

Strategic Planning Committee Report

Application Number:	P/DCC/2021/01597
Webpage:	https://plan.dorsetcouncil.gov.uk/Planning/Display?applicationNumber=P%2FDCC%2F2021%2F01597
Site address:	Land south-east of Sunrise Business Park and north of the A350 Blandford Bypass, Blandford Forum.
Proposal:	Development of a waste management centre for the bulking and transfer of waste and recyclables, comprising a covered waste transfer station, with waste storage, sprinkler tank and pump house, and a split-level household recycling centre with vehicle unloading bays and partially covered central yard, a dedicated 're-use centre', WEEE storage building, office building, staff parking area, weighbridge and associated landscaping. Formation of new access from A350.
Applicant name:	Dorset Council
Case Officer:	Sara Hardy
Ward Members:	Cllr Lacey-Clarke and Cllr Quayle

1 Summary of Recommendation: GRANT subject to conditions.

2 Reason for the recommendation:

- The proposal is for the development of a replacement modern waste management centre for which there is an identified need. The proposal is on an allocated site in the recently adopted Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019).
- Although the proposal would result in a residual landscape character and visual impact, it would provide a fit for purpose, safe and accessible facility to serve the growing population. The benefits the facility would provide, the identified need for the public facility and the lack of suitable alternative sites in this location are considered to represent exceptional circumstances that would be in the public interest. It is considered that there are significant and substantial public benefits and exceptional circumstances which outweigh the adverse impacts on the AONB.
- The proposal incorporates landscape enhancement through substantial new native woodland planting.
- It is considered that there would not be significant adverse effect on the AONB's dark night sky or its tranquillity.
- It is considered that there would not be any significant harm to residential amenity.
- The proposal would have no adverse impact on the ecological interests and designated heritage assets of the locality.
- Although there would be substantial harm to a non-designated archaeological heritage asset, having regard to the significance and scale of harm, the need for the facility which is on an allocated site, and the proposed condition to secure archaeological excavation and recording, it is considered that, on balance, this harm can be justified.
- The proposal demonstrates that the quality of groundwater resources would not be adversely affected under the current scenario, with Source Protection Zone 1 being located 500m to the south-east.

- There are no material considerations which would warrant refusal of this application.

3 Key planning issues

Issue	Conclusion
Principle of development	<p>The proposal is for a new waste management centre, comprising waste transfer facility and household recycling centre, to replace the existing Blandford facility. The majority of the application site falls within a site allocated for a waste management centre within the Bournemouth, Christchurch, Poole and Dorset Waste Plan, adopted in 2019. That Plan identified a clear need for the proposed facility. The Waste Plan Development Considerations for the site have been addressed to the satisfaction of the planning authority; there would not be a cumulative impact with other waste facilities; and the proposal is considered to meet the requirements of other relevant policies of the Waste Plan, taking into account mitigation and proposed conditions. The proposal is therefore considered to accord with Policy 3 of the Waste Plan.</p> <p>The proposal is considered to be in accordance with the principles of sustainable waste management, namely the waste hierarchy and the proximity principle.</p> <p>The proposal is considered to be acceptable in principle.</p>
The policy justification for major development within the AONB and its associated visual and landscape character impact	<p>It is recognised that notwithstanding mitigation measures including the significant native tree planting, the proposed development would result in harm to the visual amenity and landscape character of the AONB. It is accepted that great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty. Whilst the notable impacts on visual amenity and landscape character of the area are recognised, the development of a modern waste management centre is considered to be in the public interest as it would provide a fit for purpose, safe and accessible facility to serve the growing population. The benefits the facility would provide, the identified need for the public facility and the lack of alternative suitable sites in this location, as demonstrated through the application and having regard to the site's allocation within the recently adopted Waste Plan, are considered to represent exceptional circumstances that would be in</p>

	the public interest. It is considered that adverse impacts on the AONB would be outweighed by these exceptional circumstances and the development being in the public interest.
Amenity and quality of life	Given the recommended conditions to ensure the operation of the site in accordance with a site management plan that provides for the monitoring, control and mitigation of litter, vermin, flies and birds and mud on the highway, as well as noise control measures, plus the provision of an odour management plan and a lighting scheme, there are not considered by unacceptable impacts on amenity overall.
Odour	Having regard to the recommended mitigation, including the design and operation of the facility, and recommended conditions, it is considered that local residential amenity would not be adversely affected by odour. It is not considered there would be an unacceptable impact on other sensitive receptors comprising local businesses and a proposed school due to wind direction and the recommended mitigation and conditions.
Noise	Having regard to the distance to properties, the assessment undertaken and the recommended conditions, it is considered that the proposal accords with Policy 13 (a) and Policy 25 of the North Dorset Local Plan in respect of noise impact.
Dust and air quality	Having regard to the distance to properties and the fact that they are not located downwind; the assessment undertaken and the recommended conditions, it is not considered the proposed development would have an unacceptable impact in respect of dust and air quality.
Highway impacts	Taking into consideration access design and having regard to the predicted public and operational vehicle movements, as well as recommended conditions, it is considered that the safety and engineering capacity of the surrounding highway network would not be unacceptably affected by the proposal.
Ecological impacts	With regards to ecology, the Habitats Regulations Assessment has concluded that there would not be likely significant effects on the integrity of European and Ramsar sites, either alone or in combination. Taking into consideration the measures, mitigation and enhancement proposed within the application and those secured by planning conditions, it is

	considered that the proposal would not have an unacceptable impact on biodiversity.
Historic environment	With regards to cultural heritage, having regard to the assessment undertaken the proposal would result in no harm to the significance of designated heritage assets. Having regard to the significance and scale of harm to the non-designated archaeological site located on the site, the need for the facility which is on an allocated site, and the proposed condition to secure archaeological excavation and recording, it is considered that, on balance, this harm can be justified.
Climate change	Having regard to the installation of the photovoltaic panels and the recommended mitigation and conditions, it is considered that the proposal demonstrates appropriate mitigation and resilience to climate change.
Impact on the water environment	In respect of flood risk, having regard to the proposed mitigation and recommended conditions, there is not considered to be an adverse impact. It is considered that, having regard to the proposed mitigation and recommended conditions, the proposal demonstrates that the quality of groundwater resources would not be adversely affected under the current scenario, with Source Protection Zone 1 being located 500m to the south-east.
Impact on soil	There would be no loss of the best and most versatile agricultural land. Having regard to the agreed Landscape and Ecological Management Plan and the proposed conditions to secure a soil management plan and construction environmental management plan, it is considered that there would not be an unacceptable impact on soils.
Contaminated land	Measures would be set out in the Construction Environmental Management Plan, secured by condition, to reduce the potential impacts of unexpected contamination events during construction and operation.

4. Background

- 4.1 The site has no planning history.
- 4.2 The Local Planning Authority determined that the proposed development is Environmental Impact Assessment development, under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended. The application is accompanied by an Environmental Statement.

- 4.3 On 7 February 2022, Dorset Council requested further information under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The Council considered that this further information was required to enable a full and proper assessment of the likely significant effects on the environment.

5. Site Description

- 5.1 The site is situated to the north of Blandford Forum. It lies to the north-east of and adjacent to the A350 and east of the Sunrise roundabout and C13 Higher Shaftesbury Road. The site is south-east of Sunrise Business Park and opposite the Lidl supermarket.
- 5.2 The site is 3.5ha in total and comprises arable land. The site is bounded by hedgerows to the south and south-west, acting as a boundary between the site and the A350, and to the north-west, acting as a boundary between the site and Sunrise Business Park. The site is located within a wider agricultural field, which is approximately 5.4ha, that is bounded by mature hedgerows and a band of young establishing trees on the north-eastern and eastern boundaries. These two boundary tree belts fall within the application site but would be outside the operational boundary of the site. A parcel of land within the field, between the operational site and the existing tree belts, is outside the application boundary. To the north and east of the site and existing tree belts is open agricultural land.
- 5.3 The site is currently accessed by a gateway off the A350 approximately 250m from the Sunrise roundabout. There is also a gated access from Higher Shaftesbury Road. The land is relatively flat, gradually sloping from north - west to south-east, located on an elevated position from the road.
- 5.4 The site sits between the residential and commercial context of this part of Blandford, with associated bypass, and open agricultural land.
- 5.5 The closest residential properties to the site are those at Bracewell Close, approximately 50m south-east of the south-east corner of the site and located on the opposite side of the Blandford bypass; and those at Kites Corner, approximately 95m south-west of the site, located on to the opposite side of the Sunrise roundabout.
- 5.6 Sunrise Business Park lies immediately north of the site. Lidl supermarket lies around 40m south of the site and Glenmore Business Park lies around 80m south of the site, both on the opposite side of the Blandford bypass.
- 5.7 The site is located within the Cranborne Chase Area of Outstanding Natural Beauty (AONB), which is also designated an International Dark Skies Reserve.
- 5.8 The site is within the SSSI impact risk zone for the Bryanston SSSI, located approximately 2km to the south-west. Fontmell and Melbury Downs Special Area of Conservation is located approximately 8km to the north. A Scheduled Monument, Enclosure of Pimperne Down, is located approximately 1.5km to the north. The Blandford Forum, Blandford St Mary and Bryanston Conservation Area lies to the south of the site with the closest boundary being 1km from the southern boundary of the site. The Pimperne and Blandford

Forum Conservation Areas are located within 2km of the site. The site contains evidence of an enclosed Iron Age farmstead with adjacent field system.

- 5.9 The site lies within flood zone 1. A source protection zone is located around 400m to the east/south-east of the site's proposed access – this comprises an SPZ1 Inner Protection Zone.
- 5.10 The site is within the parish of Blandford Forum. It adjoins Pimperne Parish to the north.

6. The Proposal

- 6.1 The proposal is for a new waste management centre (WMC) comprising a waste transfer station and household recycling centre (HRC). The centre would also include a purpose-built office, a building for storage of Waste Electrical and Electronic Equipment (WEEE) and a building for the sale of reusable items, all located around a sunken central yard, plus a weighbridge and staff parking area. The new waste management centre would replace Blandford's existing waste management centre, which is located on Hollands Way Industrial Estate.
- 6.2 The waste transfer station would receive and bulk up for onward transfer waste collected from Dorset Council's kerbside collections, serving the North Dorset area. This would comprise recyclables, garden waste and black bag residual waste. Food waste would also be taken to the facility and deposited straight onto refuse collection vehicles for onward transfer. The transfer station would also serve as a bulking area for materials received through the HRC. The capacity of the facility would be up to 30,000 – 35,000 tonnes per annum (tpa) in total. The transfer station would account for the majority of this capacity with the annual throughput expected to be 24,000-29,000 tpa.
- 6.3 The transfer station comprises a building for the tipping, storage and bulking of the waste materials with adjacent fire suppression tank and pump house. The main building would be 1574m² and 11.45m in height, with a separate, lower level, covered loading bay along the north-east facing façade at a width of 6m and height of 11.85m from its floor level.
- 6.4 The household recycling centre (HRC) would be a publicly accessible facility where householders could deposit unwanted items. The HRC would serve Blandford and surrounding villages.
- 6.5 The HRC would be split level. A row of vehicle unloading bays is proposed enabling cars to park adjacent to a central yard, which would be at a lower level. Waste containers would be within the yard, within large sunken container bays accessed via jetties, partially under a canopy which covers the pedestrian area. This is to enable householders to deposit waste down into the containers without needing to climb steps. The canopy would be approximately 3.5m above the pedestrian level.
- 6.6 The office and WEEE storage building are to the south-east of the central yard, with the staff parking area and weighbridge behind them. The transfer building, pump house and fire suppression tank would be situated to the north-east of the central yard and the reuse building would be to the north-

west. The skips would be within the south-west portion of the central yard with the pedestrian area and vehicle unloading bays located beyond at the higher level.

- 6.7 It is proposed that access would be from the A350 via a new junction to be formed at the southern corner of the site. This would lead onto a site access road that would accommodate both operational and public vehicles. This road would split before reaching the centre in order to allow for the separation of operational and public vehicles. The creation of the junction would include the removal of 50m of existing hedgerow along the A350. Once operational, access to the centre would be from the left only. Exit from the site would be left turn only also.
- 6.8 New and enhanced screening is proposed around the perimeter of the operational site. This includes new native hedgerow species planted along the west and southern boundaries of the proposed development to enhance existing hedgerows, and new hedgerow along the new access road. Mixed native woodland planting is proposed to wrap around the development site in swathes to create a new woodland setting for the development and provide visual screening.
- 6.9 The application boundary includes two existing tree belts along the north-eastern and south-eastern edges of the wider field. These are outside the site's operational boundary but would be managed by the applicant to ensure they are maintained and enhanced as important landscape features to minimise potential visual impact.
- 6.10 The proposal incorporates a sustainable urban drainage system (SUDS) which includes three attenuation ponds located along the south-western edge of the site, between the A350 and the waste management centre itself. The ponds are designed to create new wetland habitats. It is proposed that surface water runoff will drain through the ponds to the adjacent existing A350 highway filter drain system, that will then infiltrate to the ground.

7. Consultations and Representations:

- 7.1 The application was advertised in the local press and by site notice. Site notices were also placed on Sunrise Business Park, Bracewell Close and Glenmore Business Park, outside Lidl and on footpath E16/11. Five neighbour objection letters were received; letters of objection were also received from the occupiers of Newglaze and Woodlands Dairy. The letters of representation raise the following matters of concern:
- Concern regarding air pollution, smell and pests and request for regular monitoring and remedying as necessary.
 - Damage to habitats/wildlife.
 - Loss of hedgerows, trees and grassland.
 - The proposal is located within the Cranborne Chase AONB and is therefore afforded special protection. The site is on a ridge line and dominates the valley to the North East. The land is highly visible in the rural entry to Blandford, the proposed development will dominate and detract from the country scene, it is vast, highly inappropriate and industrial. It will destroy the landscape.
 - Lighting will detract from the Dark Night Sky status of the AONB.

- Size and scale of the development is unnecessary and out of proportion for a town the size of Blandford.
- Site next to Lidl is more suitable. Site further away from the town would be more suitable due to expansion of housing from town.
- Existing Blandford HRC is fit for purpose and meets residents' needs. The proposal will confer no real benefit to Blandford residents. There are alternative HRCs in Poole and Salisbury.
- Concern regarding traffic and congestion. The A350 cannot cope with the increased traffic; roundabout from A350 to Sunrise Business Park acts as a bottleneck and can cause significant delays; increase in traffic will further interrupt traffic flow. Congestion already experienced particularly at peak times, Friday evenings, weekend mornings, easter and summer holidays and during Steam Fair. Heavy traffic onto heavily used road; large lorries and resultant pollution and noise.
- Access – proposed left turn entry and exit will increase traffic travelling along bypass. If approved a central reservation should be established to ensure users of the facility cannot physically turn right into or out of the facility.
- Site is of archaeological interest. Potential for roundhouses. Site should be subject to full archaeological survey and dig and if found should be preserved in situ.
- Site fails to address objectives of Climate Emergency Resolution – no pedestrian or cycle routes provided.
- Planned development east of the site includes a school. Joined up approach required. Suggested there should be an alternative emergency route to the school which should make use of the entrance to the facility and runs parallel to the bypass picking up the service road to the planned new site for the allotments and planned community sports field.
- Loss of property value and private view
- Concern regarding noise and fumes from the facility on Newglaze, the closest unit to the proposed facility. Concern regarding proximity to food producer.
- Welcome additional proposed tree planting between Newglaze and the facility to a depth of 7m but concern no tree heights specified. Request planting of already matured trees to match height of unit or alternatively a 7m wide earth bank along boundary of Sunrise Business Park so trees could be planted on top to aid visual and noise screening.
- Queried whether site/undeveloped part of land may in future accept commercial waste direct from trade.

7.2 **Blandford Forum Town Council** – No objection.

7.3 **Pimperne Parish Council** – objects due to: location within AONB not being suitable for waste disposal and building would be tall and visible; new access/slip road would be hazardous and create traffic problems, encouraging motorists to cut through villages, therefore access should be via Sunrise Business Park; and use/enjoyment of adjacent allotments would be affected by noise and odour.

7.4 **Environment Agency** – No objection subject to advice and informatives.

Second representation received 06/01/22 stating, in summary: Position remains unchanged in that the EA has no objection to the proposal.

Confirmed under the current situation, the site is outside the total catchment SPZ [groundwater Source Protection Zone] designation and the proposed surface water discharge point is outside the inner SPZ1.

Advised that the EA is currently updating some SPZs including those associated with Black Lane abstraction. Prior to completion of the update, support Wessex Water's concerns. The proposal will require an Environmental Permit and certain designs would not be considered appropriate as part of the assessment for a permit, such as a point of discharge for surface water in SPZ1. Potential risk therefore that following an update to the relevant SPZs a drainage scheme granted planning permission may not obtain a permit due to risk to groundwater. Change to SPZ could necessitate more stringent pollution control measures and/or other drainage options.

Recommended that if possible determination of the application is postponed to after the SPZ update and that if this cannot be accommodated it should be understood that an SPZ update may necessitate a variation to an approved drainage scheme. Update could demonstrate greater risk to Black Lane water supply than currently shown and may affect preference of the site.

Recommended that if minded to determine the application prior to SPZ update, a groundwater risk assessment looking at the worst case scenario following the SPZ update is undertaken to understand what this could mean for the viability of current and alternative drainage options.

