

6 Landscape and Visual Impact

6.1 Introduction

This chapter presents the results of an assessment of potential landscape and visual amenity impacts arising from proposed development of the Dorchester Park and Ride and associated Trunk Road Service Area. The aspects of the scheme that have been assessed are described more fully within –Chapter 2 Development Description, however they include:

- Fuel station with adequate parking for all vehicles, including Heavy Goods Vehicles (HGV) and car wash;
- Convenience store, toilets and wash facilities;
- Two adjoining restaurant units with drive through and parking facilities for cars, motorhomes and coaches;
- Amenity area with parkland, pond, and picnic area and associated parking;
- Park and Ride facility for 500 spaces with waiting pavilion, toilets and bus layby and overnight parking for HGVs.

The chapter sets out the methodology and records the landscape visual amenity baseline used in the assessment. The assessment will establish the following:

- An understanding of the site and its wider landscape setting, identifying its landscape character, resources, value and sensitivity to the proposed development;
- An assessment of the composition, character and aesthetic value of views from visual receptors including occupiers of residential properties and people using amenity landscapes, and the sensitivity of views;
- The nature of the development and potential mitigation measures; and
- The potential direct and indirect effects of the scheme on the landscape resource (i.e. landscape elements and character) and on visual receptors.

6.2 Methodology and assessment criteria

6.2.1 Baseline study methodology

The purpose of a Landscape and Visual Impact Assessment (LVIA) is to describe and evaluate potential landscape and visual effects that would arise from the proposed development. For the purpose of this assessment, impacts that are assessed as being either moderately adverse/ beneficial or above will be considered significant in terms of the Environmental Impact Assessment (England & Wales) Regulations 2011. Although slight or neutral adverse/ beneficial impacts would not be considered significant, they remain worthy of consideration throughout both the design and the decision making process.

6.2.1.1 Consultation

Consultation with statutory bodies and key stakeholders has been carried out in relation to the application site. Between 2007 and 2010, various consultations occurred looking at options for park and ride facilities in and around Dorchester and these discussions included a consideration of landscape and visual amenity issues.

In May 2012 a scoping report was issued and consultee comments were collated and addressed where possible. The key landscape and visual issues raised are set out in Table 6-1 below, along with the response in the LVIA.

Table 6-1 Key landscape & visual issues from scoping report consultation

Organisation	Comment	Response in LVIA
West Dorset District Council	<p>To Andrew Martin, West Dorset District Council From Martin Peacock, Senior Landscape Architect, West Dorset District Council (Dated 10 May 2012)</p> <ol style="list-style-type: none"> 1. It is essential that a full Landscape and Visual Impact Assessment (LVIA) is carried out as part of the EIA for the following reasons: <ol style="list-style-type: none"> a. Location of development within Dorset AONB b. Location of development within open countryside of the 'Dorchester Downs' Landscape Character Area c. Significant visual impacts including views from Maiden Castle SAM 2. The LVIA methodology should follow the 'Guidelines for Landscape and Visual Impact Assessment' (Landscape Institute and Institute of Environmental Management and Assessment, 2002). 3. The LVIA must include all associated impacts arising from this development including <ol style="list-style-type: none"> a. Highway improvements b. Additional traffic signals c. Lighting 	<p>A full Landscape and Visual Impact Assessment (LVIA) has been carried out and the results reported in this chapter.</p> <p>The LVIA follows the LI/ IEMA Guidelines for Landscape and Visual Impact Assessment (Version 3, 2013).</p> <p>The LVIA considers all associated impacts arising from the development, including those specified.</p>
Dorset AONB	<p>To Martin Peacock, Senior Landscape Architect, West Dorset District Council From Jennifer Clarke, Dorset AONB Landscape Planning Officer (Dated 2 May 2012)</p> <p>The EIA should demonstrate a clear understanding of the AONB policy context AONB Management Plan Policy states that the Dorset AONB designation is tied to special qualities including rural character, panoramic views and tranquillity which are protected through AONB policy</p> <p>There is great concern over the scale and location of the development which needs to be addressed in the EIA particularly in the form of a comprehensive response to each policy test listed under section 116 of the NPPF.</p> <ol style="list-style-type: none"> 1. The LVIA should address the local landscape character and how the development responds to the unique landscape context. Especially of concern are: <ol style="list-style-type: none"> a. The A35 Dorchester bypass provides a logical boundary to the southern extent of town development. The proposed development is outside this boundary and extends into open countryside. b. The southern extent of the site rises steeply and there is concern that this area is unsuitable for development. 2. The site is anticipated to have a significant negative impact on the highly sensitive views from Maiden Castle. 3. Concern for the special quality of tranquillity underpinning the Dorset AONB designation. <ol style="list-style-type: none"> a. Detail the degree of impact and mitigation from light pollution associated with the proposed development. <p>In summary, we are very concerned about the scale of the proposed development extending into the open countryside of the AONB. This is significantly larger in scale than the previous iterations of a park & ride site in this location, largely due to the inclusion of 'other' infrastructure, the need for which we believe to be questionable.</p>	<p>The Dorset AONB designation and the relevant NPPF and AONB Management Plan Policies (2014-2019) have been considered within the LVIA.</p>

Organisation	Comment	Response in LVIA
Natural England	<p>To Andrew Martin, West Dorset District Council From John Stobart, Planning and Conservation Lead Advisor (Dated 17 May 2012)</p> <p>An assessment of the current development will need to meet the requirements of Section 116 of the NPPF by addressing any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that can be moderated (5c).</p> <p>Natural England welcomes the requirement for a full Landscape and Visual Impact Assessment (LVIA). The LVIA should include:</p> <ol style="list-style-type: none"> Consideration of visual impacts at night Wider impacts on tranquillity Character of the AONB at this location including any adverse impacts of proposed tree planting and screening on the local landscape as defined by the Dorset AONB Landscape Character Assessment. <p>Natural England advises that the scope of the LVIA is agreed in full consultation with the Dorset AONB Team.</p> <p>Should residual impacts on landscape character be unavoidable, then the scheme will need to consider options for off-setting those impacts through wider offsite landscape enhancement either delivered directly or via financial support.</p>	<p>The Dorset AONB designation and the relevant NPPF and AONB Management Plan Policies (2014-2019) have been considered within the LVIA.</p>

More recently, West Dorset District Council and the Dorset AONB were consulted on the potential location of viewpoints for the landscape and visual impact assessment. These locations were agreed on 1 September 2014 along with the location of three photomontages to provide 'before' and 'after' images to support the assessment. A pre-application meeting with West Dorset District Council (WDDC) was held on 4 September and a heritage and a landscape and heritage meeting held with WDDC/ EH/ NE/ and Dorset AONB on 23 October 2014.

6.2.1.2 Spatial scope

The study area for visual effects has been determined as being within a 5km radius as this was judged out in the field to be the maximum distance away from where the development might have significant adverse effect on visual amenity. This has been verified by survey in the field, rather than using a theoretical Zone of Visual Influence, due to the complex nature of the topography on and around the site.

6.2.1.3 Temporal scope

The main assessment study in the field was undertaken in October 2014. This field work, along with several other visits (including during winter), sought to establish the landscape and visual baseline for the assessment. Although the baseline photos and resulting photomontages were taken during in early autumn when leaf fall had yet to occur, the assessment makes reference to the winter view and the assessment scores take into account the 'worst case scenario' using the winter view. Landscape and visual impacts have been assessed for the construction and operational phases.

6.2.1.4 Photomontages

Photomontages have been used to support the assessment of visual amenity and it has been identified that three of the viewpoint locations are particularly worth illustrating with a photomontage (Residential: VP3 – Maiden Castle Farm; Recreation: VP8 – Public Right of Way to Maiden Castle; and Cultural: VP10 – Maiden Castle).

The photomontage images on Figures 6-4; 6-5; 6-6 (in Appendix 6-A) show the existing site (Baseline Photograph) and then show the proposed Park and Ride Site/ Trunk Road Service Station (With and Without Planting Mitigation). The images have been produced with reference to '*Photography and photomontage in landscape and visual impact assessment Landscape Institute Advice Note 01/11*'.

6.2.2 Assessment of effects

The methodology for the assessment is based on current best practice and guidance from the following sources:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA), 3rd Edition, 2013, published by the Landscape Institute / Institute of Environmental Management and Assessment;
- Landscape Character Assessment Guidance for England and Scotland, 2002, published by Scottish Natural Heritage and the Countryside Agency; and
- Advice Note 01/11: Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute (2011).

The assessment covered the potential effects arising during both the construction and operational stages and considered:

- Landscape character and resources, including effects on the aesthetic values of the landscape caused by changes in the elements, characteristics, character and qualities of the landscape;
- Visual amenity, including effects upon potential viewers and viewing groups caused by changes in the appearance of the landscape as a result of the project.

To predict and describe the potential effects on the landscape and visual resource, baseline information is combined with the different components of the development at all its different stages (construction and operation).

The assessment takes into account the spatial and temporal nature of potential effects:

- Direct effects are those imposed on landscape elements on the site as a direct result of development, such as the loss of existing trees or other vegetation;
- Indirect effects may occur some distance from the site as a consequence of the development occurring, such as the removal of screen vegetation which would allow views in from surrounding areas;
- Short, medium or long term describes the duration of an effect; and
- Permanent or temporary relates for example to additional effects during construction compared to the permanent change caused by the development.
- Adverse effects are those that cause detriment to the pre-development situation, beneficial effects are those that restore or improve the landscape, and neutral effects might change the existing situation, but on balance make the situation neither better nor worse.

6.2.2.1 Sensitivity

Sensitivity is a term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor. The overall sensitivity of the landscape can be defined as embracing a combination of the sensitivity of the landscape resource (in terms of both its character as a whole and the individual elements contributing to character) and the visual sensitivity of the landscape.

Visual sensitivity is assessed in terms of a combination of factors such as views, visibility, the number and nature of people perceiving the landscape and the scope to mitigate visual impact. Sensitivity is not absolute; it will vary according to the character of the existing landscape and the extent and nature of the Project. Table 6-2 sets out the criteria for determining receptor sensitivity for landscape and for visual amenity and describes differing degrees of sensitivity ranging from low to high.

Table 6-2 Criteria for determining receptor sensitivity

Sensitivity	Landscape Criteria	Visual Criteria
High	<p>Important / highly valued landscape recognised by national or regional designation;</p> <p>Sense of tranquillity or remoteness noted in Landscape Character Assessment (LCA);</p> <p>High sensitivity to disturbance specifically noted in LCA; and</p> <p>The qualities for which the landscape is valued are in good condition, with a clearly apparent and distinctive character. This distinctive character is susceptible to relatively small changes.</p>	<p>Viewers' attention likely to be focused on the landscape or have proprietary/high interest in their everyday visual environment and/or with prolonged and regular viewing opportunities. Such receptors would include:</p> <ul style="list-style-type: none"> Residents experiencing views from dwellings. Users of public rights of way and access land Strategic recreational footpath and cycleways People experiencing views from important landscape features of physical, cultural or historic interest, beauty spots and picnic areas Large number of viewers and/or location in highly valued landscape could elevate viewer sensitivity to highest level.
Moderate	<p>Landscape may be recognised by national or regional designation or be of local importance.</p> <p>Landscape of moderately valued characteristics reasonably tolerant of changes;</p> <p>The landscape is relatively intact, with a distinctive character. and</p>	<p>Viewers with moderate interest in their environment, and discontinuous and/or irregular viewing periods. Such receptors would include:</p> <ul style="list-style-type: none"> Passengers of moving vehicles including trains. Users engaged in outdoor sport or recreation other than appreciation of the landscape (i.e., hunting, shooting, golf, water-based activities) Users of secondary footpaths or footpaths that may be already impacted by intrusive features.
Low	<p>Relatively degraded or low value landscape with no designations;</p> <p>Landscape integrity is low, with a landscape in poor condition and a degraded character; and</p> <p>The landscape has potential capacity to accommodate significant change.</p>	<p>Small number or low sensitivity of viewers assumed. Viewers with a passing interest in their surroundings and momentary viewing periods. Such receptors include:</p> <ul style="list-style-type: none"> Drivers of moving vehicles on roads People at their place of work, including agricultural workers and other non-motorised users on most roads or those already impacted by intrusive features.

