of potentially significant cumulative effects

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
Foraging bats	High	Lighting on site and neighbouring lighting at northern end disrupting bat foraging	<i>Medium</i>	<i>Major adverse</i>

8.6.2 Mitigation measures

Table 8-9 Summary of mitigation measures for cumulative effects

Adverse effect	Mitigation measure	Means of implementation	Timing	Essential / desirable
Lighting on site and neighbouring lighting at northern end disrupting bat foraging	Lighting scheme designed so that features that need lighting are at the northern end of site where it is already well lit. Lighting becomes less for the southern end of the site to nothing at the buffer strip.	Agreed and conditioned as part of planning.	Lighting implemented during construction phase.	Essential

8.7 References

Institute of Ecology and Environmental Management (2006) Guidelines for Ecological Impact Assessment in the United Kingdom IEEM.

J. Mitchell-Jones (2004) Bat Mitigation Guidelines. English Nature

K. Gunnell (2012) Landscape and urban design for bats and biodiversity. Bat Conservation Trust

T. Langton, C. Beckett and J. Foster (2001) Great Crested Newt Conservation Handbook. Froglife.

8.8 List of appendices to be included

Supporting technical documents and data should be included as appendices

Reference	Title	Number of pages
Appendix 8-A	<i>Extended Phase 1 Habitat Assessment, Stadium Roundabout, Dorchester</i>	58
Appendix 8-B	<i>Phase 2 Ecological Survey Work: Land off Stadium Roundabout, Dorchester</i>	24
Appendix 8-C	<i>Outdoor Lighting extract from Bat Conservation Trust publication 'Landscape and urban design for bats and biodiversity' (2012)</i>	

8.9 Non technical summary (1/2 to 1 page – will be extracted into a separate document)

Summary to include source of baseline info; significant effects before mitigation; mitigation measures; residual effects / conclusions. Written in non-technical language, for the general public

8.9.1 Introduction

A Phase 1 and Phase 2 ecological survey has been undertaken in order to assess the effects of the proposal on the Ecological interests of the site.

The site was found to have low wildlife benefit for the improved grassland that encompasses the majority of the site. However, interest was found along the railway track and within the trees at the southern boundary of the site.

8.9.2 Construction effects and mitigation

Construction could potentially damage the trees at the southern boundary of the site through compaction of their root system. Mitigation will be the creation of a 3m buffer strip at the southern end of the site which will protect this feature.

8.9.3 Operational effects and mitigation

Brief description of any significant operational effects predicted and any mitigation

Lighting will have a moderate effect of foraging bats. A sympathetic lighting scheme with buffer strips unlit will provide mitigation. This will have a moderate effect on a county level.

Disturbance to wildlife at the boundary features will be mitigated by the provision of a 3m buffer strip at the southern end of the site and a 1m buffer strip along the railway embankment. This will have a moderate effect on a local level.

Increased tree cover on site will have a moderate beneficial effect to foraging bats and breeding birds on a county level.

Provision of a permanent lake on site will have a minor benefit to foraging bats and breeding birds on a local level.

Provision of a permanent lake on site within unsuitable habitat could have a minor adverse effect to Great Crested Newts. If an additional pond is created off-site on the other side of the railway embankment - this will have a large benefit to Great Crested Newts on a county scale.

Provision of a landscaped buffer along the southern line of trees and railway embankment will have a moderate beneficial effect for Great Crested Newts, Foraging bats and Breeding Birds on a county level.

Outdoor lighting

Bats are nocturnal animals, adapted to low-light conditions. This means that most bat species find artificial lighting to be very disturbing. We know that some bat species will not cross lines of street lights.³⁴ Such light acts as a barrier, disrupting flight paths and restricting access to otherwise suitable habitat. In addition, lighting close to roost access points disturbs bats within a roost, delays emergence times and may result in the abandonment and loss of roosts.

With smarter lighting, rather than less lighting, it is possible to reduce the effects of light pollution. Lighting should only be erected where it is needed, illuminated during the time period it will be used, and only to levels that enhance visibility. Artificial light shining on bat roosts, their access points and the flight paths leading to and from the roost must always be avoided.

Where lighting is unavoidable, consideration should focus on the design. Design strategies that reduce the potential impact of lighting on bats include the following:

- Do not provide excessive lighting. Use only the minimum amount of light needed for safety.
- Minimise light spill. Eliminate any bare bulbs and any upward pointing light. **The spread of light should be kept near to or below the horizontal.** Flat cut-off lanterns are best.
- Use narrow spectrum bulbs to lower the range of species affected by lighting. Use light sources that emit minimal ultra-violet light and avoid the white and blue wavelengths of the light spectrum **to avoid attracting lots of insects.** Lighting regimes that attract lots of insects result in a reduction of insects in other areas like parks and gardens that bats may be using for foraging.
- **Lights should peak higher than 550 nm³⁵** or use glass lantern covers to filter UV light. White LED lights do not emit UV but have still been shown to disturb slow-flying bat species.³⁶
- Reduce the height of lighting columns. Light at a low level reduces impact. However, higher mounting heights allow lower main beam angles, which can assist in reducing glare.
- For pedestrian lighting, use low level lighting that is as directional as possible and below 3 lux at ground level but preferably below 1 lux.
- Increase the spacing of lanterns.
- Use embedded road lights to illuminate the roadway and light only high-risk stretches of roads, such as crossings and junctions, allowing headlights to provide any necessary illumination at other times.
- Limit the times that lights are on to provide some dark periods.
- Use lighting design software and professional lighting designers to predict where light spill will occur.
- Avoid using reflective surfaces under lights.
- Use temporary close-boarded fencing until vegetation matures to shield sensitive areas from lighting.

34 Stone, E.L., Jones, G., & Harris, S. 2009. Street lighting disturbs commuting bats. *Current Biology* 19:1-5

35 Van Langevelde, F et al. 2011. Effect of spectral composition of artificial light on the attraction of moths. *Biol. Conserv.* doi:10.1016/j.biocon.2011.06.004

36 Stone, E.L., Jones, G., & Harris, S. 2012. Conserving energy at a cost to biodiversity? Impacts of LED lighting on bats. *Global Change Biology* doi: 10.1111/j.1365-2486.2012.02705.x