Third representation received 11/03/22, stating, in summary: The Hydrogeological Risk Assessment (HRA) is comprehensive and addresses concerns relating to the current SPZ. It provides assurance that risk to groundwater can be managed under current scenarios.

There remains no guarantee that the risk to Black Lane borehole would be negligible if understanding of travel time to the borehole (and therefore SPZ catchment) changes.

Concerns raised by Wessex Water would be more likely attributable to highly transmissive fracture zones typically associated with dry valley features and/or fault zones in the Chalk which allow the rapid transmission of contaminants. Several dry valley features to west and southwest leading to River Stour and Pimperne Stream. Currently no data definitively indicating where groundwater divide is and whether any pathways extend to intercept the proposed site and/or associated infrastructure.

The HRA should include the site being located in SPZ1 as a worst case scenario. Recommend a precautionary approach.

- 7.5 **Natural England** – No objection. Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on the Fontmell & Melbury Downs Special Area of Conservation and has no objection to the proposed development. Advised to record decision that a likely significant effect can be ruled out, to meet the requirements of the Habitats Regulations. In relation to the Bryanston and Fontmell and Melbury Downs SSSIs, based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the sites have been notified and has no objection. In relation to the Cranborne Chase AONB protected landscape, Natural England advises that the planning authority uses national and local policies, together with local landscape expertise and information to determine the proposal.

7.6 **Historic England** – Stated that ‘on the basis of the information available to date, in our view you do not need to notify or consult us on this application under the relevant statutory provisions.’

7.7 **Wessex Water** –

First representation received 09/08/21 stating, in summary: Wessex Water does not currently have any existing assets within the site boundary but that Black Lane production boreholes (drinking water source) are located 1.2km to the south-east. It will supply from a new connection to the existing supply in Higher Shaftesbury Road and will accept domestic type flows from the proposed development to the foul sewer within Higher Shaftesbury Road. The following concerns were raised:

- The proposal to utilise SUDS attenuation on site with controlled discharge into the existing French drain soakaway alongside the A350 is of concern due to the proximity of the site to a source protection zone.
- Potential for infiltration of contaminants to groundwater directly from the WMC site or via discharge to the adjacent and existing A350 highway filter drain system during construction and from subsequent operations
- Confirmation sought that proposed mitigation measures on site and those particularly preventing pollution of drainage waters discharging to the current SPZ 1 from the A350 highway filter drain system will prevent contamination of the underlying aquifer.
- Highlighted that as a result of updated modelling, the Environment Agency are currently redesignating SPZs for Black Lane source and that this will include the proposed site.

Discussion taken place and further comments made stating:

The proposed surface water drainage system includes a robust treatment train and measures to protect the source protection zone but there is a significant concern that if there were a failure in the system or human error, there could be a potential contamination of water supply within the SPZ.

Second representation received 3/3/22 stating a number of queries in relation to the hydrogeological risk assessment, including: risk of leakage through base of WMC should be addressed; confirmation that basins must be lined; asking for details of maintenance of drainage system; risk of basins drying through evaporation; infiltration from the infiltration ditch; clarification on wet conditions low pollution scenario; emphasising that any increase of pollutant concentration in water supply would be of significant concern, including PFAS and PFOA which are significant risk contaminants unlikely to be taken out by the treatment train.

Third representation received 16/03/22 that ‘the applicant has provided satisfactory answers to the remaining concerns raised and as such we withdraw our objection to the planning application and the surface water strategy as proposed.’

7.8 **Highways England** – no objection.

7.9 **County Highway Advisor** – No objection. Transport Assessment is satisfactory and robust and provides sufficient surety that the likely impact of the development is acceptable and cannot be thought to be ‘severe’. New access with field gate to northern side of access road serving the WMC is shown. This should meet specified dimensions and visibility splays should be

provided that allow for the approach vehicle speeds in each direction along the carriageway. Appropriate visibility splays should be shown at the junction to the south of the weighbridge.

Amended Site Layout Plan incorporating visibility splays requested, submitted and subsequently approved.

7.10 **Dorset Council Archaeology**– satisfied with the archaeological evaluation undertaken and with the proposed Written Scheme of Investigation for archaeological excavation. Confirms that there is no need for the Iron Age settlement remains identified through the archaeological evaluation to be preserved in situ but considers it important that a proper record is made of those remains. Condition advised. Confirmed no concern regarding impact on setting of Scheduled Monuments.

7.11 **Dorset Council Flood Risk Engineer** – No objection subject to conditions. Consider there to be no flood risk grounds for refusal of this application. Confirmed that the documents reviewed provide the necessary detail to substantiate the proposed Surface Water strategy.

7.12 **Dorset Council Landscape** –The following concerns were raised and subsequently discussed with the applicant, following which a second representation was made.

- Concerns were raised regarding: the Landscape and Ecological Management Plan [LEMP] being focused on ecology and habitat creation and lack of comprehensive landscape plan or specification; creation of woodland glades in northern tree belt; northern tree belt being outside red line boundary; height of the transfer building and potential for it to be sunk into the ground; challenges of site in not enabling a proposal to be set low into the landscape; cumulative impact with Wyatt Homes proposal; potential for the height of the building to create a baseline for future unacceptable development on a visually sensitive ridgeline; potential to plan for a cycle link north of the site.
- Considered that the WMC separately from the cumulative effects of the Wyatt Homes proposal presents a minor adverse visual impact with the character remaining largely as a pastoral rural one with a minor adverse change in this nationally sensitive landscape.
- Considered that not all the development considerations set out in Inset 2 of the Waste Plan met and given the highly sensitive location in the AONB recommended further design consideration to address the concerns highlighted.

Discussion taken place and further comments made stating:

- Satisfied applicant will consider showing planting types, densities and sizes
- Satisfied glades are existing features in the tree belt that will be managed and that no cycleway would be later added.
- Satisfied the applicant has reduced height of transfer barn to best possible standard given that services and drainage structure are already located under this level.
- Remaining concern regarding height of transfer building being used as a baseline for future developments in this part of the AONB. Satisfied application has addressed this issue with highest level of design when mitigating against potential impacts from the transfer barn.
- Satisfied every design option has been explored to mitigate against any potential visual and landscape impact.

- 7.13 **Dorset Council Senior Landscape Architect** – Further to a review of the revised LEMP, softworks plan and tranquillity statement, satisfied that the development has been designed to minimise the impacts of the proposal on the allocated site and the wider setting.
- Buffer planting depth along the bypass boundary would benefit from being deeper
 - Access will result in loss of a section of hedgerow and there will be a cumulative impact with the adjacent residential application on urbanising of the bypass character. This impact has been limited by setting back of the development from road and design of landscape layout and softworks scheme. More varied species and naturalistic spacing to tree planting along access road recommended.
 - Considers the development has been designed in a way to minimise the impact on tranquillity through screening, setting back of building and layout of access route.
 - LEMP and planting plan will provide effective mitigation within the restriction of the limited space on site. Considers the amendments adequately address points of concern previously raised, particularly the balance of landscape and ecological aims and objectives. The LEMP now clearly identifies as one of the primary aims and purpose of the management plan, to quickly establish and manage the proposed planting as an effective screen to the WMC. Satisfied that this document provides a management plan that will ensure the landscape proposals are successfully established and managed. Considers, in this matter, the application meets the requirements of local policy.

7.14 **Cranborne Chase & West Wiltshire Downs AONB Team Principal Landscape and Planning Officer.**

First representation received 06/07/21, stating, in summary:

Objects to the principle of locating the facility in the AONB and regarding the design comments that it is not a 'least intrusive' solution. Concerns were raised regarding:

- lack of a full assessment in relation to NPPF paragraph 172
- a lack of consideration of increasing HGV movements through the AONB and potential loss of tranquillity
- the site being on high ground and significantly above road level
- the visual impact resulting from loss of hedgerow to create the access and considers that access through the business park would be preferable
- urbanisation of the location
- lack of sinking down of the buildings/central yard to reduce heights
- the height and size of the transfer building in relation to buildings on Sunrise Business Park and its perception as a substantial and elevated element of the business park
- cumulative impact not taking account of employment development on the remainder of the site
- the materials proposed for buildings
- the buildings being too close to the roundabout
- the need for more tree planting in the south-west corner and the possibility of relocating drainage ponds to east of the transfer building to achieve this
- the Landscape and Ecological Management Plan not adequately addressing landscape matters
- the need for a detailed landscape plan and specification

- that the northern and eastern tree belts are not within the red line area and not in control of the applicant
- that additional PV panels should be installed on the roof of the transfer building
- the traffic assessments being a significant under estimation of volume of traffic and disturbance factor ensuing from proposed access directly from A350, due to 'left in, left out' access and concern it excluded weekend date
- lack of assessment of impacts of an additional roundabout and pedestrian crossings proposed by adjacent Wyatt Homes proposal.

Second representation received 25/10/21, following provision of information and discussions, stating:

- information about numbers of additional refuse collection vehicles needing to operate to accommodate recently approved and additional housing in the north of the county was reassuring but AONB wish to be reassured that having completed their collections the vehicles would use the nearest major road to minimise HGV activity within and through the AONB;
- concern that catchment for the HRC is underestimated and could be more than 5 miles
- concern that traffic consultants don't realise traffic would transfer from Old Shaftesbury Lane into the AONB due to facility's relocation
- cumulative impacts of the development with Wyatt Homes proposal should be taken into account.

Acknowledgement that scheme has re-oriented the whole design and moved structure north-east from Sunrise roundabout, but that the proposal isn't 'least intrusive'. Concern about creation of a raised bank for arrival, parking and leaving; and the location of the drainage ponds reducing available areas for screen planting. Consider that the proposal would be less intrusive if moved further to the north-east and that moving the largest drainage pond to the south-east of the transfer barn would make use of natural flow contours and allow extra space for screen planting between HRC and roundabout.

Acknowledged intention for management agreement for existing tree belts on north-eastern and south eastern boundaries of the fields but stated proposals to create glades within tree belts would weaken screening value.

Provided detailed comments on a revised version of the LEMP stating it still focussed on ecological enhancements rather than the fundamental issue of ensuring landscape treatments and landscape planting screen the development and help it to integrate with the local environment.

Cumulative impact of development of adjacent land as employment land, as promoted in Blandford Plus Neighbourhood Plan, should be considered and that development should be subject to guidance/restrictions on height, form and materials.

Response to revised LEMP: Stated that with a few tweaks and clarifications the LEMP can be regarded as exemplar. Requested clarification regarding authoring of document and confirmation that consultant would support and justify it if called upon. Stated that the LEMP does not address what happens if remaining part of the larger site is developed for employment use which could impact adversely on the glades and habitats proposals and on the roots of the screening trees in the tree belts.

Further representation received 17/03/22 –

- Concern that there is limited space for planting on the north-eastern slopes of the basin nearest the roundabout and that a very narrow and sparse planting belt is shown on sloping ground up towards the access road. Concern that vehicles will be at an elevated level and proposed trees will be insufficient to provide necessary screening. Consideration should be given to improvements to the landscape screening north-east of the pond.
- Site plan showing drain run seems to support point made that a drainage pond could be located to the east of the main transfer barn.
- Work to make the extended 500m soakaway more effective appears to involve regrading of the whole length of the roadside verge which could be a distinct and negative landscape impact on appearance of otherwise established vegetation beside the A350. Wish to be involved with landscape specifications and timetable for restoration. Current disruption of verges south of Blandford should not be repeated. Consideration should be given to ways of minimising adverse impacts on roadside verge and planting caused by soakaway improvements.
- Report should consider risk of biological contaminant(s) from household waste.
- Concern that scenarios are not worst case such as no scenario whereby site ponds are at capacity should storm/wet weather conditions occur.

7.15 Cranborne Chase & West Wiltshire Downs AONB Dark Skies Advisor –

- Content that lighting as proposed in Lighting Assessment is consistent with the requirements of this International Dark Sky Reserve as they currently stand.
- Highlighted that CCT temperatures will be lowered from 3000K in the near future and it would be prudent to plan for forthcoming changes.
- Suggests that a reduction of motion sensor 'on' time from 15 to 5 minutes would provide a more reasonable period.
- Any permission should be subject to conditions specified.

Following response from applicant, further commented that: 2700K is the correct colour temperature that the International Dark Skies Association is stipulating in International Dark Sky Reserves; and that leaving lights on for more than a couple of minutes does not seem to make sense as if there is activity on site then the motion sensors will activate the lights back on.

7.16 Dorset Council Conservation & Design Officer – North – concurs with

findings of the Environmental Statement (Chapter 7 – Cultural Heritage). Reviewed historic assets where potential for setting change is most likely, and considers that the proposals will result in no harm to the significance of the designated assets reviewed, namely: 'Enclosure S of Pimperne Down' (Scheduled Monument), 'Langbourne House' (Grade II listed building), and 'Pimperne Conservation Area'. Considers that the proposals will result in substantial harm to the non-designated asset reviewed, namely 'Enclosed Iron Age Farmstead and associated field system' due to close to total loss. Defer to the comments of the Senior Archaeologist as to the acceptability of this loss subject to a recording condition.

7.17 Dorset Council Tree Officer – North – stated it is apparent that there are a number of trees and hedging on site which provide screening and amenity value and it is imperative that this boundary screening is retained to minimise impact.

Noted and supported that this is proposed as well as additional planting in sparse areas. Further detail required by condition.

- 7.18 **Dorset Council Natural Environment Team** – confirmed that the Natural Environment Team signed off the Biodiversity Plan (BP) for this application on 19.02.21 and issued a certificate of approval to the applicant. Confirmed that the implementation in full of the approved BP should be conditioned and will ensure compliance with wildlife legislation, the biodiversity paragraphs of the NPPF (2019, as amended) and the Natural England Protected Species Standing Advice. Confirmed that the submitted Landscape & Ecological Management Plan (LEMP) addresses the matters highlighted in the Ecological Impact Assessment and Biodiversity and should be conditioned. Confirmed that the Lighting Assessment Report meets the lighting requirements for bats stipulated in the Biodiversity Plan.
The Natural Environment Team has confirmed that the revised LEMP, dated January 2021, meets the requirements for approval.
- 7.19 **Dorset Council Environmental Health Officer – North** – no objection subject to conditions restricting the opening hours and in relation to ground contamination. No significant concerns in relation to noise. Confirmed that given the distance to residential properties and the south-west prevailing wind, odour isn't a significant concern.
- 7.20 **Rights of Way** – No objection. Would appreciate donation of £2k worth of wildflower seed mix to continue enhancement of bypass and other verges.
- 7.21 **Dorset Council Neighbourhood Planning Team Leader** – no response.
- 7.22 **Dorset Council Lead Project Officer (CIL & Planning)** – no response.
- 7.23 **Dorset Council Senior Environmental Assessment Officer** – provided HRA Screening Report.

8. Planning Policy Framework:

- 8.1 Applications for planning permission must be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise. The term '*other material considerations*' is wide ranging but includes national and emerging planning policy documents.
- 8.2 **The Development Plan**
For waste developments the relevant development plan includes the Bournemouth, Christchurch, Poole and Dorset Waste Plan (adopted December 2019), the North Dorset Local Plan (adopted January 2016) and the Blandford + Neighbourhood Plan 2011-2033 (adopted June 2021). The most relevant development plan policies from the statutory Development Plan are:
Bournemouth, Christchurch, Poole & Dorset Waste Plan (December 2019).
- Policy 1 – Sustainable waste management
 - Policy 2 – Integrated waste management facilities
 - Policy 3 – Sites allocated for waste management development
 - Policy 5 – Facilities to enable the recycling of waste

- Policy 12 – Transport and access
- Policy 13 – Amenity and quality of life
- Policy 14 – Landscape and design quality
- Policy 15 – Sustainable construction and operation of facilities
- Policy 16 – Natural resources
- Policy 17 – Flood risk
- Policy 18 – Biodiversity and geological interest
- Policy 19 – Historic environment
- Policy 22 – Waste from new developments

North Dorset Local Plan Part 1 (January 2016)

- Policy 3 – Climate change
- Policy 4 – The natural environment
- Policy 5 – The historic environment
- Policy 13 – Grey infrastructure
- Policy 16 – Blandford
- Policy 25 – Amenity

Blandford + Neighbourhood Plan 2011-2033 (June 2021)

- Policy B2 – Land North & East of Blandford Forum
- Policy B3 – Employment (c) Land adjacent to Sunrise Business Park

8.3 Relevant Material Considerations

National Planning Policy Framework, (NPPF) (July 2021)

Section 2 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For decision making this means approving development that accords with an up to date development plan (paragraph 11).

Paragraph 38 states that local planning authorities should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraphs 176 and 177 state that ‘great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas...The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. When considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest...’ It is stated that consideration of such applications should include an assessment of three criteria.

Other relevant parts of the NPPF include the following:

- Building a strong, competitive economy (paragraphs 81 & 83).
- Supporting a prosperous rural economy (paragraphs 84 & 85).
- Promoting healthy and safe communities (paragraph 93 (e))
- Promoting sustainable transport (paragraph 104 (a) and (d))
- Considering development proposals (paragraphs 110 (b) and (d)), 111 and 113)
- Achieving well-designed places (paragraphs 126, 130 (a-d), 131, 132 and 134)
- Planning for climate change (paragraph 157)
- Planning and flood risk (paragraphs 167 and 169)
- Conserving and enhancing the natural environment (paragraphs 174, 176, 177 and 180)
- Ground conditions and pollution (paragraph 188)
- Conserving and enhancing the historic environment and Proposals affecting heritage assets (paragraphs 189, 194, 195, 197, 199, 200, 203, 204 and 205).