6.2.2.2 Magnitude

Each effect on a receptor needs to be assessed in terms of its size or scale, the geographical extent of the area influenced, and its duration and reversibility. The assessment considered the magnitude of change the development would exert on the receptor because of:

- The proximity of the development to the receptor – generally the magnitude of effect reduces with increasing distance as it progressively exerts less influence;
- The extent to which the development can be seen, and the extent to which landform, woodland, buildings etc. intervene; and
- The visibility of the development and its resulting effects on character.

The assessment of the magnitude of potential visual impacts is an assessment of the extent of change upon visual amenity as a direct result of the development, and depends upon several factors including:

- The scale of change in the view with respect to the loss and/ or addition of new features;
- The degree of contrast, or integration of / compatibility with any new features with existing features in the view;

- The duration of the effect (temporary or permanent, intermittent or continuous). Temporary effects are considered to be less significant than longer term or permanent effects;
- The distance of the receptor from the source of the effect;
- The angle of view and presence of intervening vegetation or features; and
- The dominance of the impact feature in the view.

It is assumed that the visual effects of the development will reduce as viewing distance increases. The magnitude of visual effects at any given distance will vary according to a range of factors. They include the extent of the new buildings and structures that would be visible; their position in the view; the presence of other conspicuous features; and the extent to which views of the development would be screened or filtered by intervening landform or by landscape elements such as trees, woodlands, hedgerows, or built structures; and the extent of mitigation planting.

Criteria used to assess the magnitude of predicted landscape and visual amenity effects range from no change/ negligible to large and are set out below in Table 6-3.

Table 6-3 Criteria for determining effect magnitude

Magnitude	Landscape effect	Visual effect
Large	Total permanent/ long term loss or major change to key landscape features or elements of the baseline that is important to character.	Total permanent/ long term loss or major change in the existing view, change very apparent involving high level of change in character and composition of baseline, i.e. pre-development view.
Medium	Notable and significant partial/ long term loss or alteration to one or more key landscape features or elements of the baseline that is important to character.	Notable and significant partial/ long term loss or alteration to the existing view, change apparent involving change in character and composition of baseline, i.e. pre-development view.
Small	Minor permanent/ long term loss or alteration to one or more key landscape features or elements of the baseline that is important to character.	Minor permanent/ long term loss or alteration in baseline, i.e. pre-development view, change will be distinguishable from the surroundings whilst composition and character of view, although altered will be broadly similar to pre-change circumstances.
Negligible	Very minor permanent/ long term loss or change to one or more key landscape features or elements of the baseline that are important to character. Includes no perceptible change .	Very minor permanent/ long term loss or change in the existing view, change barely distinguishable from surroundings. Character and composition of view substantially unaltered. Includes no perceptible change.

6.2.2.3 Significance of effect

The two principal criteria determining significance are the sensitivity of the receptor to change as a result of the development, and the magnitude of the impact or effect. In order to come to an overall conclusion on the significance of landscape and visual effects, the separate judgements about the sensitivity of the landscape receptors and the magnitude of the landscape effects need to be combined. The assessment combines the sensitivity of the receptors with the predicted magnitude of impact in order to establish the significance of the landscape and visual effects as shown in Table 6-4 below.

Table 6-4 Matrix for determining effect significance

		Magnitude of effect			
		Large	Medium	Small	Negligible
Receptor sensitivity	High	Major	Major	Moderate	Indiscernible
	Medium	Major	Moderate	Minor	Indiscernible
	Low	Moderate	Minor	Minor	Indiscernible
	Negligible	Indiscernible	Indiscernible	Indiscernible	Indiscernible

Judgements on the overall significance of effect need to be determined using informed and well-reasoned professional judgement. To help guide the judgements the following scale of significance and associated descriptions were used in the assessment – refer to Table 6-5 below. Note that moderate and major effects are considered to be 'significant'.

Table 6-5 Definition of significance of effects

Significance	Landscape effects	Visual effects
Large	The proposed development would result in effects that, <ul style="list-style-type: none"> are at a complete variance with the landform, scale and pattern of the landscape. would permanently degrade, diminish or destroy the integrity of valued characteristic features, elements and/or their setting. would cause a very high quality landscape to be permanently changed and its quality diminished. 	The proposed development would cause a very significant deterioration in the existing view and, <ul style="list-style-type: none"> the view would be completely lost on a permanent/ very long term basis. the visual, aesthetic and perceptual qualities would be very substantially altered in detriment to the special qualities/ key characteristics of the landscape and its amenity.
Medium	The proposed development would, <ul style="list-style-type: none"> be out of scale with the landscape or at odds with the local pattern and landform. will leave an adverse impact on a landscape of nationally recognised quality. 	The proposed development would cause a significant deterioration in the existing view and, <ul style="list-style-type: none"> the view would be partially lost on a permanent/ very long term basis. the visual, aesthetic and perceptual qualities would be significantly altered in detriment to the special qualities/ key characteristics of the landscape and its amenity.
Small	The proposed development would, <ul style="list-style-type: none"> result in a small change to the character of the landscape or the elements therein. not quite fit into the landform and scale of the landscape; and affect an area of recognised landscape character. 	The proposed development would, <ul style="list-style-type: none"> cause a noticeable deterioration in the existing view. partially impact upon the view. change/ alter the visual, aesthetic and perceptual qualities of the landscape and its amenity.
Negligible	No perceptible change affecting the character of the landscape or the elements therein. Includes, 'no effect'.	No discernible deterioration or change in the existing view. Includes, 'no effect'.

6.2.3 Legislation and policy which has influenced assessment or mitigation

6.2.3.1 National

The National Planning Policy Framework (March 2012)

At a national level, the UK Government issued the 'National Planning Policy Framework' (NPPF) in 2012. This framework sought to simplify and reduce the number of national planning guidance documents relating to UK Planning Policy.

The integration of new development into the existing landscape is noted in Section 7: Requiring Good Design paragraph 61 of the NPPF which states, "Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

Section 11, Paragraph 115 recommends that, "great weight should be given to conserving landscape and scenic beauty in AONBs as they have the highest status of protection relating to landscape and scenic beauty." In Paragraph 116 the NPPF goes on to state that, "planning permission should be refused for major developments in AONBs except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated."

6.2.3.2 Regional

West Dorset Local Plan (July 2006)

Policy SA1 relates to the Dorset Area of Outstanding Natural Beauty and states that development that would harm the natural beauty of the area will not be permitted. Development will only be permitted if its scale, siting and design conserves the quality of the landscape. (Due to be superseded by Emerging Policy ENV1 Landscape, Seascape and Sites of Geological Interest).

Policy SA3 relates to Landscape Character Areas. The policy requires that development should be expected to respect and respond to the local landscape character. Proposals that conserve, enhance and restore features of local landscape importance will be encouraged. (Due to be superseded by Emerging Policy ENV1)

Policy SA6 requires that development proposals within Land of Local Landscape Importance as identified will be expected to respect the special features and qualities of local importance and the specific benefits that the land provides. (Due to be superseded by Emerging Policy ENV3 Green Infrastructure Network)

Policy DA7 requires that new development will be expected to display a high quality of design that compliments and respects the distinctive character of the locality. (Due to be superseded by ENV12 The Design and Positioning of Buildings)

West Dorset, Weymouth & Portland Draft Local Plan – July 2012

Strategic approach

ENVIRONMENT AND CLIMATE CHANGE – Development should protect and enhance the natural environment - its landscape, seascapes and geological conservation interests, its wildlife and habitats and important local green spaces - by directing development away from sensitive areas that cannot accommodate change, and through providing adequate mitigation to off-set any adverse impact to the landscape, wildlife and green infrastructure network.

2.2.6 ENV 1 LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST

i) The plan area's exceptional landscapes and seascapes and geological interest will be protected, taking into account the objectives of the Dorset AONB Management Plan and World Heritage Site Management Plan.

ii) Development which would harm the natural beauty of the Dorset Area of Outstanding Beauty, including its characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness, will not be permitted.

iii) *Development should be located and designed so that it does not detract from and, where reasonable, enhances the local landscape character. Any development that would otherwise have an adverse impact on the landscape, seascape or geological interest of the area will only be acceptable if the impact will be adequately mitigated.* p15

ENV 10 THE LANDSCAPE AND TOWNSCAPE SETTING

- i) *Development should be in harmony with the site and its surroundings*
- ii) *Development will provide for the retention and protection of existing trees and hedgerows, ponds and watercourses, key views and spaces and other features of merit where their removal would significantly harm the character or enjoyment of the site or surrounding area*
- iii) *Development should provide sufficient hard and soft landscape treatment before or within a reasonable timescale of its implementation, to successfully integrate with the character of the site and its surrounding area*

ENV 15. EFFICIENT AND APPROPRIATE USE OF LAND

- i) *Development should optimise the potential of the site and make efficient use of land, subject to the limitations inherent in the site and impact on local character [P34]*

2.5.35 *Lighting schemes can affect the amenities of occupiers and have wider visual impacts on a landscape scale through increasing light pollution and loss of 'dark skies' (particularly in more rural areas). The glare from lighting schemes can also have an adverse effect on local residents, vehicle users, cyclists, equestrians and pedestrians. Not all lighting proposals require planning consent, but potential light pollution should be addressed at the planning application stage, when details of any external lighting schemes should be submitted. Applicants will be expected to demonstrate that any lighting scheme proposed is the minimum needed for security and working purposes and minimises potential light pollution from glare and spillage. Where such schemes are likely to have a significant adverse impact on local landscape character, policy ENV 1 will apply. [P34-35]*

West Dorset District Council – Supplementary Planning Document – Design and Sustainable Development Planning Guidelines – Adopted February 2009

Design Policy H: Maintain and enhance local character

New development should be influenced by the local building forms and traditions, materials and architectural detailing that are significant in the local area, and maintain or, where appropriate, enhance local character.

Where development is proposed in or on the edge of an existing settlement, any new routes should respect their place in the hierarchy within the overall network, and the design of the development should be influenced by the need to define or soften the transition between areas of different character. [P20]

Draft Dorset AONB Management Plan 2014-2019

A Landscape Character Assessment for the Dorset AONB – Conserving Character – was published in 2008 (Dorset AONB, 2008). The Dorset Coast Landscape & Seascape Character Assessment was published in September 2010 (Dorset CC, 2010). These documents provide an understanding of:

- The qualities and features that make the landscape/seascape special
- How the features combine in different ways in different places to give each area its own unique character
- The strength and condition of the features and how they are changing.

The Dorset AONB landscape character assessment identifies 14 landscape types, such as open chalk downland, clay vales, limestone hills and rolling wooded pasture. These landscape types share common combinations of geology, topography, vegetation and human influence but are not specific to a particular location. The landscape character assessment breaks these landscape types into individual and unique geographical areas called landscape character areas. The assessment identifies 34 landscape character areas in the AONB.

Changes, needs and opportunities within the Dorset AONB

- *The sensitive siting and design of development is vital in order to conserve and enhance the landscape and scenic beauty of the AONB. The implementation of robust mitigation and enhancement measures ensures that any new development is sustainable, respects local landscape character, and improves the quality of its associated features.*
- *The cumulative effects of small scale incremental change can have a combined adverse impact upon landscape character and quality. Small highways alterations such as the creation of new access points through important boundaries, and the introduction of signs and over-engineered traffic calming schemes can all be detrimental.*
- *The removal and lack of management of boundary features such as stone walls, park railings, hedgerows, banks and ditches and local landmarks such as tree clumps can weaken the character of the landscape.*
- *Light and noise pollution from transport, development and recreation erodes tranquillity and remoteness, the sense of wildness, and quality of the dark night skies.*

Objective L1: Conserve and enhance the AONB and the character and quality of its distinctive landscapes and associated features

Management Policy:

L1a: Conserve and enhance landscape character and quality and promote the use of landscape and seascape character assessment to shape decisions affecting the AONB.

L1b: Conserve, enhance and create local landscape features such as landmarks, boundary features, tree clumps etc.

L1c: Conserve and enhance the special qualities of the AONB such as tranquillity and remoteness, wildness and dark skies.

Objective L2: Conserve and enhance the AONB by removing, avoiding and reducing intrusive and degrading features.

Management Policy:

L2a: Avoid and reduce the cumulative impacts of change that erode landscape character and quality.

L2b: Reduce noise and light pollution.