National Planning Policy for Waste (NPPW) (2014)

The NPPW states that positive planning plays a pivotal role in delivering the country's waste ambitions, as set out in the Waste Management Plan for England, including through delivery of sustainable development and resource efficiency (including provision of modern infrastructure, local employment opportunities and wider climate change benefits by driving waste management up the waste hierarchy); ensuring that waste management is considered alongside other spatial planning concerns (recognising the positive contribution that waste management can make to the development of sustainable communities); providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste; and helping to secure the reuse, recovery or disposal of waste without endangering human health and without harming the environment.

Section 4 sets out considerations for identifying suitable sites and areas in Local Plans and specifies that opportunities should be sought to co-locate waste management facilities together.

Section 7 sets out considerations for when waste planning authorities are determining planning applications, relevant to this application are:

- consider the likely impact on the local environment and on amenity against criteria set out in Appendix B of the NPPW (namely: protection of water quality and resources and flood risk management; land instability; landscape and visual impacts; nature conservation; conserving the historic environment; traffic and access; air emissions, including dust; odours; vermin and birds; noise, light and vibration; litter; and potential land use conflict) and the locational implications of any advice on health from the relevant health bodies
- Ensure that waste management facilities are well-designed so that they can contribute positively to the character and quality of the area in which they are located
- Concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities

Cranborne Chase Partnership Plan 2019 – 2024

This is the statutory management plan for the Cranborne Chase AONB.

- Objective LANB - The landscape character, tranquillity and special qualities of the AONB and its settings are conserved and enhanced.
- Policy LAN4 - Ensure the conservation and enhancement of the landscape character, tranquillity and special qualities of the AONB and its setting, particularly those that are sensitive to change.

8.4 Emerging policy - Dorset Local Plan

- The Dorset Local Plan is currently in preparation. An initial options consultation has taken place, however the draft Plan has not yet been published. Little weight can be given to the Plan at present.

9. **Planning Assessment:**

9.1 The main issues relating to this application are as follows:-

- Whether the development is acceptable in principle
- The policy justification for major development in the AONB and whether the proposal would have an unacceptable visual and landscape impact
- whether the proposed development would have any unacceptable impact on amenity
- whether the proposal would have any unacceptable transport impacts
- whether the proposed development would have any unacceptable impact on the environment, in particular considering impacts on:
 - ecology
 - the historic environment
 - the water environment

Principle of development and policy justification

9.2 The in-principle acceptability of the development relates to the need for the type of proposed operational development and the acceptability of the site's location in the Cranborne Chase Area of Outstanding Natural Beauty (AONB). The site is allocated in the adopted Waste Plan (2019) for a waste management centre and so the proposal accords with the development plan in that respect. Therefore, the proposal is considered to be acceptable in principle. More is said about this in paragraph 9.6 onwards.

9.3 The relevant requirements of the National Planning Policy Framework (NPPF), including principally the presumption in favour of sustainable development and the exception tests for major development within AONBs, have been applied. The policies of the Bournemouth, Christchurch, Dorset & Poole Waste Plan (2019) (*the Waste Plan*), along with the policies of the North Dorset Local Plan Part 1 (*the North Dorset Local Plan*) and Blandford Neighbourhood Plan have been applied to the assessment of environmental impacts.

9.4 Paragraph 81 of the NPPF states that significant weight should be given to the need to support economic growth. This proposal would provide improvements to waste infrastructure by replacing the existing household recycling centre with a modern, split-level facility. This is in line with paragraph 1 of the National Planning Policy for Waste (NPPW) which emphasises planning's role in delivering sustainable development including

provision of modern infrastructure. In that respect, it also supports sustainable economic growth in accordance with the NPPF.

- 9.5 The NPPW states that positive planning plays a pivotal role in delivering the country's waste ambitions, as set out in the Waste Management Plan for England, including through delivery of sustainable development and resource efficiency (including provision of modern infrastructure, local employment opportunities and wider climate change benefits by driving waste management up the waste hierarchy).

The Waste Plan Site Allocation and Spatial Strategy

- 9.6 Policy 3 – 'Sites allocated for waste management development – Inset 2' of the Waste Plan allocates land south of Sunrise Business Park, Blandford for the development of local waste management facilities for the transfer and recycling of waste. Inset 2 specifies the allocated use to be a waste management centre. The proposal is for the allocated use and the majority of the application site falls within the allocated site. Inset 2 sets out 10 Development Considerations for the site, which are detailed matters that the application should address. Compliance with the development considerations is considered in relation to the relevant topic area within this report.
- 9.7 Policy 3 states that 'proposals within the allocated sites...will be permitted where they are in accordance with the allocated uses set out in Insets 1 – 12 and where it is demonstrated that they meet all of the following criteria:
- a. the proposal complies with the relevant policies of this Plan;
 - b. the relevant Development Considerations have been addressed to the satisfaction of the Waste Planning Authority;
 - c. there would not be an unacceptable cumulative impact, from the development, in combination with existing waste management operations;
 - d. possible effects (including those related to the proximity, species and displacement of recreation) that might arise from the development would not adversely affect the integrity of European and Ramsar sites either alone or in combination with other plans or projects.
- 9.8 The proposal is considered to be in accordance with the allocation in the Waste Plan. The proposal is a replacement of the existing Blandford waste management centre, located on Hollands Way Industrial, on greenfield land. There are no existing waste management facilities in proximity to the proposed facility. For these reasons there would not be an unacceptable cumulative impact in combination with existing waste management operations, in accordance with criterion c. The relevant policies and development considerations, along with possible effects on European and Ramsar sites, are discussed later in this report in relation to topic areas.
- 9.9 Policy 5 – 'Facilities to enable the recycling of waste' (criterion a) requires that all applications for recycling and transfer facilities support the delivery of the Spatial Strategy, contributing to the needs of the Plan. The adopted Waste Plan identified a need for a replacement waste management centre at Blandford, to include household recycling centre and transfer facility. This is outlined in the Plan's Spatial Strategy where it is stated that 'several existing household recycling centres, transfer stations and waste management centres dealing with local authority collected waste are unsuitable and in need of improvement or relocation to bring them up to modern standards and/or to serve growing communities. The Plan addresses the following requirements

through ...Site specific allocations – Replacement of Blandford waste management centre to manage increased quantities of waste and bring it up to modern standards...’ The Plan allocates the application site through Policy 3 (Inset 2) as outlined above. The application is thereby in conformity with criterion a of Policy 5.

Sustainable waste management

- 9.10 Waste Plan Policy 5 (b) and Waste Plan Policy 1 – ‘Sustainable waste management’ require facilities to conform with the waste hierarchy, as set out in the EU Waste Framework Directive. In line with this and the National Planning Policy for Waste, the proposal would move waste up the hierarchy through the provision of a facility to receive and bulk recyclables and food waste, as well as residual (‘black bag’) waste, collected from households so that these can then be appropriately managed. The proposed facility would also enable householders to deposit recyclables, green waste and waste electrical equipment, thereby moving it up the hierarchy. The proposal also includes a dedicated, reuse sales building where items can be purchased by the public, thereby potentially diverting waste from landfill and moving waste further up the hierarchy again. This also satisfies criterion g of Policy 5. The proposal is therefore considered to accord with the principles of the waste hierarchy.
- 9.11 Policy 1 of the Waste Plan also requires facilities to adhere to the proximity principle, by being appropriately located relative to the source of the waste. The transfer facility would serve the former North Dorset area, whilst the HRC would serve Blandford and surrounding villages. Although Blandford is at the southernmost part of North Dorset, it is well located to receive kerbside collected waste from the area, before its onward transfer to waste recovery facilities located in south-east Dorset. Although a higher level of housing growth is planned for the Gillingham/Shafesbury area, consideration was given to locating the replacement transfer facility at Gillingham/Shafesbury during the preparation of the Waste Plan and this is discussed in further detail from paragraph 9.32 of this report. It is considered that the proposal accords with the proximity principle when taking into account the towns it would serve and having regard to the allocation of the site in the Waste Plan.
- 9.12 Policy 2 of the Waste Plan supports the provision of integrated or co-located waste management facilities. The proposal co-locates a household recycling centre and transfer facility which brings advantages including reduced land take, minimising transportation of waste and supporting effective and efficient collection rounds – thereby minimising potential adverse effects on local residents and the environment in comparison to locating the facilities separately. Although the proposal incorporates two types of facility they would operate as one integrated facility. The site is allocated in the Waste Plan for such a combined waste management centre. The need for a combined facility and the lack of alternative sites is discussed from paragraph 9.28 of this report. The cumulative impacts associated with the proposal are discussed later in this report. Having regard to these assessments and the provisions of the National Planning Policy for Waste (section 4), the proposal for a waste management centre is considered to accord with Policy 2 of the Waste Plan.
- 9.13 Having regard to the design criteria of Waste Plan Policy 5 – ‘Facilities to enable the recycling of waste’ (criteria c, f and h), the proposed waste management centre incorporates the separate circulation of public and

operational vehicles, in accordance with Waste Plan Policy 5 (f). This is a design feature that brings advantages such as avoiding the need to close the centre when containers are being emptied; reducing queuing and improving safety. Interpretation boards would be erected in line with Waste Plan Policy 5 (h). The transfer facility comprises a 'barn' for the reception, handling, bulking and storage of wastes received from kerbside collections and via the adjoining HRC. The provision of this building, which would be fully enclosed by the proposed shutter doors, satisfies Policy 5 (c).

- 9.14 In conclusion and having regard to relevant provisions of the National Planning Policy for Waste, the proposal is considered to be in accordance with the principles of sustainable waste management and in accordance with Policies 1, 2 and 5 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.
- 9.15 Subject to consideration of the policy justification for major development within an AONB, as discussed below, in principle the proposal is considered acceptable given that it is located on an allocated site for an allocated use, in accordance with Policy 3 of the adopted Waste Plan, and given that it accords with the principles of sustainable waste management.

The policy justification for major development within the AONB and its associated visual and landscape character impact

- 9.16 The site is located in the Cranborne Chase Area of Outstanding Natural Beauty (AONB). The statutory purpose of the AONB is to conserve and enhance the area's natural beauty.
- 9.17 Paragraphs 176 and 177 of the NPPF state that 'great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:
- a) 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;
 - b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and
 - c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.'
- 9.18 It is considered that the proposal would comprise major development in the AONB due to its scale and nature.
- 9.19 Waste Plan Inset 2 development consideration 8 repeats that the application should demonstrate that the tests set out in the NPPF are met. Policy 4 of the North Dorset Local Plan also states that '...proposals which would harm the

natural beauty of the AONBs will not be permitted unless it is clearly in the public interest to do so. In such instances, effective mitigation should form an integral part of the development proposals...'

- 9.20 The applicant has included an assessment with regards to Paragraph 176 and 177 of the NPPF (a) and (b). This includes a description of need for the facility and consideration of impact on the local economy, a summary of the potential option of providing separate facilities and a summary of the assessment of alternatives at both the Waste Plan allocation and application stages. The Environmental Statement considers effects on the environment and landscape.
- 9.21 An assessment of criteria a-c of NPPF paragraph 177 is carried out in this report.

a) *The need for the development and the local economy*

- 9.22 The need for the facility was demonstrated through the site's allocation in the Waste Plan and is reiterated in the application documents. The existing WMC at Hollands Way in Blandford is inadequate in size, layout and design to serve the volume of visitors and quantities of waste managed. In particular, the site footprint is small and there is only a single point of access which does not allow separation of public and operational vehicles which results in site closures and queuing traffic when containers are emptied. There is also no fire suppression system, the site is in poor condition and the drainage is inadequate which causes ponding of leachate. Pressure on space in the transfer barn has caused cross contamination of waste streams. As the transfer facility is operating beyond its effective capacity it is also not able to easily provide a contingency for unexpected events such as delivery of waste from other areas in an emergency.
- 9.23 A replacement facility is required to enable waste streams to be managed effectively and efficiently and to handle increased throughput of waste and visitors (up to 200,000 p.a.). A revised layout, requiring more space, is required to bring operational efficiencies, improved safety and reduced amenity impacts. In terms of the HRC, a modern split-level facility is required to avoid the need for visitors to use steps, thereby improving safety and accessibility, and separate circulation of public traffic from the operational area is required.
- 9.24 The second part of NPPF paragraph 177 (a) requires consideration of the impacts of permitting or refusing the application on the local economy. The proposal is for a replacement facility and so economic effects are not considered significant. However, the resulting closure of the existing facility should the proposal be permitted would give rise to improvements for neighbouring businesses of the existing site. Congestion along the access road would be removed as would any odour and noise. The existing site is in close proximity to some neighbouring businesses with no screening that would ameliorate such impacts.
- 9.25 Positive economic impacts of the development of the new facility may include the potential for the facility to accept commercial waste in the future. Conversely there is the potential for adverse amenity impacts such as noise and odour on businesses closest to the proposed facility on Sunrise Business Park. However, noise and odour assessments that accompany the application

demonstrate that there would not be a significant impact with respect to these matters, as discussed later in this report.

- 9.26 Also relevant is that the existing WMC is at risk of closure due to insecurity of tenure and existing environmental impacts. Should this occur and if permission for this proposal is not granted, waste collection vehicles would be diverted to Sherborne or Canford resulting in significant additional costs to the waste collection authority as well as potential traffic impacts. This would also result in the loss of a public facility for Blandford with residents needing to travel elsewhere to use a household recycling centre.
- 9.27 In considering paragraph 177 (a) of the NPPF, it is relevant to note that the site's allocation for a waste management centre establishes that there is a need for the facility (Spatial Strategy, Policy 3, Inset 2 and paragraph 8.27) and this should be given significant weight in the decision-making process. The need for the facility is reiterated in the application documents, and the impacts on the local economy have been considered. It is considered that the application site is justified in relation to NPPF paragraph 177 test (a) having regard to the assessment undertaken.

b) Potential for developing the facility outside the AONB or meeting the need in another way

- 9.28 During the preparation of the Waste Plan, detailed consideration was given to whether the need for the facility could be met through the provision of two separate facilities (a household recycling centre and a transfer station) and, subsequently, whether one facility could be retained on the existing site. It was concluded that a combined waste management centre was needed and therefore a site to serve this purpose was allocated in the Plan. The reasons were as follows: two separate facilities would result in wider environmental impacts including traffic and cumulative impacts plus potentially landscape and ecological impacts; by locating two facilities together on one site materials deposited at the HRC can be bulked up onsite at the transfer facility for onward transportation, thereby reducing HGV movements; and the financial implications of developing two separate facilities would be significant both in terms of capital cost and ongoing operational costs.
- 9.29 Nevertheless, the option of retaining one facility on the existing site and relocating the other was investigated during the preparation of the Plan in order to ensure all reasonable alternatives had been considered. The size of the existing site was assessed to be insufficient to accommodate either a standalone transfer facility with fire suppression system or a standalone, modern HRC. It was noted that removing the transfer facility would alleviate some of the existing issues, such as HRC site closures and waste stream contamination. However there would still be insufficient space to develop a fit for purpose, split-level HRC and accessibility issues and nuisance to neighbouring businesses would remain.
- 9.30 An option of expanding onto neighbouring land at the existing site was also considered during the Waste Plan preparation and reviewed as part of the application. Adjoining land that comprised an old grain store has now been redeveloped and land to the west, north-west and south-west of the site is not available for purchase. Additionally, insecurity of tenure on the existing site remains.

- 9.31 The scope for meeting the identified need in another way (i.e. through development of separate facilities) is therefore limited, the costs would be prohibitive and regard needs to be given to the potential for increased environmental impacts of this option.
- 9.32 Consideration has also been given to relocating the transfer facility to the northern part of the county. At the time of the Waste Plan preparation, the applicant undertook an assessment to compare locating the facility at Gillingham (where housing growth is likely to be largest and which lies outside the AONB), with locating it at Blandford. Route modelling demonstrated that in a 'business as usual' scenario there would be little difference in terms of round time hours between the two locations, assuming the road network is operating without delay. In reality however Blandford is served by a good road network in all directions.
- 9.33 The proposed transfer facility would act as a contingency site in the event that third party waste disposal sites were unavailable. In this instance, the modelling demonstrated that locating the facility in Gillingham would be inefficient (an additional 142 hours on rounds per week for Gillingham compared to Blandford) because waste needs to be transported to Poole for management once it has been deposited at the transfer facility. Locating a transfer facility in Gillingham would result in more HGV traffic travelling alongside the AONB since the bulker HGVs would need to travel back down to Poole, past Blandford, based on current arrangements for the management of residual waste. The Blandford area was therefore concluded to be the optimum location for a transfer facility, resulting in the allocation in the Waste Plan.
- 9.34 A full assessment of possible site options around Blandford for a WMC was undertaken through the preparation of the Waste Plan. This included a landscape and visual sensitivity study of land around the Blandford bypass, both within and outside of the designated AONB area, which concluded that the allocated site (Inset 2 of the Waste Plan) had the least landscape and visual impact for the proposed development despite being located within the AONB. Other alternatives within Blandford itself were considered and discounted due to their inadequate size for developing a combined facility, land availability and potential for adverse amenity impacts. A further site option at Langton Lodge, Black Lane was considered by the applicant but discounted due to the presence of water mains and the proximity of a school which would use the same access road.
- 9.35 The cost of and scope for meeting the need in another way and locating the proposed facility outside the AONB was fully explored through the preparation of the Waste Plan, resulting in the allocation of the application site in that Plan. Relevant alternative sites have been reviewed by the applicant for the application and are unavailable or unsuitable. It is considered that the application site is justified in relation to NPPF paragraph 177 test (b) having regard to the assessment undertaken. It also satisfies Waste Plan Policy 14 (i) which requires that proposals would meet an identified need and there are no suitable alternatives for meeting the need; and Waste Plan Policy 14 (a) which requires sympathetic location of waste management facilities.

- 9.36 It is considered that the clear need for this public facility and the lack of alternative suitable sites in this location are exceptional circumstances.

(c) Detrimental effects on the environment, landscape and recreational opportunities and the extent to which these could be moderated

- 9.37 An assessment on effects on the environment has been carried out through the Environmental Statement and other application documents. Potential effects on the environment are discussed later in this report, whilst landscape is considered here.
- 9.38 With regards to recreational opportunities, the site is not currently accessible to the public. It is visible from a number of public rights of way in the countryside to the north and east, the closest being 800m to the north. The Environmental Statement states there would be a minor adverse visual impact in relation to viewpoints from a number of these rights of way. However, due to the distance it is not considered that there would be any significant detrimental effect on recreational opportunities. The Council's rights of way officer has not raised any objection to the proposal.

Landscape and visual impacts

- 9.39 The effects of the proposal on landscape in the AONB include the impact of the proposal on the landscape character and setting; the construction of a new building with associated structures on an undeveloped site; the design and massing; the landscape and visual impact of the proposal when viewed from the Blandford bypass and the countryside to the north; the landscape and visual impact of the proposed access; the impact on dark skies; potential impact on tranquillity in the AONB; and the potential cumulative landscape and visual impact.
- 9.40 Section 85 (1) of the Countryside and Rights of Way Act 2000 states that 'in exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.'
- 9.41 NPPF paragraph 177 (c) requires an assessment of the detrimental effects of the proposal on the landscape and the extent to which these could be moderated. Paragraph 174 of the NPPF states that 'decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside...'
- 9.42 Policy 14 of the Waste Plan states that 'Proposals for waste management facilities will be permitted where they are compatible with their setting and would conserve and/or enhance the character and quality of the landscape. Proposals for waste management facilities should achieve this through:
- a) Sympathetic design and location
 - b) Appropriate use of scale, form, mass, layout, detailing, materials and building orientation; and
 - c) Avoidance, or if this is not practicable, acceptable mitigation of adverse impacts on the landscape.'

Waste Plan Policy 14 further states that, in relation to proposals in AONBs, 'Permission will only be granted for waste developments that do not result in unacceptable adverse impacts upon the special qualities that underpin the designation. Proposals for major development in such areas will only be permitted in exceptional circumstances and where it can be demonstrated they are in the public interest. In satisfying these requirements, proposals must demonstrate that all of the following criteria are met to the extent that the benefits of granting planning permission outweigh any residual adverse impacts: (i) they would meet an identified need and there are no suitable alternatives for meeting the need; (ii) they have taken account of the AONB Management Plan and objectives and (iii) there would be sustainability benefits of siting a development that meets a local need within an AONB.'

- 9.43 The requirements for Policy 14 criterion (i) are discussed earlier in this report. With regards to criterion (iii), the proposal would meet a local need for a HRC to serve the town and a transfer facility to serve the wider north Dorset area. Paragraph 9.32 of this report sets out the reasoning for locating this development at Blandford as opposed to Gillingham. There are sustainability benefits of this in respect of HGV miles due to the application site's more central location in relation to the end destination of the waste. There is a need for a HRC to serve Blandford, as identified by the Waste Plan. Without this, residents would have to travel significant distances to use such a facility. The AONB Management Plan and objectives are taken into account in the application and are discussed below. It is therefore considered that the proposal demonstrates compliance with criteria (i), (ii) and (iii) of Waste Plan Policy 14.

Landscape character

- 9.44 The Cranborne Chase Partnership Plan 2019-2024 is the statutory management plan for the AONB. It describes the AONB as an unspoilt, evocative landscape which is deeply rural, sparsely populated and mainly agricultural; and the qualities that make it special are diversity, distinctiveness, remoteness, dark night skies and tranquillity. Objective LANB of that Plan is that 'the landscape character, tranquillity and special qualities of the AONB and its settings are conserved and enhanced' whilst Policy LAN4 is to 'Ensure the conservation and enhancement of the landscape character, tranquillity and special qualities of the AONB and its setting, particularly those that are sensitive to change.'
- 9.45 A Landscape and Visual Impact Assessment (LVIA) has been submitted by the applicant in support of the application. The LVIA and its conclusion have been considered by the Council Landscape Officer and the Cranborne Chase AONB Team. Their comments are detailed in paragraphs 7.12 and 7.14 above.
- 9.46 The LVIA describes the character of the site's context as 'one of an assortment of mixed arable and pastoral fields, mainly contained by hedgerows, with blocks of deciduous and coniferous woodland, tree belts, small settlements and miscellaneous farm buildings. The site is defined on two boundaries by busy transport corridors and a roundabout junction.'
- 9.47 The site is located within the southern downland belt landscape character area of the open chalk downland as defined by the Cranborne Chase AONB Integrated Landscape Character Assessment (2003). The character area

comprises uninterrupted rolling hills, gentle slopes, predominantly arable and chalk grassland and an overriding sense of openness.

- 9.48 The Cranborne Chase Partnership Plan defines the special qualities and characteristics that combine together to make the Open Chalk Downland unique and outstanding in terms of landscape character and visual context. In the context of the site, a number of special characteristics are evident including expansive skies, panoramic views, a sense of openness with views across downland, of wooded hills and living agricultural landscape.
- 9.49 It is noted that the proposal is contained within one arable field and that the LVIA states that characteristic elements of the character area would be unaffected by the proposal, including the mosaic of chalk downlands, improved grassland and arable fields between woodland. The LVIA states that elements of the landscape character that would be affected include the panoramic views which would be changed to some extent; and the loss of part of an open area of arable field.
- 9.50 The North Dorset District Council Landscape Character Area Assessment (2008) describes the character area as the Cranborne Chase woodland chalk downland landscape character area, which comprises key characteristics of a mosaic of downland, improved grassland and arable fields between woodlands with a character of enclosed fields surrounded by trees.
- 9.51 With regards to landscape character, the LVIA submitted by the applicant concludes that the magnitude of change to the southern downland belt landscape character area and the open chalk downland landscape type; and the woodland chalk downland character area; is considered to be low whilst the significance of impacts is considered to be neutral for the woodland chalk downland character area and minor beneficial for the southern downland belt character area and open chalk downland landscape type, following mitigation. This is concluded due to the proposed enhancement of existing hedgerows and tree belts; addition of new deciduous woodland and provision of new wildlife habitats which would be positive attributes and contributors to the visual experience of tranquillity in the AONB.
- 9.52 Impacts during construction are concluded by the applicant to be of minor adverse significance in relation to the southern downland belt character area and moderate adverse significance in relation to the woodland chalk downland character area.
- 9.53 The Council's landscape officer's view is that, considering the proposal alone, the proposal presents a minor adverse visual impact with the character remaining largely as a pastoral one, with a minor adverse change in a nationally sensitive landscape. Further comments from landscape are that they are satisfied that the development has been designed to minimise the impacts of the proposal on the allocated site and the wider setting. However, they consider there would be cumulative adverse landscape and visual impacts, as discussed later in this report.
- 9.54 The AONB team considers that the proposal would urbanise the location and the rural character of the bypass.
- 9.55 Having regard to the statutory purpose of the AONB and the objective of conserving and enhancing the landscape character, landscape character

would not be conserved because the proposal would result in the loss of part of an open area of arable field and would also result in a change to panoramic views, both existing landscape character features. The character of the site itself in the long term would be of built form surrounded by woodland. The proposed tree planting would however enhance the landscape character at the site in the long term, improving as it matures and, in that respect, accords with Policy 14 of the Waste Plan.

Design and layout

- 9.56 Section 7 of the National Planning Policy for Waste requires that facilities should be well-designed. Having regard to the design and layout of the proposal and Waste Plan Policy 14 criteria a and b, a number of layout options were explored to take into consideration both operational requirements and landscape impact and to ensure efficient use of land.
- 9.57 The application documents state that volumetrically the design has been kept to a minimum and that the positioning of the HRC canopy and office building against the larger transfer barn help break up the volume. It is noted that the low-level canopy would not be visible from the bypass.
- 9.58 The buildings would be vertically clad with untreated timber, which is non-reflective and darkens to grey with weathering. This would give the appearance of agricultural buildings, similar styles of which exist in the locality. The AONB officer has confirmed this material is acceptable and it is recommended this is secured by condition.
- 9.59 The site is on raised ground to the northern side of the Blandford bypass. As the bypass cuts down gradually eastwards, the site is above road level. The proposed development would therefore appear higher and above road level to vehicles travelling westwards.
- 9.60 With reference to NPPF paragraph 177 test (c), as well as criteria b and c of 'Policy 14 - Landscape and design quality' of the Waste Plan, the buildings have been sited away from the Sunrise roundabout to be in line with buildings on Sunrise Business Park. This is to avoid visual crowding of the roundabout and moves the largest building away from the bypass area, which is where the largest number of people would likely see the development from.
- 9.61 The transfer building, which is the largest building, has been sited at the rear of the application site which is around two thirds of the way back in the wider field. However, at a height of 11.45m from ground level and an area of 1574m², the building is substantial. The buildings have been located to form a visual extension to the existing buildings on Sunrise Business Park, however those buildings are at a lower height than the proposed transfer building.
- 9.62 The AONB team consider that the buildings are not far enough from the roundabout to effectively reduce the impact of the development and that they should be moved further north, outside the application boundary, to reduce visual impact from the south and west. The AONB team considers that the building and development would be perceived as a substantial and elevated end to the business park.
- 9.63 The layout of the proposed site has been designed to include comprehensive landscaping and screening which would include the creation of earth bunding to the east and south of the facility. This would be planted with new native

trees and shrubs to assist with screening the development. Substantial new woodland planting is also proposed to the north-east and north-west of the operational area and along the bypass boundary, creating a swathe of woodland around the operational site. This creates screening planting between Sunrise roundabout and the HRC. It is proposed that planting would include large nursery stock and semi-mature trees where immediate screening is required. However, the full screening effect when viewed from the roundabout area would occur once the woodland has matured and full screening would be more likely in summer than winter.

- 9.64 The AONB team have commented that the landscape and visual impact of the development in relation to views of the development from the bypass are of concern. Dorset Council's senior landscape architect has also commented that she considers that the buffer planting depth along the bypass boundary would benefit from being deeper.
- 9.65 Consideration has been given to the extent to which any detrimental effect could be moderated. Alternative locations within the field for the transfer building have been explored and discussed with the applicant but due to the landform and space required for drainage basins it has not been possible to adjust the location. The flow of surface water through the three ponds is an important defence against potential pollution from surface water, an important consideration as discussed under water quality later in this report. It is understood that the design is optimal in this regard. It is also understood that site levels have been designed to be as low as feasible in the landscape whilst the transfer building has been designed to be as slender as possible to minimise roof height, taking into account operational requirements. The application considered various alternative site layouts and it is understood the proposal is for an efficient site layout which reduces the overall scale and extent of the development.
- 9.66 Having regard to the LVIA and the landscape and AONB consultees' comments, it is considered that there would be an adverse landscape and visual impact, in relation to views from the bypass, resulting from the proposed location and height of the transfer barn within the site. This impact would be partially but not fully mitigated by the proposed screening. Full screening would not occur in the short or medium term.

Access

- 9.67 A new access would be created from the A350. This requires the removal of 50m of existing roadside hedgerow which would open up views into the site, particularly to those driving west, in the short to medium term. The effect is assessed as a moderate adverse effect in the submitted LVIA for the construction phase.
- 9.68 There is concern from the AONB officer that the new access and associated signing will urbanise this location and the rural nature of the Blandford bypass. The Council's landscape architect comments that the access would result in loss of a section of hedgerow and there would be a cumulative impact with the adjacent residential application on urbanising of the bypass character. They further comment that this impact has been limited by setting back of the development from the road and the design of the landscape layout and softworks scheme but that a more varied species and naturalist spacing to tree planting along the access road is recommended.

- 9.69 It is proposed that the new access route would be planted along both sides, introducing new planted boundaries to screen the development from the A350. This means that in the long term, the transfer barn and HRC would not generally be visible to those travelling towards Sunrise roundabout. However, during the winter months it may be possible to glimpse the upper parts of the transfer barn. It is noted that there are several layers of new planting around the access, including semi-mature trees, and that the new hedgerow will comprise larger pre-grown instant hedgerows to ensure a shorter timescale for growth to full height.
- 9.70 It is therefore considered that although there would be an adverse impact during construction and until the new boundary planting fully establishes, the landscape and visual impact of the new access would be mitigated to an acceptable level in the long-term.

Management of tree belts

- 9.71 The proposal includes the retention and management of two existing tree belts located on the north-eastern and south-eastern boundaries of the wider field. These are beyond the proposed site boundary but within the application boundary and provide an important visual screen to the development from the wider AONB. It is proposed that the tree belts are protected and conserved during enabling works and are then managed for a 25-year period, which it is proposed would be secured by condition.
- 9.72 Management of the existing tree belts, as well as the new hedgerow, native woodland and tree planting around the development site, is detailed through a Landscape and Ecological Management Plan (LEMP). The principal reason for the new planting and management of existing vegetation is to provide landscape screening for a major development within the AONB and to facilitate the integration of the facility into the landscape. Planting of native species, comprising English Oak, Hawthorn, Field Maple, Hazel and others, would also significantly increase the biodiversity value. It is considered that the landscaping scheme and LEMP are critical in moderating the effects on the landscape of the proposal and would assist in achieving effective and long-term screening and integration of the development into its setting. In accordance with Waste Plan Policy 14 and Policy LAN4 of the AONB Management Plan, they would assist in enhancing the character and quality of the landscape.
- 9.73 The submitted LEMP has been revised to address comments made by the AONB officer and Dorset Council's landscape team, who are now satisfied that it will ensure the landscape proposals are successfully established and managed. It is recommended that the implementation of the LEMP and the 25 year management period are secured by condition. It is also recommended that the submission of full planting plans and details is secured by condition. The planting proposals and submitted softworks plan satisfy Waste Plan Inset 2 development consideration 1 (c) and the LEMP satisfies Waste Plan Inset 2 development consideration 2.

Cumulative landscape and visual impact

- 9.74 Consideration has been given to the cumulative landscape and visual impact of the proposal with the adjacent proposed development¹ that incorporates allotments, playing field and a school to the east of the proposed WMC, with a local centre and housing beyond. The submitted LVIA states that views from Letton Close and footpath E24/8 off Black Lane, Blandford Camp would afford the most noticeable available views in terms of potential cumulative effects but that there would be no change to the assessment of these views (minor adverse and neutral) when considering the adjacent proposed development in combination with the application site. It is acknowledged however that the overall composition of the view when considering both proposals would be altered from a pastoral, rural nature to a more urban, residential one.
- 9.75 The Council's senior landscape architect has commented that there would be a cumulative impact with the adjacent residential application on urbanising of the bypass character.
- 9.76 It is considered there would therefore be a cumulative landscape and visual impact should both proposals be permitted. It is noted that the proposed WMC is both visually and physically separate from the residential development from all viewpoints assessed where both proposals would be visible. Both developments would be contained by mature hedgerows and trees and the open space closest to the WMC in the residential proposal severs any visual connection between the two proposals. The effect is further moderated by the proposed strengthening of planting around the boundaries of the application site.
- 9.77 Landscape consultees have also raised concern regarding the potential for the substantial height of the proposed transfer barn to be used as a baseline for future developments in this part of the AONB. However it is considered that there is justification operationally for the height of the proposed building in this case to meet a public need.

Dark Skies

- 9.78 The Cranborne Chase AONB is designated as an International Dark Sky Reserve and dark skies are described as one of the special qualities of this AONB. There is the potential for the proposal to have an adverse impact on the night sky due to the need for outside lighting at the facility. It is proposed that there would be low-level bollard lighting to the access road and staff office and parking, and wall mounted lanterns to light the route around the transfer barn and operator's yard, with all other areas unlit.
- 9.79 The application is supported by an external lighting assessment, satisfying Waste Plan Inset 2 development consideration 1 (a), which sets out how it is proposed to avoid obtrusive lightspill into the AONB. The scheme proposes to ensure that the external artificial lighting is kept to an absolute minimum during the hours of darkness and that only areas of use would be lit up, whilst all other areas remain dark. External lighting would only be in operation between 7am and 7pm in line with operational hours.

¹ Application P/OUT/2020/00026 – 'Hybrid planning application for the phased development for up to 600 No. dwellings and non-residential uses..', Land At E 389445 N 108065 North and East of the Blandford Bypass.