The setting of heritage assets (October 2011/ revised June 2012)

The definition of setting is drawn from national planning policy and is quoted in 2.1 The Definition of Setting. The definition of Setting was set out in Planning Policy Statement 5: Planning for the Historic Environment (PPS 5) and defined the setting of a heritage asset as,

"the surroundings in which [the asset] is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."

Under 2.3 Views and Setting there is a more detailed statement on the relationship of views and setting in the context of heritage assets:

'The contribution of setting to the significance of a heritage asset is often expressed by reference to views – a view being a purely visual impression of an asset or place, obtained from, or by moving through, a particular viewing point or viewing place. The setting of any heritage asset is likely to include a variety of views of, across, or including that asset, and views of the surroundings from or through the asset. A long distance view may intersect with, and incorporate the settings of numerous heritage assets.'

'Some views may contribute more to understanding the significance of a heritage asset than others. This may be because the relationships between the asset and other historic assets or places or natural features are particularly relevant; because of the historical associations of a particular view or viewing point; or because of the composition within the view was a fundamental aspect of the design of the heritage asset. Intentional inter-visibility between heritage assets or between heritage assets and natural features can make a particularly important contribution to significance. Some assets, whether contemporaneous or otherwise, were intended to be seen from one another for aesthetic, functional, ceremonial or religious reasons.'

6.2.4 Assessment limitations

The assessment was based on a proposed general arrangement of buildings on the site using outline building dimensions. No design detail on the style, materials and colours of the buildings were available at the time of the assessment and therefore both the assessment and photomontage views consider the 'worst case' situation. In reality the buildings will be more discrete and less obvious in the landscape.

6.3 Baseline conditions

6.3.1 Current baseline (2014)

6.3.1.1 Landscape character of area

The landscape character areas in the environs of Dorchester are shown on Figures 6-1 and 6-2 (Appendix 6-A).

At the national/regional level the Countryside Agency *Character Assessment Volume 8: South West* shows the study area lies within the 'Dorset Downs and Cranborne Chase' Character Area (No. 134), an area extending from Salisbury in the north east to Beaminster in the west. The key characteristics of this landscape in relation to the study area are;

- *Scarp slopes with species rich grassland, complex combs and valleys, spectacular views, prominent hillforts and other prehistoric features.*
- *Open, mainly arable downland on the dip slope with isolated farmsteads and few trees.*
- *North-west to south-east transition through dramatic scarps, plateaux, rolling chalk upland, and a gentle but expansive dip slope – all dissected by often steep-sided, sheltered valleys and coombes.*
- *Highly legible and coherent history of early human occupation, including a particularly well-preserved network of imposing hill forts, clusters of barrows, field systems, earthworks, ancient lanes and other prehistoric features, often delineating ritual landscapes.*
- *Very large fields, resulting from the enclosure of downland for sheep and corn that took place between the 16th and 19th centuries. Changes during the 20th century have resulted in an intensively arable agricultural landscape.*

At the local level the landscape character of the West Dorset area is described in the West Dorset Landscape Character Assessment (West Dorset District Council, February 2009).

The key characteristics of this landscape are summarised below:

- *Broad open rolling uplands with convex slopes and incised dry valleys give way to large open views and skylines.*
- *Extensive scattering of prehistoric monuments on higher ground.*
- *Large, straight-sided arable and grassland fields (late c18th/ early c19th enclosures) with hazel hedgerows, or post and wire on higher ground.*
- *Occasional small broad leaved woodlands and trees on upland slopes provide a sense of enclosure.*
- *Complex twisting valley slopes with patches of semi-natural chalk grassland and old hazel coppice stands.*
- *Straight rural lanes of open character, with characteristic finger posts and furniture.*

Dorset AONB special qualities

The Dorset AONB has a suite of special qualities that together make it unique and outstanding, underpinning its designation as a nationally important protected landscape. These special qualities were set out in the Statement of Significance, which was based on the 1993 Assessment of the Dorset AONB produced by the Countryside Commission. A summary of the aspects considered to be most relevant to the application site, is as follows:

Dorset AONB is a collection of fine landscapes, each with its own characteristic and sense of place, including different landforms, soils and wildlife habitat. The transitions between the component landscapes of the mosaic are often particularly attractive, with strong contrasts in some areas and gentle transition of character in others. The ridge tops provide stark contrasts of landform that's serve to increase and emphasise diversity. These areas of higher ground allow the observer uninterrupted panoramic views to appreciate the complex pattern and textures of the surrounding landscapes. Within this overall context, there are numerous individual landmarks, such as hilltop earthworks, monuments and tree clumps that help contribute an individuality and sense of place at a local scale. The AONB also retains a sense of tranquillity and remoteness that is an integral part of these landscapes. It retains dark night skies and an undeveloped rural character.

AONB landscape character types

- **Open chalk downland** – The open chalk uplands of the Chaldon Downs, Dorchester Downs and South Dorset Downs form significant areas of the AONB. They are the AONB's largest-scale landscapes of simple, rolling open hills and dry valleys with large agricultural estates mainly under arable production. Partly circled by a narrow face of steep escarpments, the open uplands provide the setting for a series of intimate chalk river valleys.
- **Chalk ridge / escarpment** - The North, West and South Escarpments and the Purbeck Ridge form dramatic backdrops to, and give views of, much of the surrounding AONB. With an undeveloped and open character, this landscape type with its steep sides supports important patches of chalk grasslands and hanging woodlands.

Landscape condition

As part of the Dorset AONB landscape character assessment, a broad assessment of the condition of the landscape was carried out (2008). Condition assessment takes into account a range of factors including landform, historical and ecological features, field boundaries as well as land use and settlement patterns. The condition and integrity of these features, plus how the landscape is currently changing and likely to change in future all form part of the assessment. The strength of character of the Dorchester Downs is considered to be moderate. The Dorset AONB Landscape Character Assessment and Management Guidance evaluates the overall landscape condition as moderate and declining.

'Although the open character of the upland hills remains intact, a variety of historical changes have weakened the characteristic patterns of landscape elements.....Towards the urban fringe of Dorchester and associated road corridors, strength of character is weaker than the more rural parts of the landscape'.

Although the proposed development site lies within the boundary of the AONB, a protected landscape, the landscape of the area is not part of the best quality Dorset AONB landscape. The urban fringe of Dorchester and associated road corridors exert an influence on the character of the local area and the potential for restoration of its condition is unlikely to be practicable. This part of the AONB could therefore reasonably be considered to be of Medium Sensitivity.

Historic character of area

As noted in the Chapter 9 Archaeology there are a significant number of Neolithic and Bronze Age remains in the area around the site, including barrows scattered on the hills and ridges overlooking Dorchester. Maiden Castle Monument lies 900m west of the Site and covers area of approximately 19 hectares. This dramatic hill fort has evidence of Neolithic as well as Iron Age activity.

The settlement of Dorchester originated as the Roman town of Durnovaria in AD 65. The foundation of Dorchester was carefully planned within the downland landscape. The town developed over four centuries and as a result a network of roads emanate from the town. The Dorchester to Weymouth road is now the current A354 which runs north-south, directly west of the site.

Throughout the post-medieval period the site is likely to have remained agricultural land, with the construction of the Wiltshire, Somerset and Weymouth railway line occurring to the east of the Site. The boundary at the southern end of the Site represents the former parish boundary of Fordington and can therefore be considered historically 'important', as defined by the Hedgerows Regulations 1997 (amended 2002).

The historic landscape character of the Site and Study Area is currently being formally assessed by the Dorset Historic Landscape Characterisation Programme. Preliminary results of this assessment have been made available to the heritage team and have been noted in the Cultural Heritage section of this Environmental Statement. A relevant excerpt is as follows:

"The Site lies within agricultural fields defined as planned enclosure, post 1914, with the very northern tip and eastern extension of the Site within piecemeal enclosure of the Industrial period (AD1800-1913). Much of the western and southern extents of the Study Area are also characterised by post war planned enclosure, with post-medieval water meadows extending from east to west at the south of the Study Area. The northern end of the Study Area is dominated by post-1914 settlement, with some areas of 1800-1913 settlement at the very edges. The legibility of the prehistoric landscape is clear, however, the numerous funerary monuments, along with settlement sites such as Maiden Castle and Poundbury, now exist within a 19th-20th century planned landscape." (Dorchester Combined Park & Ride and Trunk Road Service Area – Archaeological Desk-Based Assessment, p11-12)

Description of site

The site is located in a field to the south of Dorchester (south of the A35 and Weymouth Road/Stadium roundabout) and is bounded by the A354, the road to Weymouth, on its western side. A railway (Weymouth/ Dorchester line) forms the eastern boundary and alongside the northern half of the site it runs on an embankment and then switches to a cutting as it traverses a hill at the southern end of the site. The site and surrounding features are illustrated on Figure 6-2 (Appendix 6-A).

Although the field is grazed pasture with no trees or scrub within the area to be developed, a few sections of residual elm and hawthorn hedge remain along the boundary with the A354. Expansive and un-hedged fields to the west of the site add to the open character of the landscape south of Dorchester. The scrub mosaic on the railway embankment and dense tree planting associated with the A35 Dorchester Bypass form a transition to a more treed landscape to the east. The photographs taken at Viewpoints 1, 2 and 4 on Figure 6-7 (Appendix 6-A) illustrate this transitional character.

The site lies within the Dorset AONB and is approximately 1km to the north east of Maiden Castle Scheduled Ancient Monument (SAM). A small section of the very northern part of site lies within an area designated in the Local Development Plan as 'Land of Local Landscape Importance'. This designation may change as a result of the Local Plan Inquiry.

6.3.1.2 Visual amenity of the area

Views from north

The nearest residential properties to the proposed site are located adjacent to Stadium Roundabout junction and along Maiden Castle Farm access road (residential/ people at place of work receptors). The existing views from here are predominantly rural and look out over adjacent fields, with medium distance views to the south-west which include Maiden Castle. Behind Maiden Castle the land rises up to Ridge Hill, which is utilised by the South Dorset Ridgeway long distance path. Views directly onto the site are limited by trees and scrub alongside Weymouth Road. However there is a clear view of the northern end of the site, from the properties adjacent to the roundabout. Trees and shrubs within the gardens will further filter views which currently include in the foreground, views of small paddocks for horse grazing, fields lined with hedges and in some places grown tall, and to the left of view an avenue of horse chestnuts, along the farm access road. From Maiden Castle Farm the site is in the mid-distance, with the elevated southern end of the site visible. Traffic traveling along Weymouth Road is clearly visible between the viewpoint and the site.

At night, car headlights along this road will be a significant feature as the vehicles traverse Bincombe Hill. The majority of the wider landscape will however be dark due to the lack of major settlements on the north side of the Downs. Beyond the site is a backdrop of the railway on the embankment and beyond the railway, rolling downland landscape with woods and arable fields. Travellers on the railway travelling south to Weymouth are afforded long views towards Maiden Castle in the west. The potential site for the Park and Ride is immediately below the railway and will not be a significant part of the view. Train travellers heading north towards Dorchester will have views to the north and west once they emerge from the cutting adjacent to the site. However, these views will be of the settlement of Dorchester and the site will not form a significant part of the view. Therefore the visual amenity of train users has been scoped out and has not been taken further in the assessment (Figure 6-7 Viewpoint 1 and 2 & Figure 6-4 Viewpoint 3 – Baseline Photograph, in Appendix 6-A).

Views from east

Views from the east of the site on the slope of Conygar Hill will be viewed by users of the local road and a few walkers using the permissive path on the farm. The paths have public access arrangements under the Defra funded Conservation Walks as part of the Environmental Stewardship Scheme. (Transport and Recreation Receptors). The foreground view is of medium-sized arable fields with some rough grassland in areas associated with poor drainage. The railway embankment is the dominant feature in the mid distance and has associated with scrubby vegetation and small trees. The long distance view to the west is partly blocked by the railway however Maiden Castle is dominant on the horizon and clearly seen in profile. The southern edge of Dorchester is marked by stadium lights and the A35 and its associated railway bridge. No direct view of the site is possible as it lies behind the railway embankment from this direction. (Figure 6.7 Viewpoint 5)

Views from south

The view from south west of the site is from high ground (east of Maiden Castle) on the edge of an educational establishment, looking down across large arable fields (People at a Place of Work). The line of Weymouth Road is indicated by mature trees and scrubby vegetation. Intervening woodland blocks views of the southern end of the site. An avenue of horse chestnut trees along Maiden Castle access road is a distinct feature in the mid distance. The distinct downland landscape continues beyond the site to the east. The Stadium Roundabout and Tesco supermarket are clearly visible in the centre of the view. The backdrop is of Dorchester with residential areas and cranes on the skyline. The northern end of the site will therefore be seen in context within the urban edge of Dorchester. At night the lights of the southern edge of Dorchester, in particular in and around the Stadium Roundabout, will be dominant. (Figure 6.7 Viewpoint 4)

Views from Maiden Castle are dominated in the foreground by the earthworks associated with the monument [Cultural Heritage and Recreational Receptors]. Mid distance views are of an open landscape with few boundary and vegetation features and predominantly sheep grazed pasture. The site is some distance away and detailed features not distinct, however the whole of the site is visible due to the elevation of the viewer. The backdrop is of the railway embankment and wooded hills. Poundbury and Dorchester are very prominent to the north, with the buildings of Poundbury drawing the eye due to the light coloured buildings and the silhouette on the ridge. Although night time views to the south will be dark, those to the north will be dominated by the lights of Dorchester. (Figure 6.6 Viewpoint 10 – Baseline Photograph, see also Chapter 7 Artificial Lighting)

Near and far distant views from the South West Coast Path are a primary focus for the recreational path users [Recreational Receptors]. The ridgeway affords 360 degree views, both out to sea across Weymouth and inland across Dorchester. The southern edge of Dorchester is highly visible in the far distance with associated buildings, lights and cranes. Poundbury is visible just above the top of the monument. The whole of the south side of Maiden Castle is visible from the ridgeway and although the view is from above and some of the distinct profile is lost, the monument is clearly seen as feature in the mid distance. In the foreground the downland landscape is notable with its arable fields and distinct hedgerows. The view is characteristic of the Dorset Downs with a mixture of large open fields of pasture and arable. Strong field boundaries are visible, together with small copses and woodlands. The A354 road traffic is clearly visible in the mid distance. Views of the site are mostly blocked by a row of mature trees, farm buildings and intervening topography. The far northern end of the site, by Stadium Roundabout, is just visible. At night the site will be seen against the backdrop of the lights of Dorchester and Poundbury. (Figure 6.8 Viewpoints 6 and 7)

Views from west

Views from the north-west of the site and south of the A35/A37 roundabout are possible from local roads and public footpaths (one of which goes directly south to Maiden Castle) (Recreation and Transport Receptors). The view to the south-east is across a very open landscape with few field boundaries and vegetation features. The fields are predominantly sheep grazed pasture with some arable at the base of Maiden Castle. The monument is a prominent feature to the south. A distinct line of trees and shrubs marks the line of the A35 and filters views to the north of Dorchester. The site is in the far distance with only the sloping field of the southern end of the site visible. This distant landscape is a patchwork of fields and woodland and the woodland screens views of the rest of the site. Views west from Maiden Castle car park on the north side of the monument is across a very open landscape with few boundary and vegetation features the site is hidden from view by intervening topography. Night time views will be dark to the south and well lit to the north. Views towards the site will see the occasional lit building (e.g. Maiden Castle Farm) and traffic along the Weymouth Road. (Figure 6.8 Viewpoint 9) & [Figure 6.5 Viewpoint 8 – Baseline Photograph, see also Chapter 7 Artificial Lighting)

Table 6-6 Summary of potentially significant effects during construction.

Receptors: H = Residential; R = Recreational; T = Road User; C = Cultural Heritage; and W = Worker

Viewpoint	Receptor	Location	Grid Ref.	Description of Existing Conditions/View	Sensitivity
VP1	H	South of A35 and west of A354/ Monkton Hill	SY684 889	Predominately a rural view out over adjacent fields, medium distance views of sheep-grazed fields and some arable. Long distance views to the south-west, of Maiden Castle. Restricted views directly south, limited by trees and scrub alongside Weymouth Road. However clear view of northern end of site, adjacent to roundabout. Railway embankment curtails further views east. The viewpoint represents residential properties at the entrance to Maiden Castle Farm, adjacent to Stadium Roundabout.	High

Viewpoint	Receptor	Location	Grid Ref.	Description of Existing Conditions/View	Sensitivity
VP2	H	Houses south of A35 and west of A354/ Monkton Hill	SY682 889	View from fields adjacent to back gardens of properties (trees and shrubs within the gardens will further filter views). Views of paddock for horse grazing, fields lined with hedges and on the northern periphery of the view an avenue of horse chestnut trees either side of the farm track. Some of the hedges have grown tall in recent years. The site is in the mid-distance, with the elevated southern end of the site (park and ride) visible. Traffic travelling along the Weymouth Road is clearly visible between the viewpoint and the site. Beyond the site is a backdrop of the railway on the embankment and beyond the railway, rolling downland landscape with woods and arable fields. Similar view to VP3. The viewpoint represents residential properties along Maiden Castle Farm access road.	High
VP3	H/W	Maiden Castle Farm – South of A35 and west of A354/ Monkton Hill	SY680 889	View from corner of field. Paddocks for horse grazing. Fields lined with hedges and in some places grown tall. To left of view, avenue of horse chestnuts, along farm access road. Site in mid-distance, with elevated southern end of site (park and ride) visible. Traffic traveling along Weymouth Rd clearly visible between viewpoint and site. Backdrop of railway on embankment. Beyond railway, rolling downland landscape with woods and arable fields. The viewpoint is a working farm and not accessible to the general public. However, the Maiden Castle Farm house is located close to this viewpoint and has partial views towards the southern end of the site.	High
VP4	W	School (Dorchester Learning Centre) - West of A354/ Monkton Hill	SY680 883	Viewpoint on high ground, looking down across large arable field. Line of Weymouth Road indicated by mature trees and scrubby vegetation. Site only partially visible behind intervening vegetation. Thicker woodland southern end of site, blocks all the views towards the east. Avenue of horse chestnuts along Maiden Castle access road a distinct feature in the mid distance. Distinct downlands landscape continues beyond the site to the east. Stadium Roundabout and Tesco Supermarket clearly visible in centre of view. Backdrop of Dorchester with residential areas and cranes on skyline. Viewpoint location within car park of school grounds. Boundary of grounds contains trees and shrubs restricting views to one area within car park. This is a place of work with low number of viewers.	Low
VP5	T	On local road located east of A354, site and railway on slope of Conygar Hill.	SY688 888	View west towards Maiden Castle on the horizon. Predominately medium-sized arable fields with some rough grassland in areas associated with drainage. Railway embankment is the dominant feature in the mid distance with scrubby vegetation and small trees. Views of the site are blocked by the railway. Southern edge of Dorchester is marked by stadium lights and the A35 and its associated railway bridge. Receptors are likely to be local road users and people using permissive path on the farm (Conservation Walks).	Low
VP6	R	South West Coast Path from a viewpoint located west of A354 and south-west of site	SY668 863	View north towards site in the mid to far distance. Southern edge of Dorchester is highly visible in the far distance, with buildings, lights and cranes. The southern side of Maiden Castle is a distinct feature to the left of the view. Poundbury is visible just above the top of the monument. In the foreground is downlands landscape with arable fields and distinct hedgerows. The A354 road traffic is clearly visible in the mid distance. Views of the site are mostly blocked by row of mature trees, farm buildings and intervening topography. Far northern end of site, by Stadium Roundabout is just visible. Viewpoint location on the South West Coast Path where views are a primary focus for the recreational path users.	High

Viewpoint	Receptor	Location	Grid Ref.	Description of Existing Conditions/View	Sensitivity
VP7	R	South West Coast Path from a viewpoint located west of B3159 on Ridge Hill and south-west of site	SY658 866	View north towards site in the far distance. The view is characteristic of the Dorset Downs with mixture of large open fields of pasture and arable. Strong field boundaries with small copses and woodlands. Southern side of Maiden Castle dominant in view. Dorchester sits in the mid distance and the visual effect is reduced due to large number of trees throughout the settlement. Viewpoint location on the South West Coast Path where views are a primary focus for the recreational path users.	High
VP8	T/R	Farm road located north-west of site and south of the A35/A37 roundabout	SY664 899	View to the south-east across a very open landscape with few field boundaries and vegetation features. Predominantly sheep grazed pasture with some arable at the base of Maiden Castle. The monument is a prominent feature to the south. A distinct line of trees and shrubs marks the line of the A35 and filters views to the north of Dorchester. The site is in the far distance with only the sloping field of the southern end of the site visible. This distant landscape is a patchwork of fields and woodland and the woodland screens views of the rest of the site. Viewpoint location on a public right of way footpath to Maiden Castle, south of A35. Also representative of views from local road linking Martinstown and Dorchester.	Medium
VP9	T/R	Maiden Castle parking area west of A354 and site	SY668 889	Views east across the very open landscape with few boundary and vegetation features, predominantly sheep grazed pasture. The site is in the mid distance but is hidden from view by intervening topography. Viewpoint location on eastern edge of Maiden Castle car park to the north of the monument. Most viewers at this point are focusing on climbing the monument.	Medium
VP10	C/R	Maiden Castle	SY671 884	The foreground is dominated by the earthworks associated with the monument. Mid distance views are very open landscape with few boundary and vegetation features, predominantly sheep grazed pasture. Poundbury and Dorchester are prominent to the north. Whole of site visible due to elevation of viewer. The slope of the park and ride site is west facing and therefore visible. However, site is some distance away and detailed features not distinct. Backdrop of railway and wooded hills. Viewpoint location on Maiden Castle adjacent to the remains of the Roman Temple, looking east.	High

6.3.2 Future baseline (2016)

The 'do nothing' scenario or 'future baseline' considers how conditions on the site would be expected to change if the development did not go ahead. For this site, the future baseline is likely to be the same as at present, a field that is used for arable production and grazing pasture.

6.4 Construction effects

6.4.1 Relevant construction aspects of the scheme and designed-in mitigation

During construction, the site is likely to be fenced and site clearance will be small scale activity as the site is free of vegetation (grass field). The intention is to use the existing contours, especially for the park and ride, and not carry out large scale cutting and changing of topography.

Construction activities relevant to visual amenity will include:

- Vehicle movements on and off the site
- Site fencing

- Mobile offices for site management and welfare facilities
- Site clearance activity including some earth moving
- Small cranes, excavators and other large plant

Advance planting alongside the Weymouth Road, will help ameliorate the construction impacts through increased screening from adjacent road users and long distance views for visitors to Maiden Castle.

6.4.2 Potential construction effects of the development and their significance

6.4.2.1 Landscape

The site is a narrow strip of land lying between the railway line and the Weymouth Road. As the field consists of improved grassland pasture with no significant features that add to the character of the local area, the clearance of the site prior to construction will not affect local landscape characteristics. The site boundary features consist of a hedge with intermittent trees running adjacent to the Weymouth Road. They'll be no need to affect this vegetation during the construction process, other than clear the proposed entrance/ exits to the TRSA and Park and Ride at the appropriate stage in the programme. General construction access to the site can use an existing entrance and field gate at the northern end and therefore there will be no need to cut special construction vehicle access through existing vegetation. The southern and eastern boundaries will not be affected.

Any advance planting will strengthen the woodland character of the landscape within which the site sits. The rolling topography will remain intact as there will be modest earth shaping to create terraces at the southern end of the site. With regard to the special qualities of the Dorset AONB, although the construction process will introduce activity within the boundary of the protected landscape, it will be small scale and no different to construction activity on minor developments across the AONB. The activity will be on the edge of Dorchester and won't affect the special qualities or the character of the wider AONB. Construction site work will be during the day and apart from security lighting, there won't be a need for full lit site during the night. The landscape is of moderate sensitivity, however during the construction period the magnitude of effect on the landscape character of the area and the special qualities of the AONB will be small. The significance of effect will therefore be **minor adverse**.