- 9.80 The AONB Dark Skies Advisor has confirmed they are content that the proposed lighting is consistent with the requirements of the International Dark Sky Reserve as they currently stand. He has highlighted that the maximum recommended correlated colour temperature (CCT) of 3000K will be lowered in the near future, however the applicant does not consider it appropriate to incorporate a lower level of lighting than this for reasons of health and safety and fittings availability. The Dark Skies Advisor also recommended that the motion sensor 'on time' of the lights is reduced. The applicant has agreed to an 'on time' of 10 minutes. It is recommended that submission of a full lighting scheme, in accordance with the details of the submitted lighting assessment and including a maximum motion sensor on time of 10 minutes is secured by condition.
- 9.81 Having regard to the lighting assessment and the recommended condition, it is considered that the impact on the dark sky landscape of the proposal would be mitigated to an acceptable level.

Tranquillity

- 9.82 The potential for adverse impact on the AONB also relates to tranquillity. The Cranborne Chase Partnership Plan 2019 – 2024 states that tranquillity is a key element of the character of the area which should be conserved. Tranquillity incorporates peace, quiet and calm along with perceived links to nature and positive features in the landscape.
- 9.83 The landscape and visual impact assessment considers the visual experience of tranquillity. It is stated that the site's location on the northern edge of Blandford is not considered to be in a highly sensitive location in terms of the visual experience of tranquillity. Nevertheless, consideration is given to the effect of the proposed development on the perceived tranquillity when viewed from more tranquil areas of the wider landscape in the AONB. It is stated there are few vantage points from such areas where the development would be seen and these would typically be partial with the development not being prominent and only the roof of the transfer barn visible. Greater effects on tranquillity would be anticipated from closer viewpoints to the east, south and north, however it is stated that the site is not in a sensitive area of tranquillity.
- 9.84 The Council's senior landscape architect considers that the development has been designed in a way to minimise the impact on tranquillity through screening, setting back of building and layout of access route.
- 9.85 Consideration of tranquillity also relates to the potential for an adverse effect from HGVs travelling through the AONB to reach the proposed facility. As the transfer facility would serve the North Dorset area, refuse collection vehicles (RCVs) would travel from their kerbside collections to the site at Blandford. As this is a replacement facility this already occurs, however the facility would receive up to an additional six collection vehicles per weekday to accommodate planned housing in North Dorset. Additionally, currently some kerbside collections are directed to the Sherborne waste management centre due to the restrictions at the existing site. Should the new site be developed, some would potentially revert back to Blandford.
- 9.86 As the majority of housing growth will be at Gillingham, Shaftesbury and Blandford, the majority of RCVs would not be travelling through the rural and more tranquil areas of the AONB and would largely use the A350, a primary route albeit on the edge of the AONB. The applicant has stated that currently

seven RCVs collect from the rural area per week and this would remain the same since planned housing is associated with growth at the towns. Some of the predicted housing growth, i.e. that at Stalbridge and Sturminster Newton, would result in a small increase in RCVs travelling through AONBs – however this would only be up to two HGVs per week and they would travel along A roads.

- 9.87 It is noted there is predicted to be an additional six HGVs per weekday for the new WMC compared to the existing but that this increase would occur gradually, dependent on housing development. The Cranborne Chase AONB has confirmed it is reassured the scale of additional vehicles and their movements is low but wish to be reassured that having completed their collections, the RCVs would move to the nearest major road to minimise impacts on tranquillity. The applicant has stated that when new development is built, route optimisation is undertaken to determine the most efficient waste collection routes, focusing on ensuring that the RCVs use main roads as soon as practicable. This assists in mitigating any impact should there be any.
- 9.88 Other relevant aspects of the proposal include restriction of operational movement at weekends and use of a modern fleet of vehicles. It is noted that the submitted noise assessment showed a negligible change in noise levels on all roads assessed.
- 9.89 Having regard to the proposal being a replacement facility, the small number of additional HGVs expected per weekday and the very small proportion that would arise from rural areas, along with this impact being focussed on the primary road network, it is considered that any impact on the tranquillity of the AONB would be negligible. The proposal would not therefore have an unacceptable impact on this special quality of the AONB and would be in conformity with objective LANB of the AONB management plan in this regard. It is considered that Inset 2 development consideration 10 of the Waste Plan is addressed.

Landscape and visual impact conclusions

- 9.90 Having regard to the submitted LVIA along with the landscape and AONB consultee responses, it is considered there would be adverse landscape and visual effects arising from the proposal. The sensitivity of any effect is heightened by the site's location within the Cranborne Chase AONB.
- 9.91 The proposal would result in the loss of part of an open area of arable field and a change to panoramic views, which are features of the landscape character. It is noted that the Council's landscape officer is satisfied that the development has been designed to minimise the impacts of the proposal on the allocated site and the wider setting. The siting of the largest building and the new and enhanced screening planting proposed is considered to mitigate to some extent the adverse landscape impact of the proposal, however a residual landscape and visual impact would remain when the facility is viewed from the A350 bypass.
- 9.92 There would also be a short – medium term landscape and visual impact caused by the creation of the access and resultant removal of hedgerow. However, a range of alternative accesses were considered through the EIA and discounted. The Council's landscape architect states that the long-term impact of this has been limited by setting back of the development from the

road and the design of the landscape layout and softworks scheme. The significant new native tree planting proposed through the scheme can be considered as a benefit and enhancement.

- 9.93 Whilst there is potential for a cumulative landscape and visual impact when considering the proposal alongside the proposed residential scheme, should this be granted planning permission, this would be moderated to some extent by their physical separation and a degree of containment afforded by a combination of mature hedgerows, trees and additional planting.
- 9.94 It is considered that the proposal satisfactorily addresses adverse impact on dark skies and that there would not be an unacceptable adverse impact on the tranquillity of the AONB. The proposal therefore is not considered to impede on these two special qualities of the AONB.
- 9.95 Having regard to the assessment above, as well as the assessment in relation to other environmental effects later in this report, and the submitted documents, NPPF paragraph 177 test (c) has been fully explored. Having regard to the LVIA, the proposed conditions and the proposed landscaping scheme and landscape and ecological management plan, the proposal is considered to be in accordance with Policy 14 of the Waste Plan and Policy 4 of the North Dorset Local Plan.
- 9.96 Regard has been given to the statutory duty to 'conserve and enhance' the AONB and to the AONB management objective which elaborates this to cover the landscape character, tranquillity and special qualities of the AONB. Whilst there would be a change to landscape character and an effect on some of the special qualities, long-term enhancement is provided through the proposed new native planting which provides visual screening of the development in the long term.
- 9.97 In conclusion, whilst the mitigation measures, including the landscaping scheme and LEMP, go some way to reducing the impacts upon visual amenity and landscape character, some residual adverse impact would remain. However, it is considered that there are exceptional circumstances - the need for this public facility and the lack of alternative suitable sites as demonstrated through the application and having regard to the site's allocation within the adopted Waste Plan - which justify the proposed development. It is also considered that the scale of the proposed facility has been kept to the minimum required operationally.
- 9.98 The development of a modern waste management centre is considered to be in the public interest as it would provide a fit for purpose, safe and accessible facility to serve the growing population. The significant and substantial public benefits are considered to outweigh the adverse effect on the AONB.
- 9.99 Having regard to the proposal's conformity with Policies 1, 2, 3 and 5 of the Waste Plan and paragraphs 176 and 177 of the NPPF, the proposal is therefore considered acceptable in principle.

Other impacts

Amenity and quality of life impacts

- 9.100 Policy 13 of the Waste Plan states that any potential adverse impacts on amenity arising from the operation of the facility and any associated transport should be satisfactorily avoided or mitigated to an acceptable level having regard to sensitive receptors. The following should be specifically addressed: noise and vibration; air emissions including dust; odour; litter and windblown materials; vermin, birds and pests; lighting, loss of light; loss of privacy; visual impact; site related traffic impacts; and stability of the land at and around the site both above and below ground level. Policy 25 of the North Dorset Local Plan Part 1 also provides for the protection of privacy, sunlight and daylight and states that noise, vibration and unpleasant emissions should not adversely affect the amenity of people living in the locality.
- 9.101 It is proposed that the operation of the site is undertaken in accordance with a site management plan, a draft of which was submitted with the application. This provides for the monitoring, controlling and mitigation of litter, vermin, flies and birds and mud on the highway as well as specifying odour and noise control measures. A condition requiring the submission of a final detailed site management plan is recommended. Odour and noise are discussed in more detail below. Lighting, visual impact and traffic are considered elsewhere in this report. There is not considered to be an impact with regards to loss of privacy due to the distance to residential properties and there would not be an unreasonable impact on the daylight experienced by neighbouring occupiers given that the buildings are located away from the site boundaries.

Odour

- 9.102 The proposal has the potential to adversely affect nearby businesses and residential properties, including a proposed school and housing on land to the east of the application site. The main sources of fugitive odour emissions associated with the operation of the facility would be handling and storage of waste, including residual black bag waste and green waste, and transfer of organic (food) waste between vehicles, before it is transferred onwards.
- 9.103 The application was supported by an odour assessment which identified a number of medium and high sensitive receptors including residential properties, neighbouring businesses, a children's indoor play area, a preschool and the proposed school. It is noted that the majority of these are not downwind of the prevailing south-west wind direction. The assessment showed that the overall risk of odour exposure to the identified receptors would be negligible, and the overall magnitude of odour effects would also be negligible. The assessment takes into account that the transfer facility comprises a ventilated building, that putrescible wastes received at the transfer facility would be removed daily (apart from Sundays), that the proposed HRC would be covered with a canopy and that best practice measures would be in place to reduce the potential for odour. The main doorways of the transfer building would have fast opening and closing roller-shutter doors.
- 9.104 Having regard to the application for the development of a school and residential dwellings to the south-east of the site¹, it is noted that this proposal

is not downwind of the proposed facility and that the school, the closest sensitive receptor to the facility, would be some 280m from the site access.

- 9.105 The EHO has confirmed that odour is not a significant concern. The ES does however recommend a specification for odour control is prepared and that in the instance of reasonably foreseeable events such as failure or damage to the transfer building doors, they should remain closed.
- 9.106 It is recommended that this mitigation is secured by condition which would require preparation and implementation of an odour management plan in order that the development accords with Policy 13 (c) of the Waste Plan. It is also recommended that a condition requiring daily removal of putrescible wastes is incorporated. Policy 25 of the North Dorset Local Plan states 'that development that would generate unpleasant emissions will only be permitted if the amenity of people living in the locality is not adversely affected'. Having regard to consultation with the Environmental Health Officer, it is considered that the odour assessment demonstrates that local residential amenity would not be adversely affected, in accordance with this policy.

Noise

- 9.107 The proposal has the potential to adversely impact upon the occupiers of nearby residential properties as a result of noise disturbance. The principal sources of noise would be from bulker lorries and hook lorries when they are loaded with waste and when leaving the site. The nearest noise sensitive receptors are at Kites Corner and Gurkha Road. Having regard to potential noise disturbance, it is noted that the nearest residential properties are 100m away from the site, on the opposite side of the bypass. The average number of bulker and hook lorries visiting the site per day would be 5.
- 9.108 The application was accompanied by a noise report which assessed predicted noise levels generated by site activities and concluded that noise levels at the nearest noise sensitive receptors would constitute a low risk of complaints. The acoustic assessment of noise from the proposed development to the nearest noise sensitive receiver, Kites Corner, is predicted to be 10dB below the background noise level. The EHO has commented that there are no significant concerns regarding noise. However, it is recommended that the Site Management Plan details how noise levels would be maintained at their predicted level and how any excessive noise would be dealt with.
- 9.109 Having regard to the distance to properties, the assessment undertaken and the recommended conditions, it is considered that the proposal accords with Policy 13 (a) and Policy 25 of the North Dorset Local Plan Part 1 in respect of noise impact.

Dust and air quality

- 9.110 The most significant dust impacts are likely to arise during the construction phase, including the initial earthworks, construction itself and trackout of materials. Given the prevailing south-west wind direction, receptors to the north-east are most likely to be affected by dust and particulate matter during the construction phase. Under low wind speed conditions, it is likely that the majority of dust would be deposited in the area immediately surrounding the source. However it is noted that there are several businesses on Sunrise

Business Park within 20m of the site, but located to the north of the site and so not downwind. The closest residential properties are 100m away, located to the south-west. The submitted Environmental Statement has assessed the risk of dust soiling to be medium during the earthworks and construction phases and the risk to human health has been assessed as low. The assessment however recommends the development and implementation of a Dust Management Plan and it is recommended this is secured by condition.

- 9.111 Emissions from construction vehicles and plant also have the potential to have an adverse impact, in particular in areas immediately adjacent to the site access. Construction traffic would access the site from the A350 however there is an alternative construction access to the site from Higher Shaftesbury Road and through Sunrise Business Park as a contingency if the A350 access cannot be created at the required time. Based on the current local air quality, proximity of sensitive receptors to the roads likely to be used by construction vehicles and the anticipated numbers of construction vehicles and plant that will be used, the impacts have been assessed to be of negligible significance. A draft Construction Environmental Management Plan (CEMP) has been prepared detailing measures that would be undertaken to manage dust and air quality during the construction phase and it is recommended a final CEMP is secured by condition.
- 9.112 In terms of impacts related to air quality from the operation of the site, the primary concern is the emissions from the HGVs that serve the facility and those of light duty vehicles using the facility. The air quality assessment has concluded that the increase in vehicles associated with the development is not likely to lead to a significant worsening of local air quality on relevant receptors, including the closest residential properties at Kites Corner and Gurkha Road.
- 9.113 Having regard to the distance to properties and the fact that they are not located downwind; the assessment undertaken and the recommended conditions, it is considered that the proposal accords with Policy 13 (b).

Highways impacts

- 9.114 Policy 12 of the Waste Plan states that 'waste management facilities which could have an adverse impact as a consequence of the traffic generated will be permitted where it is demonstrated, through ... a Transport Assessment ... that: a) a safe access to the proposed site will be provided and b) the development makes provision for any highway and transport network improvements necessary to mitigate or compensate for any significant adverse impacts on the safety, capacity and use of the strategic, primary and/or local road network, railway, cycle way or public right of way, Improvements will be delivered in a timely manner to the satisfaction of the relevant Highway Authority...'
- 9.115 Policy 12 also states that 'where possible, proposals should have direct access or suitable links with the Dorset Advisory Lorry Route Network...' and that 'sustainable transportation should be explored and used where possible, practical and environmentally acceptable...'

Access

- 9.116 It is proposed that a new access to the site is created from the A350, with a left-in, left-out junction. A slip lane is proposed for the approach to allow vehicles to safely exit the A350 and enter the site at slow speed. Therefore there would be no right turn into the site for westbound traffic, which would need to travel to and go around the Sunrise roundabout to come back to the site. When exiting the site traffic would have to turn left.
- 9.117 Creation of the access would require the removal of 50m hedgerow. The landscape and ecological impacts of this are discussed at paragraph 6.67. Six alternative access options had been considered by the applicant prior to deciding on the proposed access submitted in the application.
- 9.118 The Local Highways Authority has raised no concern regarding the proposed access and considers that the creation of the junction as specified in the application provides the necessary highway infrastructure improvements to mitigate the likely impact of the proposal. It is recommended that this is secured by way of a condition to require completion of such works in advance of the facility becoming operational. The proposal is therefore seen to accord with criteria a and b of Waste Plan Policy 12 and provides a direct access onto the Dorset Advisory Lorry Route Network as required by that policy.
- 9.119 Concern has been raised by the Cranborne Chase AONB that the left in left out access would cause double routing of traffic on this section of the bypass, and so adding to the vehicle movements. The Transport Assessment shows that the number of vehicles that would need to perform a U-turn at either Sunrise or Hilltop roundabout are very low, with those occurring at Sunrise roundabout equating to 3% of trips travelling westbound on the A350 (during the morning peak period). The Local Highways Authority therefore advises that it can be reasonably considered that with the assessed junctions predicted to operate well within their theoretical capacities it can be reasonably considered that any minor variations due to double routing would have a negligible impact.

Traffic

- 9.120 There are three aspects of the proposal that could have an impact on the local highway network. These are the construction of the facility, the public trips made to use the HRC and the operational trips made to run the facility, including refuse collection vehicles, bulkers, hook lifts and staff vehicles.
- 9.121 Access for construction traffic is proposed to be from the A350, as per the access outlined above. Should ecological considerations prevent immediate access at this location (due to the need to remove hedgerow which may be prevented at certain times by bird nesting season for example), an alternative construction access is proposed from Higher Shaftesbury Road where there is an existing gate to the site. This access would be maintained thereafter as a maintenance access only.
- 9.122 Construction traffic is estimated to be on average 10 HGVs and 8 light vehicles per weekday over a period of up to 15 months. It is stated that construction traffic would not materially increase traffic flows on the network resulting in only a negligible (5%) increase. It is recommended that a Construction Traffic Management Plan is prepared detailing management of construction traffic, including construction vehicle details, route plans,

cleaning and signage, and that this is secured by condition. It is recommended that working hours for the construction phase are also secured by condition.