6.4.2.2 Visual amenity

Views from north

When viewed from the area around Maiden Castle Farm, there are only limited views of the northern end of the site due to intervening hedges and trees. However, the magnitude of effect is enhanced due to the proximity of potential receptors to the development, especially for the properties closest to the Stadium Roundabout. From these properties there is no view of the middle and southern end of the site from ground level, however there is the potential for partial views of the southern end of the site from upper floor rooms. These receptors are Residential [VP1&2] and Residential/ Place of Work [VP3] and will therefore have a high sensitivity to change. During construction, the site fence at northern end of site will be most visible aspect, followed by heavy plant activity and occasional moving vehicles on the site. However, as only the northern end of the site will be visible the magnitude of effect closest properties [VP1] will be small and the resulting significance of effect during the construction period will be **moderate adverse**. (Figure 6.7 Viewpoint 1)

For Maiden Castle Farm house and the residential properties to the south of the farm access track and avenue, the park and ride site will be visible at the southern end of the site as it is located in an open field and on a west facing slope. However, the existing trees and scrub along Weymouth Road breaks up most of the views from this area and the proposed filling station will be located on the flat part of site behind existing hedges along Weymouth Road. The southern end of site is visible from this location and so during construction, the site fence, heavy plant activity and occasional moving vehicles on the site will be visible. Most construction activity on the middle part of the site will be screened by intervening hedgerows. However, any cranes or tall vehicles will be visible above the hedges. There is no view of the northern end. The magnitude of effect for Maiden Castle Farm House, workers and nearby properties [VP2 & 3] will be small and the significance of effect during the construction period will be **moderate adverse**. (Figure 6.7 Viewpoint 2 & Figure 6.4 Viewpoint 3 – Baseline Photograph)

Views from east

There are no direct views from the east and therefore no significant effects will arise from the proposed development on receptors in this area. (Figure 6.7 Viewpoint 5)

Views from south

Although the northern and middle parts of the site are visible from this location, the existing vegetation along the Weymouth Road provides a good screen. Most construction activity on these areas will therefore be screened by intervening hedgerows, with the exception of cranes or tall vehicles occasionally visible above the hedges. Activity will also be seen in context with the urban edge of Dorchester and the backdrop of a supermarket and stadium. There will be no view of construction activity for the proposed park and ride as it lies behind existing mature trees. Even though the receptors in this area are People at a Place of Work, actual opportunities to access these near views are limited and any viewpoints will have low sensitivity. The magnitude of effect [VP4] will be small and the resulting significance of effect during the construction period will be **minor adverse**. (Figure 6.7 Viewpoint 4)

Intermediate distance views are numerous in and around Maiden Castle Monument as the area is open access and popular site for walking and exploring. As noted, Maiden Castle is a very important view due to its historical setting and large numbers of visitors. The central, eastern and northern side of the Monument afford direct views down into the site and all of the proposed site will be visible. Construction activity across the site will be visible. Some areas of the site adjacent to the western boundary will be screened by the existing vegetation along the Weymouth Road. Activity (including any above ground equipment such as cranes) will be set against a backdrop of the railway embankment and its associated vegetation. Maiden Castle is part of the historic landscape and is Cultural Heritage receptor of High Sensitivity [VP10], and whilst the magnitude of effect is likely to be small due to the distance, the significance of effect during construction will be **moderate adverse**. (Figure 6.6 Viewpoint 10 – Baseline Photograph)

Long distance views towards the site are interrupted by rolling topography and intervening woodlands. Construction activity at the northern end of the site would be very difficult to perceive due to the distance and lack of visibility. The occasional crane may be visible above the tree line, but would be seen against the backdrop of Dorchester. The rolling topography and woodland screens the rest of the site. Views from the South Dorset Ridgeway long distance path, which is a Recreation receptor [VP6 & 7], has medium sensitivity. The magnitude of effect on the view from VP6 will be negligible and the significance of effect during construction will be **indiscernible**. For VP7 there will be a small magnitude of effect as slightly more of the site is visible from this location, however the significance of effect will be **minor adverse**. (Figure 6.8 Viewpoints 6 and 7)

Views from west

At present only the southern end of the site is visible from the west. The rest of the site is screened by a slight rise in topography and the mature trees and vegetation around Maiden Castle Farm. Construction of the park and ride site (no buildings being constructed within the visible area) will be on the western facing slope, but will be at ground level and therefore low key. The footpaths in this area are of local importance and therefore potential Recreation receptors along the footpath network or transport receptors on the local road network will have medium sensitivity [VP8]. There will be a small magnitude of effect and a **minor adverse** significance of effect during construction. The car park on the northern side of Maiden Castle [VP9] is located within gently rolling topography and therefore has no view of the site and there will be no significance of effect. (Figure 6.8 Viewpoint 9 & Figure 6.5 Viewpoint 8 – Baseline Photograph)

Table 6-7 Summary of potentially significant effects during construction

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
VP1	High	Limited view of northern end of the site, although magnitude of effect is enhanced due to proximity to the development. There is no view of the middle and southern end of the site from ground level, however potential for partial views of the southern end of the site from upper floor rooms. During construction, site fence at northern end of site will be most visible aspect, followed by heavy plant activity and occasional moving vehicles on the site.	Small	Moderate Adverse
VP2	High	The southern end of site is visible from this location and so during construction, the site fence, heavy plant activity and occasional moving vehicles on the site will be screened by existing hedgerows. Activity on the middle part of the site will be screened by intervening hedgerows and there is no view of the northern end. Similar view to VP3.	Small	Moderate Adverse
VP3	High	The southern end of site is visible from this location and so during construction, the site fence, heavy plant activity and occasional moving vehicles on the site will be visible. Most construction activity on the middle part of the site will be screened by intervening hedgerows. However, any cranes or tall vehicles will be visible above the hedges. There is no view of the northern end.	Small	Moderate Adverse
VP4	Low	The northern and middle parts of the site are visible from this location. Most construction activity on these areas will be screened by intervening hedgerows. However, any cranes or tall vehicles will be visible above the hedges. There is no view of the southern end.	Small	Minor Adverse
VP5	Low	No View	-	-
VP6	Medium	The rolling topography and woodland restricts views of all but the very northern end of the site. Ground level activity would not be visible due to the intervening distance and the trees and shrubs around the site. The occasional crane, if used, would be visible above the tree line, but would be seen against the backdrop of Dorchester.	Negligible	Indiscernible
VP7	Medium	The northern end of the site is currently visible however ground level construction activity would be difficult to see due to the distance and the backdrop of the settlement of Dorchester. Views of the southern end of the site are screened by woodland.	Small	Minor Adverse
VP8	Medium	At present only the southern end of the site is visible. The rest of the site is screened by a slight rise in topography and the mature trees and vegetation around Maiden Castle Farm. Construction of the park and ride site (no buildings being constructed within the visible area) will be on the western facing slope, but will be at ground level and therefore low key.	Small	Minor Adverse
VP9	Medium	No View	-	-

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
VP10	High	All parts of the site currently visible as the view is from height looking down onto open pasture fields. Construction activity across the site will be visible. Some areas of the site adjacent to the western boundary will be screened by the existing vegetation along the Weymouth Road. Activity (including any above ground equipment such as cranes) will be set against a backdrop of the railway embankment and its associated vegetation.	Small	Moderate Adverse

6.4.3 Construction mitigation measures

Table 6-8 Summary of construction mitigation measures

Adverse effect	Mitigation measure	Means of implementation	Timing	Essential / desirable
Visibility of construction activity	Appropriate fencing – reduce visibility of site activity, but to also be less visible itself (colour/ materials).	Construction Environmental Management Plan (CEMP) to be secured through planning condition and implemented by contractor.	Prior to and during construction.	Essential
Heavy plant activity	Limited working hours	CEMP to be secured through planning condition and implemented by contractor.	Prior to and during construction	Essential
Tall equipment – such as cranes/ batching plant/ site offices	Restrict height to minimum required Careful siting of equipment/ facilities to reduce visibility. Restrict site offices to single storey	CEMP to be secured through planning condition and implemented by contractor.	Prior to and during construction	Desirable
Stockpiles of materials/ soil etc	Limited stockpile heights	CEMP to be secured through planning condition and implemented by contractor.	Prior to and during construction	Desirable

6.5 Operational effects

6.5.1 Relevant operational aspects of the scheme and designed-in mitigation

The site for the proposed Dorchester Park and Ride with associated roadside services and filling station is a long, narrow, rectangular site located between the railway embankment in the east and the A354 in the west. The park and ride is to be located at the southern end of the site, the petrol filling station and retail in the middle and the roadside services will be located at the northern end. Chapter 7 Artificial Lighting has assessed the extent of existing and proposed lighting and has identified proposed mitigation to reduce potential light pollution from the development. The landscape and visual impact assessment has assumed that these light reduction methods have been adopted and built into the design.

Restaurants and retail

The north end of the site will contain the proposed roadside service area, including two adjoining restaurants (including drive-through facility), a central pavilion area connecting the two restaurants, a separate WC pavilion, parking spaces and a coach parking and turning area. South of the restaurants and associated parking, is a picnic and parkland amenity area, with a pond that also provides a balancing function for flood attenuation. There will be an additional car park for picnic users. Views onto the site will be screened by trees and shrubs to the west and south, as well some trees and the railway embankment to the east. Visibility of roadside services buildings will depend on final height and design of the built structures.

- Single and two storey accommodation (maximum 11 metre height) comprising seated restaurant(s), a drive-through restaurant, retail and toilet facilities to comprise a maximum overall GEA of 1200m² (accommodating use class A3 Restaurants and A1 Retail); including mast and its support structures.

Filling station

The centre of the site will contain the petrol station and associated convenience store. The buildings are to include a tourist information centre, toilets, baby changing facilities and shower cubicles (mainly for HGV drivers), fuel pumps (including HGV), air and water pump and car wash, as well as approximately car and HGV parking spaces. To screen the buildings and ground level facilities, a belt of trees and shrubs will be planted to the west and east of the filling station.

- Single storey accommodation comprising fuel sales, convenience store, toilet and shower facilities and car wash, to comprise a maximum building GEA of 450 m² (use class A1 Retail) plus forecourt, customer parking plus lorry park with 14 spaces. Buildings and canopy structures with maximum 10 metre height.

Park and Ride

The park and ride area includes a waiting pavilion with toilets and bus lay-by, parking spaces, and covered motorbike and bicycle spaces. As the park and ride site is on a western slope facing Maiden Castle the design incorporates a belt of trees and shrubs to provide a screening function on the western side. The car park will contain trees throughout the parking area including between the rows of parked cars in order to break up the expanse of pavement and mitigate the reflective glare from parked cars.

- Park and ride parking for 500 cars, part of which will double as overnight parking for HGV's within the perimeter circulation roadway outside of core P&R hours. Single storey building comprising waiting area and toilets with maximum overall GEA OF 120m². Building maximum 8 metre height.

6.5.2 Potential operational effects of the development and their significance: year 1 (year of opening), without mitigation

6.5.2.1 Landscape

Once open, the site will have roads, vehicles passing in and out, several key buildings (fuel filling station and associated shop; restaurants; P&R waiting pavilion) and car parks. The built elements will be distributed across the north and middle parts of the site within a narrow strip of land lying between the railway line and the Weymouth Road. At present the field consists of improved grassland pasture with no significant features that add to the character of the local area. Development on the site will not directly affect local landscape characteristics. Advance planting will strengthen the woodland character of the landscape within which the site sits. The rolling topography will remain intact as there will be little requirement to cut into the slope of the site. With regard to the special qualities of the Dorset AONB, there will be development within the boundary of the protected landscape. However, the scale of development is small and the activity will be on the edge of Dorchester and won't affect the special qualities or the character of the wider AONB. The landscape is of medium sensitivity and in the Year of Opening (Year 1) the site will begin operations without the benefit of mature planting. The magnitude of effect on the landscape character of the area and the special qualities of the AONB will however be small as the land is on the fringe of Dorchester and set between the existing railway and Weymouth Road. The significance of effect will therefore be **minor adverse**.