- 9.123 It is predicted that there would be up to 200,000 visitors to the HRC per annum, compared to 140,000 per annum to the existing facility in Blandford. On average there are currently 387 visitors per day (across weekdays and weekends). It is predicted that there would be 552 visitors per day on average at the proposed facility, equating to 1,104 two-way movements per day. A 40% increase in trips compared to the existing facility is predicted by the applicant based on traffic surveys and observations at other recently opened facilities and based on the larger visitor capacity the new facility would have – by way of additional parking spaces and better user experience due to reduced site restrictions and a more accessible and efficient site layout. This also allows for planned additional housing in the area.
- 9.124 The public would be able to access the HRC seven days a week (excluding Christmas Day, Boxing Day and New Year's Day). The HRC would have 21 parking spaces for unloading and the internal access road would be able to accommodate up to 40 queueing cars.
- 9.125 The waste transfer facility would receive up to 30 refuse collection vehicles (HGVs that collect waste and recycling from the kerbside) per weekday, equating to 60 two-way movements. This is an increase of six per weekday compared to the existing Blandford facility. It is stated there may also be up to one or two refuse collection vehicles received on a Saturday due to contingency arrangements, as existing.
- 9.126 In terms of operational vehicles, there are also 'hook lifts' which transport containers and bulker vehicles, which transport bulked up waste onwards. It is stated that these vehicles would remain the same in number as currently (2 hook lifts and 7 bulkers arriving per day), however a 25% increase in their numbers has been incorporated into the transport assessment for robustness equating to up to 11 or 12 one-way movements per day. There are also expected to be up to 8 staff vehicles at any one time. The transfer facility would be open seven days a week however this is to allow for the emptying of containers from the HRC. The arrival of bulker vehicles is restricted to weekdays and Saturday mornings.
- 9.127 Concern was raised as to whether the expected increase in HGVs accounted for planned growth in North Dorset and in particular at Gillingham. The applicant has confirmed that growth of c. 6800 homes in North Dorset was used to calculate the additional crews and therefore additional refuse collection vehicles that would be needed, which equates to an additional six per weekday compared to existing.
- 9.128 The application is supported by a transport assessment as required by Policy 12 of the Waste Plan and Policy 13 (c) of the North Dorset Local Plan Part 1. An amended Transport Assessment was submitted which contained a plan correction – this was received and made available early June, and the Local Highways Authority reconsulted on it, which was within the formal 30 day consultation period. The Local Highways Authority has advised that the transport assessment is satisfactory and robust.

- 9.129 The transport assessment shows that the development traffic can be satisfactorily accommodated by the local highway network. Concern was raised by Pimperne Parish Council that traffic could cut through villages at peak times to avoid the section of the bypass as the new access could create traffic issues. However there are no predicted scenarios that would see the section of the bypass congested or at a stand-still and as such the Local Highways Authority has advised it is not necessary for the transport assessment to consider this.
- 9.130 Concern was raised by the Cranborne Chase AONB that the transport assessment used weekday traffic flow data when HRCs are well used at weekends. However, it has been clarified that weekend visits have been used in the forecasting of public trips to the HRC, therefore an average daily visitor across weekends and weekdays was determined and forecast. Weekend traffic flow data was excluded from the assessment since weekend traffic flows are lower than weekday traffic flows. The transport assessment therefore presents a 'worst case' scenario in terms of local traffic flows and assesses the development's impact on peak traffic flow periods.
- 9.131 The transport assessment includes consideration of traffic arising from the granted planning permission for 350 dwellings at St Mary's Hill (south-west of Blandford) and from the proposed Wyatt Homes development for 600 dwellings plus community facilities to the south-east of the application site, that is currently at the application stage. The transport assessment shows that both the Sunrise and Hilltop roundabouts are predicted to operate within capacity and that the proposed waste management centre would have a negligible impact on the operation of the junctions including when the above two housing developments are taken into account. The results do show that the Salisbury Road south arm of the Hilltop roundabout would operate at a level approaching theoretical capacity when taking into account the Wyatt Homes proposal, although it is noted that this impact is not associated with traffic generated as a result of the waste management centre.
- 9.132 Concern was raised that consideration of the Wyatt Homes proposal didn't consider any impact of an additional roundabout or pedestrian crossing proposed between Hilltop roundabout and Wimborne Road roundabout which would result in slowing traffic. The sensitivity test carried out considered the likely impact of the potential Wyatt Homes development in terms of traffic flow upon the Sunrise and Hilltop roundabouts and the Local Highways Authority has confirmed it did not need to consider the speed of approach of traffic to these junctions nor the influence of any new junctions or crossings on the bypass.
- 9.133 The Local Highways Authority has no objection to the proposal (subject to conditions) in respect of highway safety or highway capacity.
- 9.134 The waste management centre is not designed to be accessed on foot or by bicycle by members of the public for safety reasons. There is currently no cycle infrastructure on the A350 and therefore this application proposes no cycle parking spaces for staff. However, space to install Sheffield bicycle stands for use by staff has been made available within the site layout for a future date.

- 9.135 Taking into consideration access design and having regard to the predicted public and operational vehicle movements, it is considered that the safety and engineering capacity of the surrounding highway network would not be unacceptably affected by the proposal. Having regard to the recommended conditions, the application, which is supported by a Transport Assessment, is therefore seen to accord with Policy 12 of the Waste Plan.

The ecological impacts of the proposal

- 9.136 There are no designated wildlife sites on or around the site. The Fontmell and Melbury Downs Special Area of Conservation (SAC) is located approximately 8km to the north, Bryanston SSSI is 2km to the west and the Milldown SNCI is 600m to the south-west.
- 9.137 The principal ecological impacts of the proposed development concern the removal of existing vegetation, and the potential impact from emissions particularly on the SAC.
- 9.138 The potential for the proposal to affect the SAC is related to an increase in vehicles associated with the facility and the resulting impact on air quality. It is anticipated that there would be an increase of 49 vehicles, of which 7 would be HGVs, along Higher Shaftesbury Road. The air quality assessment explains that this number is well below the screening threshold criteria of 1000 Annual Average Daily Traffic (AADT) movements. It concludes that the anticipated increase in traffic would not have a significant impact on ecological receptors within the Fontmell and Melbury Downs SAC. The assessment also considered the potential for in-combination effects in relation to air quality and concludes that there is unlikely to be a significant impact on both the SAC and ancient woodland sites in the vicinity. Natural England has confirmed that it considers the proposed development will not have likely significant effects on the SAC and that it has no objection to the proposal.
- 9.139 As competent authority, Dorset Council is required to prepare a Habitats Regulations Assessment to record its decision that likely significant effects can be ruled out.
- 9.140 Natural England has also confirmed that it does not consider the proposal would destroy interest features of the Bryanston or Fontmell and Melbury Downs SSSIs. An Ecological Impact Assessment was carried out which stated that the site is of limited foraging and commuting value to all bat species. It is therefore not considered that the proposal would adversely affect nationally and locally designated wildlife sites.
- 9.141 Paragraph 180 of the NPPF states that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- 9.142 Policy 18 of the Waste Plan states that ‘...proposals for waste management facilities will only be permitted where adverse impacts on biodiversity and/or geodiversity will be avoided; or where an adverse impact cannot be avoided, the impact will be adequately mitigated; or where adverse impacts cannot be avoided or adequately mitigated, compensation will result in the maintenance

or enhancement of biodiversity/geodiversity. Wherever practicable, proposals should enhance biodiversity and geological interest..’

- 9.143 The applicant’s ecological impact assessment concluded that the proposed development would have a low, short-term impact on the site’s ecological receptors. The removal of existing hedgerow on the south-west border of the site would result in loss of habitat, however this impact would be mitigated initially through measures set out in the approved Biodiversity Plan which include a search for specified mammals, birds and reptiles and amphibians. Replacement planting is also proposed to mitigate for this loss and biodiversity enhancement is proposed through the creation of a wildflower meadow, native planting and two ponds and a swale. The Landscape and Ecological Management Plan provides for the management of ecology over a 25 year period, reviewed five yearly, as required by Waste Plan Inset 2 Development Consideration 2. It is proposed that this is secured by condition.
- 9.144 Taking into consideration the measures, mitigation and enhancement proposed within the application and those secured by planning conditions, it is considered that the proposal would not have an unacceptable impact on biodiversity and that it is in accordance with NPPF paragraph 180, Waste Plan Policy 18 and Policy 4 of the North Dorset Local Plan Part 1. As possible effects would not adversely affect the integrity of European and Ramsar sites, either alone or in combination, the proposal also conforms with criterion d of Waste Plan Policy 3.

Impact on the historic environment

- 9.145 There are a number of heritage assets in the vicinity of the site that have the potential to be adversely affected by the proposed development. These include the Pimperne; Blandford Forum, Blandford St Mary and Bryanston; Blandford Forum Town centre; and Durweston Conservation Areas; the Grade I listed Bryanston School; a number of Grade II listed buildings; five barrows which are scheduled monuments; a scheduled field system in Old Park and a scheduled enclosure south of Pimperne. The proposal also has the potential to impact upon a non-designated heritage asset within the site itself, namely evidence of an enclosed Iron Age farmstead with an adjacent field system, due to construction of the facility where this is located.
- 9.146 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in considering whether to grant planning permission for development which affects a listing building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (section 66). In respect of conservation areas, it requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (section 72).
- 9.147 Policy 19 of the Waste Plan states that ‘proposals for waste management facilities will be permitted where it is demonstrated that heritage assets and their settings will be conserved and/or enhanced in a manner appropriate to their significance..’
- 9.148 Paragraph 197 of the NPPF (2021) states that ‘in determining applications, local planning authorities should take account of: a) the desirability of

sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.'

Paragraph 199 states: 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

- 9.149 The application includes an assessment of the possible effects on the historic environment and an archaeological trench evaluation, in accordance with Waste Plan Inset 2 Development Consideration 7.
- 9.150 With regards to the designated conservation areas and listed buildings, there are no shared views of the Grade II listed buildings with the proposal and the proposed development is not within any principal views within or out of the conservation areas referred to above. Distant shared views of the Grade I listed Bryanston School could be glimpsed; however the applicant's assessment states that these do not comprise key views from which the significance of the asset could be appreciated. The Council's conservation officer has confirmed they concur with the findings of the assessment that the proposal would have no effect on the significance or settings of the designated conservation areas and listed buildings. In respect of those historic assets where potential for setting change is considered most likely, namely Pimperne Conservation Area and the Grade II listed Langbourne House, the conservation officer has advised there would be no harm to their significance, including any contribution made by setting.
- 9.151 With regards to the scheduled monuments, there may be distant shared views of the assets and the proposed development but the applicant's assessment states that the presence of the development would not interrupt any known designated or intended views between the asset and other assets. The Council's conservation officer has confirmed they concur with the findings of the assessment that the proposal would not result in harm to the significance or settings of scheduled monuments.
- 9.152 Having regard to the submitted assessment and advice from the Council's conservation officer, it is not therefore considered that there would be any unacceptable impact on designated heritage assets including their significance. In relation to designated heritage assets, the proposal therefore accords with Policy 19 of the Waste Plan, Policy 5 of the North Dorset Local Plan Part 1 and the relevant paragraphs of the NPPF.
- 9.153 The proposal would result in the loss of an enclosed Iron Age farmstead with adjacent field system. Trial trenching has been undertaken which confirms there is a significant amount of well-preserved archaeology within the boundary of the proposed development. The evaluation report states this is of local importance as the site is likely to contain artefactual and paleoenvironmental evidence for Iron Age and Romano-British agricultural activity and occupation of the Blandford Forum area. This is of particular importance because there is little evidence of Iron Age occupation or for Romano-British activity for the immediate area.

- 9.154 Policy 19 of the Waste Plan states: ‘..Non-designated heritage assets: Where a proposal directly or indirectly affects non-designated heritage assets, the Waste Planning Authority will have regard to the scale of any harm or loss and the significance of the heritage asset. Where harm can be fully justified, archaeological excavation and/or historic building recording as appropriate will be required, followed by analysis and publication of the results.’
- 9.155 Paragraph 203 of the NPPF (2021) states: ‘The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.’
- 9.156 The proposal would directly affect a non-designated heritage asset of local importance as outlined above, resulting in substantial harm. This would be a permanent and irreversible impact of the construction of the proposed development. The application includes a written scheme of investigation detailing a proposed archaeological investigation which would be undertaken prior to commencement of construction works and that includes the full recording and publication of findings in relation to the archaeological site. The Council’s senior archaeologist has confirmed that the remains do not need to be preserved in situ but that a proper record of them must be made and that the submitted written scheme of investigation is acceptable. It is recommended that this is secured by condition.
- 9.157 Having regard to the significance and scale of harm to the non-designated archaeological site, the need for the facility which is on an allocated site, and the proposed condition to secure archaeological excavation and recording, it is considered that, on balance, this harm can be justified. It is therefore considered that the proposal accords with Policy 19 of the Waste Plan, Policy 5 of the North Dorset Local Plan Part 1 and the relevant paragraphs of the NPPF.

Climate change

- 9.158 Policy 15 of the Waste Plan requires built waste management facilities to demonstrate sustainable construction and operation, including reducing the use of primary materials; reducing water demand; utilising landscape design to offset carbon emissions; minimising energy demand and heat loss through considering energy efficiency; and making provision for the use of renewable and/or low carbon energy.
- 9.159 The application includes an assessment of the likely magnitude of greenhouse gas emissions due to the proposed development, including its construction and operation. It concludes that the emissions from both construction and operation would be moderate significant (adverse). A number of mitigation and enhancement measures that would likely reduce adverse effects during construction and operation are recommended by the assessment including in relation to materials, energy consumption, water consumption and carbon sequestration. The measures have not yet been committed to and it is considered that they should be addressed through the Construction Environmental Management Plan and Site Management Plan, which it is recommended are secured by conditions.

- 9.160 The proposal includes the installation of photovoltaic panels on the re-use building. Provision is also made for future installation of further panels on other buildings and the HRC canopy, subject to any necessary planning permission, by installation of the necessary underground infrastructure for these. Installation of PV panels on the roof of the transfer barn was discounted due to overshadowing of the panels by the parapet wall should they be installed low down on the slope. It is stated also that it would not be cost effective due to the additional support needed for the weight of the installation.
- 9.161 Having regard to the installation of the photovoltaic panels and the recommended mitigation and conditions, it is considered that the proposal demonstrates appropriate mitigation and resilience to climate change in accordance with Waste Plan Policy 15.

Impact on the water environment

Flood risk

- 9.162 The site is within flood zone 1 and the nearest surface water features are the River Stour and Pimperne Brook, located approximately 1.2km to the south-west and east of the site.
- 9.163 The NPPF requires that development should not result in an increase in flood risk elsewhere and states that development should only be allowed in areas at risk of flooding where certain criteria can be demonstrated (paragraph 167).
- 9.164 Policy 17 of the Waste Plan states that proposals for waste management facilities will be permitted where they would not be at significant risk of flooding. They should also be compatible with catchment flood management plans. Policy 3 (e) of the North Dorset Local Plan Part 1 requires 'avoidance of areas at risk of flooding from all sources and the incorporation of measures to reduce flood risk overall.'
- 9.165 The application is accompanied by a site-specific flood risk assessment. It is stated that the site is not at risk of surface water flooding or flooding as a result of rising groundwater. In relation to fluvial flooding, the site is located in flood zone 1, and risk of fluvial flooding is considered to be minimal. It is also stated that the risk of significant runoff from adjacent sites is very low due to surrounding topography and the site is at low risk of infrastructure and sewer flooding. The Lead Local Flood Authority has confirmed that there are no flood risk concerns.
- 9.166 A short-term and temporary potential effect of the construction of the facility is identified due to the gradual increase in impermeable areas and the potential for sediment laden run-off from construction materials, potentially resulting in a modest increase in flood risk to property downstream. This would be mitigated by the replacement of the existing drainage system and it is also recommended that a construction stage drainage strategy is developed to manage the potential increase in run off, which should be secured by condition.

- 9.167 In respect of flood risk, having regard to the proposed mitigation and recommended conditions, the proposal is considered to accord with paragraph 167 of the NPPF, Policy 17 of the Waste Plan and Policy 3 (e) of the North Dorset Local Plan Part 1.

Water quality

- 9.168 The site is underlain by a Principal Aquifer. A Source Protection Zone (SPZ) 1 lies c.500m to the south-east of the site's access and Wessex Water's Black Lane production boreholes are located approximately 1.2 km south-east. Source protection zones are designated by the Environment Agency and show the level of risk to a source of drinking water from contamination. SPZ1 is the 'inner zone' and the highest category.
- 9.169 The proposal has the potential to affect groundwater due to the nature of the development and the proximity to SPZ1. Potential effects to groundwater from the proposal include construction works whereby there could be a risk of spillage of harmful substances and whereby soils are stripped exposing subsoils to rainfall. Potential effects from the operation of the site include silts, hydrocarbons and other harmful substances washing off paved areas from stored waste or vehicles, including through spillages.
- 9.170 NPPF paragraph 174 (e) states that development should, wherever possible, help to improve local environmental conditions such as air and water quality, whilst Policy 16 of the Waste Plan states that proposals for waste management facilities will be permitted where... (a) it can be demonstrated that the quality and quantity of water resources (including ground, surface, transitional and coastal waters) would not be adversely impacted and/or would be adequately mitigated...'
- 9.171 The NPPF (paragraph 169) also states that major development should incorporate sustainable drainage systems unless there is clear evidence this would be inappropriate, whilst Policy 17 (d) of the Waste Plan states proposals should incorporate or provide appropriate measures to manage surface water run-off including, where appropriate, the use of sustainable drainage systems.
- 9.172 Policy 13 of the North Dorset Local Plan states that sustainable drainage solutions appropriate to the development and underlying ground conditions should be incorporated into all new development, whilst Policy 16 states that '...The impact of flooding and climate change on the town will be addressed by: d) taking account of the risks of fluvial, groundwater and surface water flooding in new development; and e) incorporating sustainable drainage systems into new developments; and f) the protection and management of valuable groundwater resources...'
- 9.173 The proposed development incorporates a sustainable urban drainage system, in conformity with Waste Plan Policy 17 (d), Policy 13 (e) of the North Dorset Local Plan and NPPF paragraph 169. It is stated in the submitted Environmental Statement that this is a robust system that would include three attenuation ponds. These would be located along the southern boundary of the site alongside the A350. Surface water runoff would be discharged at an attenuated rate to the adjacent and existing highway drainage system serving the A350 to the south of the site. This would in turn infiltrate to ground via the drain's base and sides with any potential overflows discharging into a soakaway located within SPZ 1.

- 9.174 A drainage strategy was submitted with the application. Peak surface water discharge rate would be limited to 2 litres per second and the highways drain would be reconstructed as part of the development to improve surface water capture from the carriageway and infiltration. It is stated that as runoff rates and volumes from the proposed WMC site can be restricted to match existing greenfield runoff conditions, direct discharge to the existing highway drain system is considered to be an acceptable option. The approach has been agreed in principle with the local highways authority and by the lead local flood authority. As the highway drain would need to be reconstructed, it is recommended that a condition is attached to any permission so that this would be completed prior to the use of the waste management centre.
- 9.175 To mitigate potential effects from the operation, it is proposed that treatment of the surface water run-off incorporates a number of measures, including run-off from the operator's yard being conveyed by pipes via a petrol and silt interceptor to the proposed ponds; run-off from access roads being conveyed by pipes via a vortex separator to the ponds; lining of ponds and use of gabion baffles to slow water flow; connection of ponds in series by filter drains to add further water treatment; and an automatic penstock at the site boundary, prior to off-site discharge, for emergency pollution control situations. These measures form part of the drainage strategy and it is recommended this is secured by condition.
- 9.176 The lead local flood authority (LLFA) has been consulted on the application and raised no objection subject to applying conditions if planning permission is granted, which are included in section 13 of this report. They confirmed that the application provided the necessary detail to substantiate the proposed surface water strategy. In order to mitigate against potential adverse effects from the construction of the facility, the application proposes that a construction stage drainage strategy is prepared. The LLFA recommend this is secured by condition.
- 9.177 The application highlights that, following the above mitigation, there would be a residual risk to groundwater quality associated with the discharge of site generated run-off to the existing A350 drainage system that then in turn infiltrates to the ground. By way of mitigation, it recommends regular inspection and maintenance of the proposed treatment system, which can be secured by condition. It also recommends a sampling chamber is provided to allow routine water quality monitoring. A flow control chamber that may be used as a sampling chamber is incorporated into the drainage design.
- 9.178 Wessex Water and the Environment Agency were consulted on the application. Wessex Water have advised that the Black Lane source is an important drinking water supply locally and regionally. They raised a concern regarding the potential for the infiltration of contaminants to groundwater either directly from the site or via discharge to the highway filter drain. They therefore sought reassurance that the proposed mitigation measures on site, in particular those preventing pollution of drainage waters discharging to the SPZ from the highway filter drain, were sufficient to prevent contamination of the underlying aquifer.
- 9.179 The applicant has liaised with Wessex Water to fully demonstrate the proposed design of the drainage system and its treatment measures. Wessex Water considered that the proposed surface water drainage system included

a robust sequence of measures to treat surface water and protect the source protection zone but were concerned that if there were a failure in the system or human error, there could be a potential contamination of water supply.

- 9.180 As a result, it was considered that further information in the form of a hydrogeological risk assessment (HRA) was necessary in order to ensure that the likely significant effects of the proposal were fully assessed. A HRA has been submitted which assesses any risks posed by the proposed facility to the existing SPZ1.
- 9.181 The report considers a worst-case scenario whereby the proposed on-site treatment systems fail such as due to a lack of long-term maintenance. The report confirms that the drainage system proposed for the site comprises a series of separators, filters and attenuation basins that will significantly attenuate any potential contaminated site run off, effectively preventing pollutants from leaving the site. It concludes that, under dry conditions, all water discharged from the site infiltrates through the A350 drain thereby not reaching the existing SPZ1 and removing any risk to it. Under wet conditions, dilution of surface water in the ponds is sufficient to not pose risk to water quality before it reaches the highway drain, and therefore no risk would be posed to existing SPZ1 and the groundwater abstractions. The report notes that with the proposed upgrade of the highway drain, infiltration rates outside the SPZ would be further enhanced.
- 9.182 The Environment Agency has no objection to the application and has confirmed that the hydrogeological risk assessment addresses concerns relating to any risk to the existing SPZ1 and provides assurance that risk to groundwater can be managed under current scenarios. Following a number of further queries, Wessex Water have confirmed that they withdraw their objection to the application and the surface water strategy as proposed.
- 9.183 It is therefore considered that, having regard to the proposed mitigation and recommended conditions, the proposal demonstrates that the quality of groundwater resources would not be adversely affected in accordance with Waste Plan Policy 16 (a) under the current scenario. The drainage strategy and hydrogeological risk assessment are considered to meet development consideration 9 of Waste Plan Inset 2.
- 9.184 It was brought to the attention of the planning authority that the source protection zones for the Black Lane source could be redesignated as a result of updated modelling, which is taking place during 2022. The HRA referred to above therefore also considers risk should the site itself fall within an SPZ in the future. The report concludes that run-off would be sufficiently treated and diluted so as not to pose a risk to an underlying SPZ1, should the site become located in an SPZ1 in the future. A formal response from the Environment Agency on this matter is awaited.

Impact on soil

- 9.185 The proposed development would adversely impact upon the current agricultural grade of the land through the permanent loss of grade 3b land (non- best and most versatile agricultural land).
- 9.186 Policy 16 of the Waste Plan states that 'proposals for waste management facilities will be permitted where (c) site soils would be adequately protected,

reused and/or improved as required and (d) there would not be a loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) unless the environmental, social and/or economic benefits of the proposal outweigh this loss and it can be demonstrated that the proposal has avoided the highest grades of land wherever possible.'

- 9.187 Having regard to the soil assessment submitted with the application, there would be no loss of the best and most versatile agricultural land in accordance with Policy 16 (d).
- 9.188 A Landscape and Ecological Management Plan (LEMP) has been prepared which includes methods and specification for soil retention during the enabling works and which enables on-site reuse of the soil resources on site. The LEMP details the methods for minimising damage to topsoil which is recognised as a valuable resource.
- 9.189 The soil assessment further recommends that a site-specific Soil Management Plan (SMP) is prepared and implemented, together with a Construction Environmental Management Plan (CEMP), to ensure that soil management is incorporated into the working strategy at the construction phase and that industry standard good practice measures on stripping, handling, storage and creation of restored soil profiles are implemented. The LEMP also states that the SMP should specifically identify topsoil and subsoil areas to be stripped and left in situ, and that it should show the proposed afteruse for each stockpile. The provision of both the SMP and CEMP should be secured by condition. It is recommended that the condition requires the SMP to provide details for the use of existing site topsoil and subsoil to suit all proposed landscape planting works in accordance with development consideration 6 of Inset 2 of the Waste Plan. Having regard to these provisions, it is considered that the proposal accords with Waste Plan Policy 16 (c).

Contaminated land

- 9.190 The application is supported by a contaminated land appraisal. Measures would be set out in the CEMP to reduce the potential impacts of unexpected contamination events during construction and operation.
- 9.191 It is recommended that a condition is attached requiring that in the event of any unexpected contamination being encountered that this reported and investigated.

Conclusion

- 9.192 The application is for a new waste management centre, comprising waste transfer facility and household recycling centre, to replace the existing Blandford facility. The majority of the application site falls within a site allocated for a waste management centre within the Bournemouth, Christchurch, Poole and Dorset Waste Plan, adopted in 2019. The Waste Plan Development Considerations for the site, as set out in Inset 2 of that Plan, have been addressed to the satisfaction of the planning authority; there would not be a cumulative impact with other waste facilities; and the proposal is considered to meet the requirements of other relevant policies of the Waste

Plan, taking into account mitigation and proposed conditions. The proposal is therefore considered to accord with Policy 3 of the Waste Plan.

- 9.193 Having regard to the relevant provisions of the National Planning Policy for Waste, it is considered the proposal accords with the principles of sustainable waste management, contributing to moving waste up the hierarchy, adhering to the proximity principle and the provision of integrated waste management infrastructure, in accordance with Policies 1, 2 and 5 of the Waste Plan.
- 9.194 Significant weight is given to the need to support economic growth and regard is given to the need for the provision of modern infrastructure in accordance with the NPPF and NPPW respectively.
- 9.195 The application site is located within the Cranborne Chase AONB. In accordance with the NPPF, an assessment has been made of the need for the development, the alternatives and any detrimental effects on the environment, landscape and recreational opportunities having regard to the submitted documents and Environmental Statement. There is a clear need for the facility having regard to the allocation of the site in the recently adopted Waste Plan. Alternative sites and locations, as well as alternative ways of meeting the need, were considered both through the preparation of the Waste Plan and as part of this application.
- 9.196 However, great weight is given to conserving and enhancing landscape and scenic beauty. There would be a change to landscape character and an effect on some of the special qualities of the AONB as a result of the proposed development. Mitigation measures, including the proposed landscaping and its ongoing management, would go some way to reducing the impacts upon visual amenity and landscape character, although some residual adverse impact would remain. Long-term enhancement is however provided through the proposed new native planting which would be in keeping with landscape character and provides visual screening of the development in the long term.
- 9.197 It is considered there would be an adverse effect on landscape character and visual amenity, including from in the medium term the creation of a new access and in the long term the location and height of the transfer building on the site. However, the clear need for the facility that would provide important public infrastructure and the lack of suitable alternative sites are exceptional circumstances and having regard to the site's allocation in the Waste Plan, and the landscape and ecological benefits that would be brought about from the landscaping mitigation scheme, there are significant and substantial public benefits which outweigh the adverse impacts on the AONB.
- 9.198 The development of a modern waste management centre is considered to be in the public interest as it would provide a fit for purpose, safe and accessible facility to serve the growing population, for which there is an identified need.
- 9.199 The proposal is therefore considered to accord with paragraphs 176 and 177 of the NPPF and Policy 14 of the Waste Plan, taking into consideration the necessary and proposed mitigation of the significant effects identified that would be secured through the proposed conditions.
- 9.200 Having regard to the recommended mitigation and recommended conditions, it is considered that local residential amenity would not be adversely affected,

in accordance with Policy 13 of the Waste Plan and Policy 25 of the North Dorset Local Plan.

- 9.201 Taking into consideration the design of the access and having regard to the predicted public and operational vehicle movements, it is considered that the safety and engineering capacity of the surrounding highway network would not be unacceptably affected by the proposal. Having regard to the recommended conditions, the application, which is supported by a Transport Assessment, is therefore seen to accord with Policy 12 of the Waste Plan.
- 9.202 With regards to ecology, the Habitats Regulations Assessment has concluded that there would not be likely significant effects on the integrity of European and Ramsar sites, either alone or in combination. Taking into consideration the measures, mitigation and enhancement proposed within the application and those secured by planning conditions, it is considered that the proposal would not have an unacceptable impact on biodiversity and that it is in accordance with NPPF paragraph 180, Waste Plan Policy 18 and Policy 4 of the North Dorset Local Plan.
- 9.203 With regards to cultural heritage, having regard to the assessment undertaken the proposal would result in no harm to the significance of designated heritage assets. In relation to such assets, the proposal is seen to accord with Policy 19 of the Waste Plan, Policy 5 of the North Dorset Local Plan and the relevant paragraphs of the NPPF (197). Having regard to the significance and scale of harm to the non-designated archaeological site, the need for the facility which is on an allocated site, and the proposed condition to secure archaeological excavation and recording, it is considered that, on balance, this harm can be justified. It is therefore considered that the proposal accords with Policy 19 of the Waste Plan, Policy 5 of the North Dorset Local Plan and the relevant paragraphs of the NPPF.
- 9.204 It is considered that, having regard to the proposed mitigation and recommended conditions, the proposal demonstrates that the quality of groundwater resources would not be adversely affected in accordance with Waste Plan Policy 16 (a) under the current scenario, with Source Protection Zone 1 being located 500m to the south-east.
- 9.205 Having regard to the installation of the photovoltaic panels and the recommended mitigation and conditions, it is considered that the proposal demonstrates appropriate mitigation and resilience to climate change in accordance with Waste Plan Policy 15.
- 9.206 Having regard to the soil assessment submitted with the application, there would be no loss of the best and most versatile agricultural land in accordance with Policy 16 (d) of the Waste Plan. Having regard to the agreed Landscape and Ecological Management Plan and the proposed conditions to secure a soil management plan and construction environmental management plan, it is considered that the proposal accords with Waste Plan Policy 16 (c) in that there would not be an unacceptable impact on soils.
- 9.207 The Environmental Statement, incorporating the additional hydrogeological risk assessment, is considered robust having regard to the consultation undertaken with statutory consultees, the public and others.

10. Human Rights Implications:

10.1 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are :

Article 8- Right to respect for private and family life
The First Protocol, Article 1- Protection of Property.

10.2 Having considered the impact of the development, as set out in the assessment above as well as the rights of the applicant and the general interest, the opinion is that any effect on human rights does not outweigh the granting of the permission in accordance with adopted and prescribed planning principles.

11. Statement of Positive Involvement

11.1 In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive and proactive approach to development proposals. The council worked with the applicant/agent in a positive and proactive manner by:

- Providing a pre-application advice service
- Updating the applicant/agent of any issues as they arose in the processing of the application
- Suggesting solutions to potential planning issues
- Providing the applicant with the opportunity to address issues so that a positive recommendation to grant permission could be given

12. Recommendation:

That planning permission is granted subject to the following 32 conditions:

13. Conditions

Three Years - Full Planning application

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason

This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

Submitted Plans and Details

2. Unless otherwise approved in writing by the Waste Planning Authority, no development shall be carried out other than in strict accordance with the following approved plans and drawings:

- Site Location Plan Drawing No L236;
- Planning Application Development Site Boundary Drawing No L238;
- Site Construction Access Drawing No L239;
- Site Layout Plan Drawing No L230 Revision P13;
- Proposed Plan – Whole Site Drawing No 2 000 Status Code S2;
- Site Entrance General Arrangement Drawing No 70029189-WSP-00-ZZ-DR-C-700-002 Rev P02;

- Proposed Plan – Transfer Barn Drawing No 2 001 Status Code S2;
- Proposed Plan – HRC Level Drawing No 2 002 Status Code S2;
- Site Sections Drawing No L232 Revision P6;
- Proposed Elevations Drawing No 3 000 Status Code S2;
- Proposed Sections Drawing No 3 050 Status Code S2;
- Tree Constraints Plan Drawing No L235;
- Highways Layout Vehicle Tracking Drawing No 70029189-WSP-00-ZZ-DR-C-700-001;
- Drainage Strategy Drawing No 70029189-WSP-00-ZZ-DR-C-500-001;
- Site Construction Access Drawing No L239

and details hereby approved and the schemes approved under the requirements of the following conditions.

Reason

For the avoidance of doubt and in the interest of proper planning and to ensure compliance with the planning permission in accordance with Policies 5, 12, 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Pre-commencement conditions

Archaeology

3. Prior to commencement of the development a programme of archaeological work shall be completed in accordance with the submitted and approved scheme: 'Blandford Waste Management Centre, Blandford Forum, Dorset: Written scheme of investigation for an archaeological excavation. Document No: ACW1252/1/0 (July 2020).'

Reason

To ensure the proper recording and preservation of features of archaeological merit and interest in accordance with Policy 19 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Construction Environmental Management Plan

4. Prior to commencement of the development a Construction Environment Management Plan (CEMP) to address the environmental impacts of the construction phase must be submitted to and approved in writing by the Waste Planning Authority. The plan shall include:

- (a) Identification of ecologically sensitive sections of the development where operations will have to be limited to certain periods of the year, for example, avoiding disturbance of nesting birds.
- (b) Phasing and programming for the construction phase of the development.
- (c) Working hours.
- (d) A protected species monitoring schedule (covering the period prior to and during construction), details of DEFRA licences to be obtained and any measures for capture, relocation or any other contingency measure to be taken in relation to protected species within the development site, nominated expert(s) to carry out monitoring, capture and relocation, a timetable for the preparation of suitable receptor sites.
- (e) Pollution control, monitoring and contingency procedures including measures to address water, noise, vibration and air pollution risks and ground contamination.

- (f) Identification of visually sensitive areas where advance planting is required and details of planting including species, planting plans, ground preparation and five years aftercare.
- (g) Measures to protect trees to be retained in accordance with BS 5837.
- (h) Measures to protect and maintain existing water courses and water features during construction.
- (i) Notwithstanding the provisions of Part 4 Schedule 2 of the Town and Country General Permitted Development Order 2015, proposals for the location and extent of any contractors' compounds and haul roads, including materials stores.
- (j) Measures to reduce greenhouse gas emissions during construction and minimise excavation waste
- (j) Persons responsible for any of the above measures.