6.5.2.2 Visual amenity

Views from north

When viewed from the area around Maiden Castle Farm, there are only limited views of the northern end of the site due to intervening hedges and trees. However, the magnitude of effect is enhanced due to the proximity of potential receptors to the development, especially for the properties closest to the Stadium Roundabout. From these properties there is no view of the middle and southern end of the site from ground level, however there is the potential for partial views of the southern end of the site from upper floor rooms. In year 1 with planting having just gone in, there will be views of the Central Pavilion and associated service area buildings. These receptors are Residential [VP1&2] and Residential/ Place of Work [VP3] and will therefore have a high sensitivity to change. The magnitude of effect for the closest properties [VP1] in Year 1 will be medium and the significance of effect in Year 1 without mitigation will be **major adverse**. [Figure 6.7 Viewpoint 1]

For Maiden Castle Farm house and the residential properties to the south of the farm access track and avenue, the park and ride site will be visible at the southern end of the site as it is located in an open field and on a west facing slope. However, the existing trees and scrub along Weymouth Road breaks up most of the views from this area and the proposed filling station will be located on the flat part of site behind existing hedges along Weymouth Road. Scrub vegetation on the railway embankment provides a backdrop. Although some of the upper parts of filling station are likely to be visible in this view without mitigation, there will not be a view of the proposed Central Pavilion area located near Stadium Roundabout as this area lies behind existing buildings, trees and hedges. The magnitude of effect for Maiden Castle Farm and nearby properties [VP2 & 3] will be small and the significance of effect in Year 1 without mitigation will be **moderate adverse**. (Figure 6.7 Viewpoint 2 & Figure 6.4 Viewpoint 3 – Baseline Photograph)

Views from east

There are no direct views from the east and therefore no significant effects will arise from the proposed development on receptors in this area. (Figure 6.7 Viewpoint 5)

Views from south

Near views from the south will potentially have views of taller structures associated with filling station and roadside services at the northern end of the site. Existing vegetation along the Weymouth Road will provide a good screen in Year 1. These structures will also be seen in context with the urban edge of Dorchester and the backdrop of a supermarket and stadium. They'll be no view of the proposed park and ride as it lies behind existing mature trees. Even though the receptors in this area are People at a Place of Work, actual opportunities to access these near views are limited and any viewpoints will have low sensitivity. The magnitude of effect [VP4] will be small and the resulting significance of effect in Year 1 without mitigation will be **minor Adverse**. (Figure 6.7 Viewpoint 4)

Intermediate distance views are numerous in and around Maiden Castle Monument as the area is open access and popular site for walking and exploring. As noted, Maiden Castle is a very important view due to its historical setting and large numbers of visitors. The central, eastern and northern side of the Monument afford direct views down into the site and all of the proposed site will be visible. The buildings on the site will potentially be the most visible aspect. However they will have a backdrop of the railway embankment and its associated vegetation. There will be the potential for reflective glare off the vehicles within the park and ride and the other smaller car parks. Some areas of the site adjacent to the western boundary will be screened by the existing vegetation along the Weymouth Road. Maiden Castle is part of the historic landscape and is Cultural Heritage receptor of High Sensitivity [VP10], and whilst the magnitude of effect is likely to be medium due to the distance, the significance of effect in Year 1 without mitigation will be **major adverse**. (Figure 6.6 Viewpoint 10 – Baseline Photograph)

Long distance views towards the site are interrupted by rolling topography and intervening woodlands. The only elements that potentially would be visible (albeit very faint) are the central pavilion and other buildings within the roadside service area at the northern end of the site. However, these would be difficult to see due to the intervening distance and the backdrop of the settlement of Dorchester. The rolling topography and woodland screens the rest of the site. Views from the South Dorset Ridgeway long distance path, which is a Recreation receptor [VP6 & 7], has medium sensitivity. The magnitude of effect on the view from VP6 will be negligible and the significance of effect in Year 1 without mitigation will be **indiscernible**. For VP7 there will be a small magnitude of effect as more of the site is visible from this location, however the significance of effect will be **minor adverse**. (Figure 6.8 Viewpoints 6 and 7)

Views from west

At present only the southern end of the site is visible from the west. The rest of the site is screened by a slight rise in topography and the mature trees and vegetation around Maiden Castle Farm. The park and ride will potentially be visible at the southern end on the western facing slope. Without mitigation and in the year of opening there will be a potential for reflective glare off the vehicles within the park and ride. The footpaths in this area are of local importance and therefore potential Recreation receptors along the footpath network or Transport receptors on the local road network will have medium sensitivity [VP8]. There will be a small magnitude of effect and a **minor adverse** significance of effect. The car park on the northern side of Maiden Castle [VP9] is located within gently rolling topography and therefore has no view of the site and there will be no significance of effect. (Figure 6.8 Viewpoint 9 & Figure 6.5 Viewpoint 8 – Baseline Photograph)

Table 6-9 Summary of potentially significant effects during operation without mitigation - Year of Opening [Year 1]

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
VP1	High	Limited view of northern end of the site, although magnitude of effect is enhanced due to proximity to the development. There is no view of the middle and southern end of the site from ground level, however potential for partial views of the southern end of the site from upper floor rooms. Views of the Central Pavilion and associated service area buildings.	Medium	Major adverse
VP2	High	Similar predicted view to VP3.	Small	Moderate adverse
VP3	High	Park and ride site located in an open field and on a west facing slope, clearly visible from viewpoint. Existing trees and scrub along Weymouth Rd breaks up views from this location. Proposed filling station located on flat part of site behind existing hedges along Weymouth Rd. Scrub vegetation on railway embankment provides backdrop. Some upper parts of filling station building are likely to be visible in this view. No view of proposed Central Pavilion area located near Stadium Roundabout.	Small	Moderate adverse
VP4	Low	No view of proposed park and ride (lies behind existing mature trees). Potential views of taller structures associated with filling station and roadside services. Northern end of site seen in context within urban edge of Dorchester and backdrop of Tesco supermarket and stadium.	Small	Minor adverse
VP5	Low	No view	-	-
VP6	Medium	The only elements that potentially would be visible (albeit very faint) are the buildings within the roadside service area. These would be difficult to see due to the intervening distance and the backdrop of the settlement of Dorchester. The rolling topography and woodland screens the rest of the site.	Negligible	Indiscernible

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
VP7	Medium	The only elements that potentially would be visible are the buildings within the roadside service area. The northern end of the site is currently visible and the central pavilion and associate restaurant buildings would be in view. The development would however be difficult to see due to the distance and the backdrop of the settlement of Dorchester. Views of the southern end of the site are currently screened by woodland	Small	Minor adverse
VP8	Medium	At present only the southern end of the site is visible. The rest of the site is screened by a slight rise in topography and the mature trees and vegetation around Maiden Castle Farm. The park and ride will potentially be visible at the southern end on the western facing slope. Potential for reflective glare off the vehicles within the park and ride.	Small	Minor adverse
VP9	Medium	No view	-	-
VP10	High	Maiden Castle is a very important view due to its historical setting and large numbers of visitors. All parts of the site currently visible as the view is from height looking down onto open pasture fields. The buildings on the site will potentially be the most visible aspect. However they will have a backdrop of the railway embankment and its associated vegetation. Potential for reflective glare off the vehicles within the park and ride.. The roof-scape of the buildings on the site and some visibility of the car park due to the elevated position.	Medium	Major adverse

6.5.3 Operational mitigation measures

Table 6-10 Summary of operational mitigation measures

Adverse effect	Mitigation measure	Means of implementation	Timing	Essential / desirable
Adverse visual amenity	Visual screening - planting trees & shrubs on boundary, across the site and within parking bays within the Park & Ride site	Landscape mitigation scheme	Integral to the development masterplan and part of detailed design	Essential
Light pollution	Reduction in potential sources and amount of light on the site	Lighting strategy (mitigation measures as described in Chapter 7 Artificial Lighting)	Details to be provided at reserved matters.	Essential

6.5.4 Potential operational effects of the development and their significance: year 15 (mature vegetation), with mitigation

6.5.4.1 Landscape

As the planting on the boundary and across the site matures (Year 15), it will form a wooded character similar to the area to the east of the site. This mature vegetation will form a landscape framework within which the development will sit. At present the field consists of improved grassland pasture with no significant features that add to the character of the local area. Development on the site will not directly affect local landscape characteristics. The rolling topography will remain intact. With regard to the special qualities of the Dorset AONB, the development will strengthen the character of the protected landscape in this area through increased tree and vegetation cover. The landscape is of medium sensitivity and in Year 15 the site will benefit from mature planting. The magnitude of effect on the landscape character of the area and the special qualities of the AONB will be slightly enhanced and there will be a small positive effect. The significance of effect will therefore be **minor beneficial**.

6.5.4.2 Visual amenity

Views from north

When viewed from the area around Maiden Castle Farm, there are only limited views of the northern end of the site due to intervening hedges and trees. However, the magnitude of effect is enhanced due to the proximity of potential receptors to the development, especially for the properties closest to the Stadium Roundabout. From these properties there is no view of the middle and southern end of the site from ground level, however there is the potential for partial views of the southern end of the site from upper floor rooms. Planting along the western boundary will, by Year 15, screen most views of the Central Pavilion and associate service area buildings. As noted, these receptors are Residential [VP1&2] and Residential/ Place of Work [VP3] and will therefore have a high sensitivity to change. However, the magnitude of effect for the closest properties [VP1] will be small and the significance of effect in Year 15 with mitigation will be **moderate adverse**. (Figure 6.7 Viewpoint 1)

For Maiden Castle Farm house and the residential properties to the south of the farm access track and avenue, the park and ride site will be visible at the southern end of the site as it is located in an open field and on a west facing slope. However, the existing trees and scrub along Weymouth Road breaks up most of the views from this area and the proposed filling station will be located on the flat part of site behind existing hedges along Weymouth Rd. Scrub vegetation on the railway embankment provides a backdrop. Although some of the upper parts of filling station are likely to be visible in this view without mitigation, there will not be a view of the proposed Central Pavilion area located near Stadium Roundabout as this area lies behind existing buildings, trees and hedges. The magnitude of effect for Maiden Castle Farm and nearby properties [VP2 & 3] will be negligible and the significance of effect in Year 15 with mitigation will be **indiscernible**. (Figure 6.7 Viewpoint 2 & Figure 6.4 Viewpoint 3 – Baseline Photograph)

Views from east –

No View (Figure 6.7 Viewpoint 5)

Views from south

Near views from the south will potentially have views of taller structures associated with filling station and roadside services at the northern end of the site. Existing vegetation along the Weymouth Road will provide good coverage in Year 1 and by Year 15, this will have thickened up provide an effective screen. There will be no view of the proposed park and ride as it lies behind existing mature trees. Even though the receptors in this area are People at a Place of Work, actual opportunities to access these near views are limited and any viewpoints will have low sensitivity. The magnitude of effect [VP4] will be negligible and the resulting significance of effect in Year 15 with mitigation will be **indiscernible**. (Figure 6.7 Viewpoint 4)

Intermediate distance views are numerous in and around Maiden Castle Monument as the area is open access and popular site for walking and exploring. As noted, Maiden Castle is a very important view due to its historical setting and large numbers of visitors. The central, eastern and northern side of the Monument afford direct views down into the site and all of the proposed site will be visible. Views of the buildings on the site will be broken up by planting within the site and they will be seen against the backdrop of the railway embankment and its associated vegetation. By Year 15 the planting within the Park and Ride, in particular between the car parking bays, will have significantly reduced the reflective glare off the vehicles, when compared to the year of opening. The existing boundary vegetation will be thickened and will form part of the overall landscaping and planting across the site, helping to reduce the visibility of buildings, roads and traffic on the site. Maiden Castle is part of the historic landscape and is Cultural Heritage receptor of High Sensitivity [VP10], and whilst the magnitude of effect is likely to be small due to the distance, the significance of effect in Year 15 with mitigation will be **moderate adverse**. (Figure 6.6 Viewpoint 10 – Baseline Photograph)

Long distance views towards the site are interrupted by rolling topography and intervening woodlands. By Year 15 the only elements that potentially would be visible within the roadside service area at the northern end of the site, will be screened by trees and shrubs. The rolling topography and existing woodland screens the rest of the site. Views from the South Dorset Ridgeway long distance path, which is a Recreation receptor [VP6 & 7], has medium sensitivity. The magnitude of effect on the view from VP6 and VP7 will be negligible and the significance of effect in Year 15 with mitigation will be **indiscernible**. (Figure 6.8 Viewpoints 6 and 7)

Views from west

At present only the southern end of the site is visible from the west. The rest of the site is screened by a slight rise in topography and the mature trees and vegetation around Maiden Castle Farm. By Year 15 the Park and Ride on the western facing slope will be screened and no longer visible. The footpaths in this area are of local importance and therefore potential Recreation receptors along the footpath network or Transport receptors on the local road network will have medium sensitivity [VP8]. There will be a negligible magnitude of effect and an **indiscernible** significance of effect in Year 15 with mitigation. The car park on the northern side of Maiden Castle [VP9] is located within gently rolling topography and therefore has no view of the site and there will be no significance of effect. (Figure 6.8 Viewpoint 9 & Figure 6.5 Viewpoint 8 – Baseline Photograph)

Table 6-10 Summary of potentially significant effects during operation with mitigation – Year 15 (mature vegetation)

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
VP1	High	Limited views of the northern end of the site due to intervening hedges and trees. However, the magnitude of effect is enhanced due to the proximity of potential receptors to the development, especially for the properties closest to the Stadium Roundabout. From these properties there is no view of the middle and southern end of the site from ground level, however there is the potential for partial views of the southern end of the site from upper floor rooms. Planting along the western boundary will, by Year 15, screen most views of the Central Pavilion and associate service area buildings.	Small	Moderate adverse
VP2	High	Similar predicted view to VP3.	Negligible	Indiscernible

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
VP3	High	Park and ride site located in an open field and on a west For Maiden Castle Farm house and the residential properties to the south of the farm access track and avenue, the park and ride site will be visible at the southern end of the site as it is located in an open field and on a west facing slope. However, the existing trees and scrub along Weymouth Rd breaks up most of the views from this area and the proposed filling station will be located on the flat part of site behind existing hedges along Weymouth Rd. Scrub vegetation on the railway embankment provides a backdrop. Although some of the upper parts of filling station are likely to be visible in this view without mitigation, there will not be a view of the proposed Central Pavilion area located near Stadium Roundabout as this area lies behind existing buildings, trees and hedges.	Negligible	Indiscernible
VP4	Low	Near views from the south will potentially have views of taller structures associated with filling station and roadside services at the northern end of the site. Existing vegetation along the Weymouth Road will provides good coverage in Year 1 and by Year 15, this will have thickened up provide an effective screen. There will be no view of the proposed park and ride as it lies behind existing mature trees.	Negligible	Indiscernible
VP5	Low	No view	-	-
VP6	Medium	The only elements that potentially would be visible (albeit very faint) are the buildings within the roadside service area. These would be difficult to see due to the intervening distance and the backdrop of the settlement of Dorchester. The rolling topography and woodland screens the rest of the site.	Negligible	Indiscernible
VP7	Medium	The northern end of the site is currently visible, but would be screened by planting on the western boundary. By Year 15 the only elements that potentially would be visible within the roadside service area at the northern end of the site, will be screened by trees and shrubs. The rolling topography and existing woodland screens the rest of the site.	Negligible	Indiscernible
VP8	Medium	At present only the southern end of the site is visible. The rest of the site is screened by a slight rise in topography and the mature trees and vegetation around Maiden Castle Farm. By Year 15 the Park and Ride on the western facing slope will be screened and no longer visible.	Negligible	Indiscernible
VP9	Medium	No view	-	-

Receptor	Sensitivity	Description of effect	Magnitude of effect	Effect significance
VP10	High	Maiden Castle is a very important view due to its historical setting and large numbers of visitors. All parts of the site currently visible as the view is from height looking down onto open pasture fields. The central, eastern and northern side of the Monument afford direct views down into the site and all of the proposed site will be visible. Views of the buildings on the site will be broken up by planting within the site and they will be seen against the backdrop of the railway embankment and its associated vegetation. By Year 15 the planting within the Park and Ride, in particular between the car parking bays, will have significantly reduced the reflective glare off the vehicles, when compared to the year of opening. The existing boundary vegetation will be thickened and will form part of the overall landscaping and planting across the site, helping to reduce the visibility of buildings, roads and traffic on the site.	Small	Moderate adverse

6.6 Residual effects and conclusions

This section considers the effects remaining once all mitigation measures have been successfully implemented and the vegetation has matured.

6.6.1.1 Landscape

Effect on protected landscapes (Dorset AONB)

NPPF Section 11 Paragraph 115 recommends that, "great weight should be given to conserving landscape and scenic beauty in AONBs as they have the highest status of protection relating to landscape and scenic beauty." In paragraph 116 the NPPF goes on to state that, "planning permission should be refused for major developments in AONBs except in exceptional circumstances.....consideration of such applications should include an assessment of any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated." The proposed development is small in scale and whilst the significance of effect before mitigation (Year 1/ Year of Opening) will be minor adverse, as the planting across the site matures, the landscape between the railway line and the Weymouth Road will be enhanced and the significance of effect will be **minor beneficial**.

Effect on historic landscape (Maiden Castle)

National planning policy defines the setting of a heritage asset as the surroundings in which the asset is experienced. It also states that the extent of this setting is not fixed and may change as the setting and its understanding evolve. The contribution of setting to the significance of a heritage asset is often expressed by reference to views. The cultural heritage chapter has considered the significance of the views between the site and Maiden Castle and other heritage features. The landscape and visual impact assessment has considered the extent of the views from the monument to the site and the likely magnitude of effect on the visual amenity of visitors to the monument. The significance of effect before mitigation (Year 1/ Year of Opening) will be major adverse, however as the planting across the site matures the significance of effect reduces to **moderate adverse**.

6.6.1.2 Visual amenity

Effect on residential properties

Despite the proximity to Dorchester there are few residential properties close to the development. The nature of the local topography and vegetation will restrict views into the site for most of the properties. Although the residual impact on the cottages just south of Stadium Roundabout is moderate adverse, this is considered to be the exception due to their close proximity to the northern end of the site. The overall significance of effect before mitigation (Year 1/ Year of Opening) on residential properties in the area will be moderate adverse, and as the planting across the site matures the significance of effect will be reduced to **indiscernible**.

Effect of places of work (Farm Workers/ Education Establishment)

People at their place of work covers farm workers on the Maiden Castle Farm to the west of the site and the educational establishment south west of the site. For both sets of workers there will only be an occasional glimpse of the site and so although the significance of effect before mitigation (Year 1/ Year of Opening) will be moderate adverse, as the planting across the site matures the significance of effect will be **indiscernible**.

Effect on Recreation (South Dorset Ridgeway Long Distance Footpath)

The main long distance footpath in the area is the South Dorset Ridgeway and this route affords wide 360 degree views over the surrounding land/ seascape. However, due to the distance from the site the effects will be Indiscernible. For users of local footpaths to the west of the site, the significance of effect before mitigation (Year 1/ Year of Opening) will be minor adverse, however as the planting across the site matures the significance of effect will also be **indiscernible**.

Effect on Transport users (Road)

Views from local roads are restricted and in many situations curtailed by topography or vegetation. Where there is an open view towards the site the significance of effect before mitigation (Year 1/ Year of Opening) will be minor adverse, however as the planting across the site matures the significance of effect will be **indiscernible**.

Table 6-13 Summary of residual effects

Effect	Significance before mitigation	Mitigation	Residual effect significance (Year 15)
Effect on protected landscape of Dorset AONB	Minor adverse	Planting across the site which will mature into a wooded landscape framework that ties in with the landscape to the east of the site and enhances the local character	Minor beneficial
Effect on historic landscape of Maiden Castle	Major adverse	Screen planting on boundaries, general planting across the site and within the parking bays of the car parks	Moderate adverse
Effect on Residential Properties	Moderate adverse	Screen planting on boundaries, general planting across the site and within the parking bays of the car parks	Indiscernible
Effect of Places of Work (farm workers)	Moderate adverse	Screen planting on boundaries, general planting across the site and within the parking bays of the car parks	Indiscernible
Effect on Recreation - Long Distance footpaths	Minor adverse	Screen planting on boundaries, general planting across the site and within the parking bays of the car parks	Indiscernible

Effect	Significance before mitigation	Mitigation	Residual effect significance (Year 15)
Effect on Transport users - road and rail users	Minor adverse	Screen planting on boundaries, general planting across the site and within the parking bays of the car parks	Indiscernible

6.7 References

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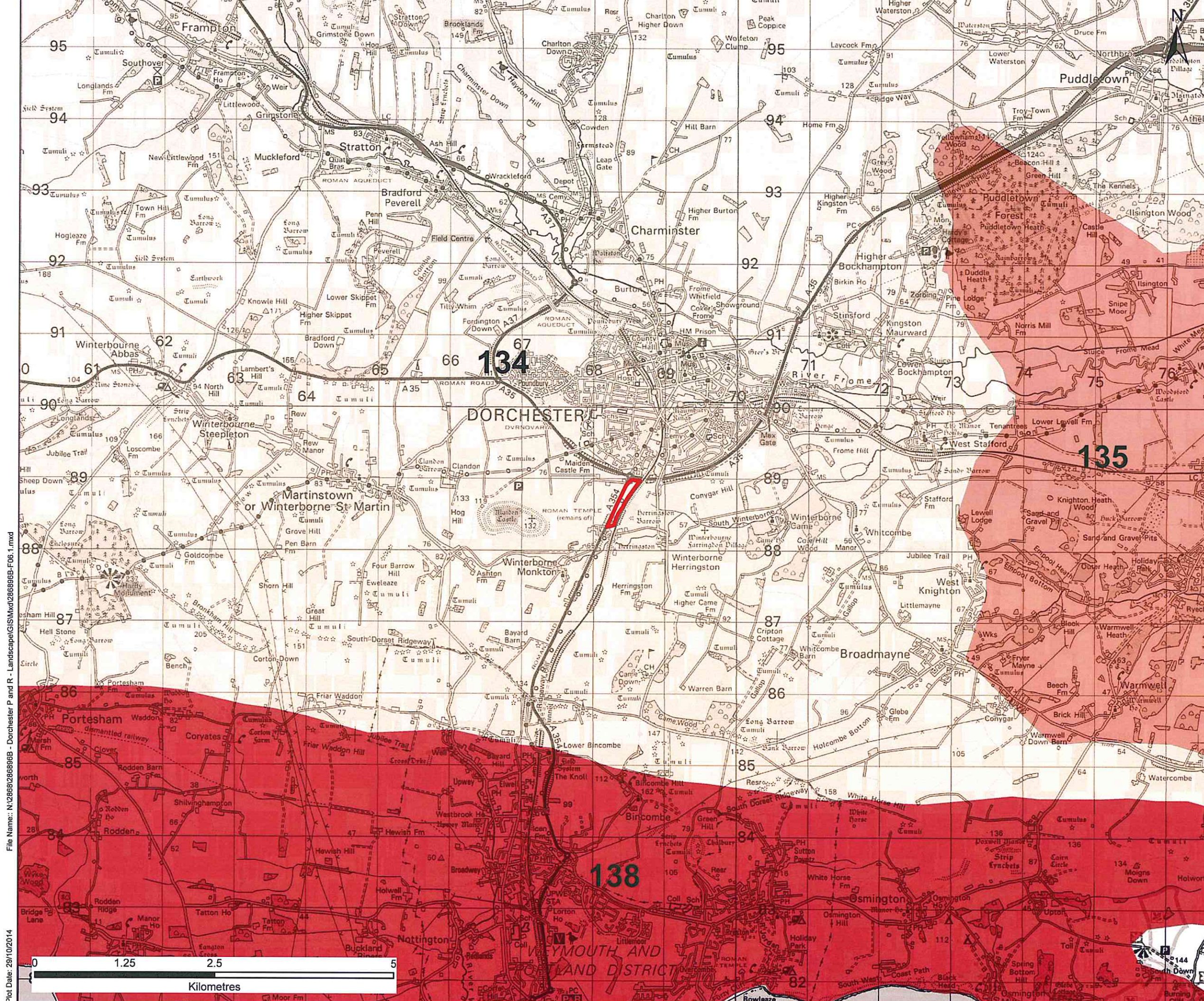
6.8 Glossary

Term	Definition
AONB	Area of Outstanding Natural Beauty
CEMP	Construction Environmental Management Plan
EH	English Heritage
EIA	Environmental Impact Assessment

Term	Definition
GEA	Gross External Area
GLVIA	Guidelines for Landscape and Visual Impact Assessment
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
LCA	Landscape Character Assessment
LI	Landscape Institute
LVIA	Landscape and Visual Impact Assessment
NE	Natural England
P&R	Park & Ride
TRSA	Trunk Road Service Area
VP	Viewpoint
WDDC	West Dorset District Council

6.9 List of appendices

Reference	Title
Appendix 6-A	Figure 6.1 National Landscape Character Areas Figure 6.2 Local Landscape Character Areas Figure 6.3 Viewpoint Locations Figure 6.4 Photomontage From Viewpoint VP03 Figure 6.5 Photomontage From Viewpoint VP08 Figure 6.6 Photomontage From Viewpoint VP10 Figure 6.7 Viewpoint Photos 1,2,4,5 Figure 6.8 Viewpoint Photos 6,7,9