The CEMP shall include safeguarding measures to deal with the following pollution risks:

- i. the use of plant and machinery
- ii. wheel washing and vehicle wash-down and disposal of resultant dirty water
- iii. oils/chemicals and materials
- iv. the use and routing of heavy plant and vehicles
- v. the location and form of work and storage areas and compounds
- vi. the control and removal of spoil and wastes.

The development shall be implemented in accordance with the approved Construction Environmental Management Plan.

Reason

To prevent pollution of the water environment and to protect ecology and local amenity in accordance with Policies 13, 15, 16 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Construction traffic management plan

5. Prior to commencement of the development a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Waste Planning Authority. The CTMP shall include:

- a) construction vehicle details (number, size, type and frequency of movement)
- b) a programme of construction works and anticipated deliveries
- c) timings of deliveries so as to avoid, where possible, peak traffic periods
- d) a framework for managing abnormal loads
- e) contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- f) wheel cleaning facilities
- g) vehicle cleaning facilities
- h) Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- i) a scheme of appropriate signing of vehicle route to the site
- j) a route plan for all contractors and suppliers to be advised on
- k) temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved CTMP.

Reason

To minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

Construction – Stakeholder Communication

6. A stakeholder communications plan in relation to planned construction works, including the form, extent and timing of any communications, shall be prepared and agreed in writing by the WPA and thereafter implemented in accordance with the agreed plan.

Reason

In the interest of amenity, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Dust Management Plan

7. Prior to commencement of the development a Dust Management Plan shall be submitted to and approved by the Waste Planning Authority. The plan shall subsequently be implemented in accordance with the approved details.

Reason

In the interest of amenity and to protect residents from nuisance and in the interest of protecting biodiversity, in accordance with Policies 13 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Soil Handling

8. Prior to commencement of development a soil management plan shall be produced in accordance with the "Construction Code of Practice for the Sustainable Use of Soils on Construction sites" (Defra, 2009) and "BS3882:2007 Specification for topsoil and requirements for use" and submitted to and approved in writing by the Waste Planning Authority.

The soil management plan shall include:-

- (i) position of topsoil and subsoil stockpiles
- (ii) details for the working, retention, storage, cultivation and amelioration of existing site topsoil and subsoil to suit all proposed landscape planting works
- (iii) a programme for the stripping of soils.

The approved soil management plan shall be complied with for the duration of the development.

Reason

To ensure appropriate protection of soils in accordance with Policy 16 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Landscaping

9. Prior to commencement of development full details of both hard and soft landscape proposals shall be submitted to, and approved in writing by, the Waste Planning Authority. These details shall include, as appropriate:

- (a) Proposed finished levels or contours.
- (b) Surfacing of vehicle and pedestrian access and circulation areas
- (c) Hard surfacing materials.
- (d) Any proposed functional services above and below ground, e.g. drainage, power, communication cables, pipelines, etc

Soft landscaping details shall include:-

- (i) Planting plans (to include varied tree species selection and naturalistic spacing to the individual tree planting along the access road)
 - (ii) Written specifications (including cultivation and other operations associated with grass establishment).
 - (iii) Schedules of plants, noting species, planting sizes and proposed numbers/densities, where appropriate
 - (iv) Implementation timetables.
- And the hard and soft landscaping shall be carried out in accordance with the approved details within 12 months of the commencement of development.

Any trees that are removed die or become, in the opinion of the local authority, seriously damaged or defective within five years of planting shall be replaced with specimens of a similar size and species as originally required

Reason

In the interests of the character of the area of this part of the AONB and in accordance with Policy

Boundary Treatment

10. Prior to the commencement of the development, details of all proposed means of enclosure, boundary walls and fences to the site, shall be submitted to, and approved in writing by, the Waste Planning Authority. The development shall thereafter be implemented in full accordance with the approved details.

Reason

In the interests of the amenity of the area.

Surface Water Management

11. Prior to commencement of development a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, shall be submitted to, and approved in writing by the Waste Planning Authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is brought into use.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

Drainage

12. Prior to commencement of development details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to and approved in writing by the Waste Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason

To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

Other conditions

Materials

13. Prior to building works commencing samples/details of external materials shall be submitted to, and approved in writing by, the Waste Planning Authority and the works shall be carried out using the approved materials.

Reason

To ensure that the external appearance of the completed development is satisfactory and sympathetic to its locality in accordance with Policy 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Kerbs, Signage and Road Marking

14. Prior to the development being brought into use, a scheme detailing the layout and design of kerbs, signs and road markings shall be submitted, and approved in writing by the Waste Planning Authority. The approved scheme shall be implemented and maintained for the duration of the development.

Reason

To minimise the impact of the site within the AONB and in the interests of the safe movements of vehicles within the site in accordance with Policies 12 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Internal estate road layout and construction

15. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number **L230 Rev P13** must be constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason

To ensure the proper and appropriate development of the site and in accordance with Policy 12 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Highway works in advance of operation

16. Prior to the development being brought into operation the proposed left-in left-out junction onto the A350 shall be constructed in accordance with the details set out in Drawing No DR-C-700-002 contained within Appendix D of the Transport Assessment (or similar scheme to be agreed in writing with the Waste Planning Authority); and the existing highway filter drain on the north side of the A350 shall be reconstructed to restore it to at least its original capacity in accordance with details set out in Blandford Forum Waste Management Centre Flood Risk Assessment & Drainage Strategy (February 2021) and Drainage Strategy Drawing No 70029189-WSP-00-ZZ-DR-C-500-001 Rev P02.

Reason

These specified works are seen as a pre-requisite for allowing the development to be brought into operation, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal and to ensure the correct functioning of the drainage system, to prevent the increased risk of flooding and to improve and protect water quality.

Visibility splays as submitted

17. Prior to the development being brought into operation the visibility splay areas as shown on the submitted plans must be cleared/excavated to a level not exceeding

0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason

To ensure that a vehicle can see or be seen when exiting the access.

Landscape and Ecological Management Plan

18. The development hereby approved shall be subject to a minimum landscape and ecological management period of 25 years and shall be in accordance with the details set out in the Landscape and Ecological Management Plan dated March 2021, Updated January 2022 and the accompanying plans: LEMP Operational Phase Management Plan Drawing No L260 and LEMP Landscape Soft Works Plan Drawing No L261.

Reason

To provide effective mitigation against impacts on the landscape character and visual amenity of the AONB and ecology and to provide habitat and landscape character enhancement in accordance with Policies 3, 14 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Landscape and Ecological Management Plan Reviews

19. The approved Landscape and Ecological Management Plan shall be reviewed on a 5 yearly basis during the 25 year period. Each reviewed Landscape and Ecological Management Plan shall be submitted to and approved by the Waste Planning Authority and once approved the development shall be carried out in accordance with the approved reviewed Landscape and Ecological Management Plan.

Reason

To provide effective mitigation against impacts on the landscape character and visual amenity of the AONB and ecology and to provide habitat and landscape character enhancement in accordance with Policies 3, 14 and 18 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Tree Protection

20. The development hereby approved shall proceed only in accordance with the details set out in the Arboricultural Method Statement dated 4 May 2020 setting out how the existing trees are to be protected and managed before, during and after development. All existing trees, shrubs and other natural features not scheduled for removal shall be fully safeguarded during the course of the site works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.

Reason

To ensure the continuity of amenity afforded by existing trees and in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the relevant sections of British Standards Institute (2012) Trees in Relation to Design, Demolition and Construction – Recommendations BS5837:2012.

Site Management Plan

21. Prior to the development being brought into use, a finalised Site Management Plan (SMP) shall be submitted to the Waste Planning Authority for approval. The SMP shall subsequently be implemented in accordance with the approved details and maintained for the duration of the development.

The SMP shall include:

- details of how excessive noise would be dealt with
- how noise levels would be maintained at their predicted level
- measures and procedures to control vermin; litter; dust and bio-aerosols
- measures and procedures to prevent mud and litter on the highway
- measures and procedures to minimise greenhouse gas emissions from the operation of the facility

Reason

In the interest of amenity and to protect residents from nuisance, in accordance with Policies 13 and 15 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the National Planning Policy for Waste.

Odour management plan

22. Prior to the development being brought into use, an Odour Management Plan shall be submitted to the Waste Planning Authority for approval. The Odour Management Plan shall subsequently be implemented in accordance with the approved details and maintained for the duration of the development. The Odour Management Plan shall include:

- a specification for odour control based on best practice measures to date
- prescriptions for management of green waste, food waste and black bag waste
- contingency plan in the event of failure or damage to the transfer building's roller-shutter doors

Reason

In the interest of amenity and to protect residents and sensitive receptors from odour nuisance, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the National Planning Policy for Waste.

Lighting

23. No lighting shall be installed until details of the lighting scheme, which shall be in accordance with the External Lighting Assessment Report (dated 16/10/2020), have been submitted to, and agreed in writing by, the Waste Planning Authority. The lighting scheme shall include timings of use of the artificial lights, shielding and angle of the head to reduce glare and light intrusion on land that it is not owned by the development as appropriate. It shall also incorporate the following:

- Selected lights shall be IDSR compliant.
- The maximum Correlated Colour Temperature (CCT) for the scheme shall be 3000K
- All luminaires shall be fitted with UV light filtration
- No increase to the mean illuminance of the External Lighting Assessment Report
- Full shielding to prevent light emission above the horizontal
- Maximum motion sensor 'on' time of 10 minutes after activation

Thereafter the lighting shall be installed, operated and maintained in accordance with the agreed details.

Reason

To protect the character of the AONB and visual amenities in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Biodiversity

24. The Biodiversity Plan (BP) dated 19 February 2021 shall be implemented in full in accordance with the specified timetable(s) in the BP.

Reason

To minimise impacts on biodiversity and ensure compliance with wildlife legislation, the National Planning Policy Framework (biodiversity paragraphs) and the Natural England Protected Species Standing Advice.

Construction

25. No construction works shall take place outside the hours of 07:00 to 18:30 Monday to Friday and 08:00 to 13:00 on Saturdays. No construction works shall take place on Sundays or bank holidays.

Reason

In the interest of amenity and to protect residents from nuisance, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Contingent Site Construction Access

26. The contingent site construction access on Higher Shaftesbury Road, as shown on Drawing No L239, shall only be used during the construction period if needed as an alternative to the primary site construction access. As soon as the primary site construction access becomes available for use, the contingent site construction access shall not be used by construction traffic thereafter.

Reason

In the interest of amenity, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Soil importation

27. No soil shall be imported to the site unless it has been tested for contamination and assessed for its suitability for the proposed development. A suitable methodology for testing this material shall be submitted to and approved by the Waste Planning Authority prior to the soils being imported onto site. The methodology shall include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by risk assessment) and source material information. The analysis shall then be carried out and a validation certificate or similar evidence should be submitted to and approved in writing by the Waste Planning Authority.

Reason

To prevent pollution of the environment in accordance with Policy 16 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Contamination

28. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Waste Planning Authority. An investigation, risk assessment and remediation scheme, if necessary, shall be submitted to and approved by the Waste Planning Authority and any required remediation carried out in accordance with the approved scheme. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Waste Planning Authority.

Reason

To ensure that risks from soil contamination to the future occupants of the development and neighbouring occupiers are minimised, having regard to the National Planning Policy Framework 2021.

Hours and Days of Operation

29. Except in cases of emergency to maintain safety (which shall be notified to the Waste Planning Authority as soon as practicable), no operations shall take place outside of the hours of 07:00 to 19:00 Monday to Sunday.

The site shall only be open to the public for the receipt of waste between the following periods and hours, excluding Christmas Day, Boxing Day and New Year's Day:

09:00 to 16:00 1 October to 31 March

09:00 to 18:00 1 April to 30 September.

Reason

In the interests of local amenity and the character of this part of the Area of Outstanding Natural Beauty, in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Noise

30. Wherever practicable, vehicles operating at the operational site shall be fitted with noise reducing reversing beepers for the duration of the development.

Reason

To ensure the minimum disturbance from operations, to minimise the adverse impact of noise generated by the operations on amenity and to maintain the tranquillity of the AONB in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and with the requirements of the National Planning Policy for Waste.

Sorting and Tipping of Waste

31. Sorting of waste shall only take place under cover within the waste transfer building or the covered skip area and tipping within the transfer building shall only take place if the doors are closed.

Reason

In order to protect the amenity of the area and the character of the landscape, in accordance with Policies 13 and 14 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan.

Transfer of Waste

32. Other than in exceptional circumstances, putrescible waste (excluding green garden waste) shall be removed from the waste transfer building on a daily basis, excluding Sundays.

Reason

In the interest of amenity and to protect residents and sensitive receptors from odour nuisance, in accordance with Policy 13 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan and the National Planning Policy for Waste.

Informative Notes

Environmental Permit

This development will require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12.

In circumstances where an activity/operation meets certain criteria, an exemption from permitting may apply, more information on exempt activities can be found here: <https://www.gov.uk/guidance/register-your-waste-exemptions-environmental-permits>
Waste Permit application is a separate process and Planning Permission does not automatically indicate that a waste permit will be granted.

The applicant is advised to contact enquiries@environment-agency.gov.uk to discuss the issues arising from the permit application process.

Duty of Care

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes.

The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales.

The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here:

https://www.gov.uk/uploads/system/uploads/attachment_data/file/waste-duty-care-code-practice-2016.pdf

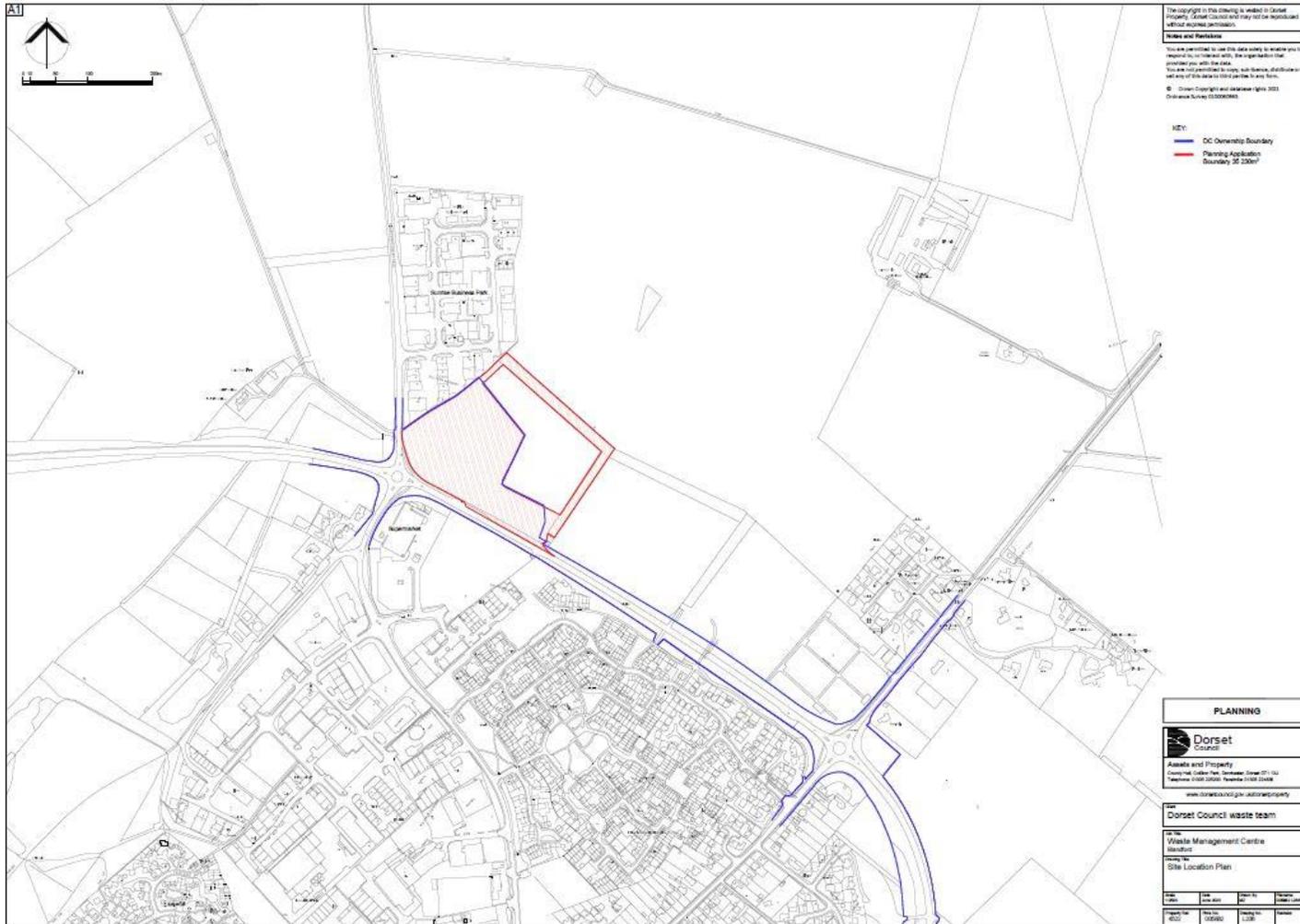
If you need to register as a carrier of waste, please follow the instructions here: <https://www.gov.uk/register-as-a-waste-carrier-broker-or-dealer-wales>

If you require any local advice or guidance please contact your local Environment Agency office: enquiries@environment-agency.gov.uk

INFORMATIVE NOTE: Grampian

The highway improvement(s) referred to in Condition 16 above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site.

Appendix 1: Site Location Plan



Appendix 2: Proposed Site Layout