- Site Boundary
- Landscape Character Areas**
- Dorset Downs and Cranborne Chase (134)
- Dorset Heaths (135)
- Weymouth Lowlands (138)

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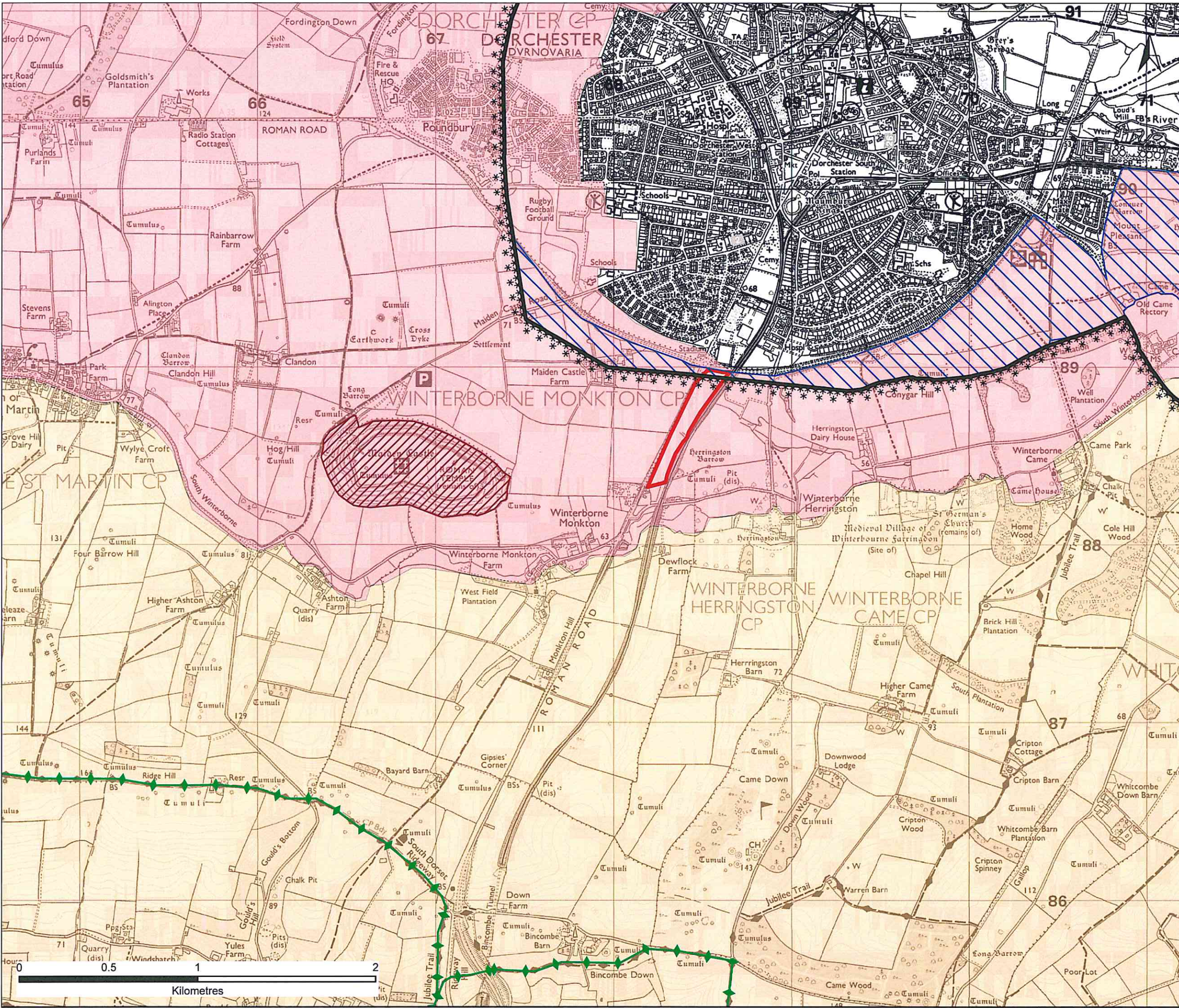
Site/Project: **LANDSCAPE AND VISUAL IMPACT ASSESSMENT DORCHESTER PARK & RIDE / TRSA**

Title: **NATIONAL LANDSCAPE CHARACTER AREAS**

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Date: 29/10/2014	Scale: 1:50,000 A3 Sheet:
Project Number: 286896B	Drawing Number: FIGURE 6.1
	Revision:

File Name: N:\286896B - Dorchester P and R - Landscape\GIS\Map\286896B-F06_1.mxd

Login: DeSouzaJ
 Plot Date: 29/10/2014



- Site Boundary
- Dorchester Downs
- South Dorset Downs
- Dorset AONB
- Maiden Castle
- South West Coastal Path
- Land of Local Landscape Importance

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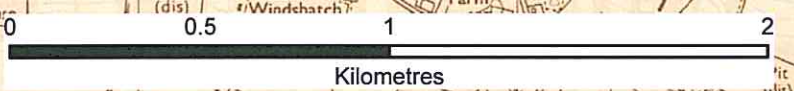
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Site/Project: **LANDSCAPE AND VISUAL IMPACT ASSESSMENT DORCHESTER PARK & RIDE / TRSA**

Title: **LOCAL LANDSCAPE CHARACTER AREAS**

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Project Number: 286896B	Drawing Number: FIGURE 6.2
	Revision:

File Name: N:\286896B\GIS\MapDocs\286896B-F06.2.mxd
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Site Boundary
 Site Boundary

Viewpoints
 Viewpoint Location
 Photomontage Viewpoints

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Site/Project: **LANDSCAPE AND VISUAL IMPACT ASSESSMENT DORCHESTER PARK & RIDE / TRSA**

Title: **VIEWPOINT LOCATIONS**

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Designed: LW	Approved: KR
Date: 29/10/2014	Scale: 1:20,000 A3 Sheet:
Project Number: 286896B	Drawing Number: FIGURE 6.3

File Name: N:\286896B - Dorchester P and R - Landscape\GIS\Map\286896B-F06_3.mxd
 Plot Date: 29/10/2014
 Login: DesouzaJ

BASELINE PHOTOGRAPH



NOTES

VIEW LOCATION:
EASTING = 368054
NORTHING = 088981

VIEW DIRECTION:
SOUTH EAST

CAMERA ELEVATION:
64.769

DISTANCE TO SITE:
0.43 km

HORIZONTAL FIELD OF VIEW:
76°

VIEWING DISTANCE:
822 mm

WEATHER:
SUNNY,
SCATTERED
SHOWERS

DATE:
6TH OCTOBER, 2014

TIME:
11.22

PHOTOMONTAGE WITHOUT PLANTING



PHOTOMONTAGE WITH PLANTING



Rev	Date	Description	By	Chk	App

**PARSONS
BRINCKERHOFF**

Queen Victoria House
Redland Hill, Redland
Bristol BS6 6US
Tel: 44-(0)117-933-9300
Fax: 44-(0)117-933-9253

Client:
BURO HAPPOLD

Site/Project:
**LANDSCAPE AND
VISUAL IMPACT ASSESSMENT
DORCHESTER PARK & RIDE / TRSA**

Title:
**PHOTO MONTAGE
FROM VIEWPOINT VP03
- OUTLINE DESIGN**

Drawn: RT	Checked: PDB
Designed: PDB	Approved: KR
Date: 24/10/2014	Scale: N/A A3 Sheet:
Project Number:	Drawing Number: Revision:
286896B	FIGURE 6.4

BASELINE PHOTOGRAPH



NOTES

VIEW LOCATION:
 EASTING = 366445
 NORTHING = 089970

VIEW DIRECTION:
 SOUTH EAST

CAMERA ELEVATION:
 118.126

DISTANCE TO SITE:
 2.3 km

HORIZONTAL FIELD OF VIEW:
 37°

VIEWING DISTANCE:
 789 mm

WEATHER:
 SUNNY,
 SCATTERED
 SHOWERS

DATE:
 6TH OCTOBER, 2014

TIME:
 13.24

PHOTOMONTAGE WITHOUT PLANTING



PHOTOMONTAGE WITH PLANTING



Rev	Date	Description	By	Chk	App

**PARSONS
 BRINCKERHOFF**

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 Redland Hill, Redland
 Bristol BS6 6US
 Tel: 44-(0)117-933-9300
 Fax: 44-(0)117-933-9253

Client:
 BURO HAPPOLD

Site/Project:
 LANDSCAPE AND
 VISUAL IMPACT ASSESSMENT
 DORCHESTER PARK & RIDE / TRSA

Title:
 PHOTO MONTAGE
 FROM VIEWPOINT VP08
 - OUTLINE DESIGN

Drawn: RT	Checked: PDB
Designed: PDB	Approved: KR
Date: 24/10/2014	Scale: N/A A3 Sheet:
Project Number: 286896B	Drawing Number: FIGURE 6.5
Revision:	



BASELINE PHOTOGRAPH



PHOTOMONTAGE WITHOUT PLANTING



PHOTOMONTAGE WITH PLANTING

NOTES

VIEW LOCATION:
 EASTING = 367127
 NORTHING = 088453

VIEW DIRECTION:
 NORTH EAST

CAMERA ELEVATION:
 149.818

DISTANCE TO SITE:
 1.23 km

HORIZONTAL FIELD OF VIEW:
 37°

VIEWING DISTANCE:
 789 mm

WEATHER:
 SUNNY,
 SCATTERED
 SHOWERS

DATE:
 6TH OCTOBER, 2014

TIME:
 14.12

Rev	Date	Description	By	Chk	App

**PARSONS
 BRINCKERHOFF**

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Client:
BURO HAPPOLD

Site/Project:
**LANDSCAPE AND
 VISUAL IMPACT ASSESSMENT
 DORCHESTER PARK & RIDE / TRSA**

Title:
**PHOTO MONTAGE
 FROM VIEWPOINT VP10
 - OUTLINE DESIGN**

Drawn: RT	Checked: PDB
Designed: PDB	Approved: KR

Date: 24/10/2014	Scale: N/A	A3	Sheet:
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Project Number:	Drawing Number:	Revision:
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286896B FIGURE 6.6



Viewpoint 1



Viewpoint 2

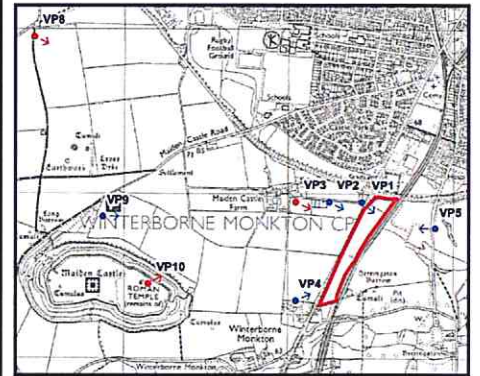


Viewpoint 4



Viewpoint 5

ILLUSTRATIVE PHOTOS



Key Map

Rev	Date	Description	By	Chk	App
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**PARSONS
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Client:
BURO HAPPOLD

Site/Project:
 LANDSCAPE AND VISUAL
 IMPACT ASSESSMENT
 Dorchester Park & Ride/TRSA

Title:
VIEWPOINT PHOTOS

Drawn: LW	Checked: LW
Designed: LW	Approved: KR
Date: 28/10/2014	Scale: SCALE A3 Sheet:
Project Number: 286896B	Drawing Number: FIGURE 6.7
© Copyright Parsons Brinckerhoff	



Viewpoint 6

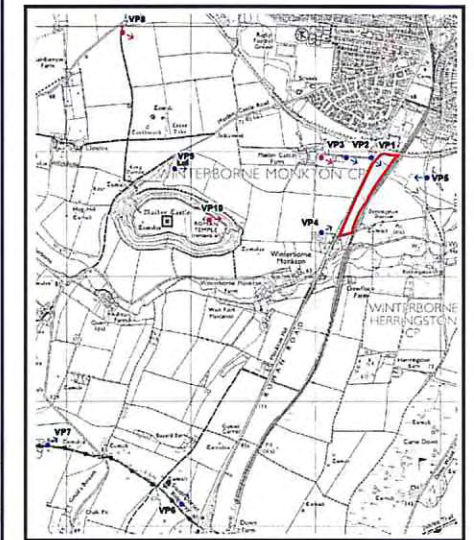


Viewpoint 7



Viewpoint 9

ILLUSTRATIVE PHOTOS



Key Map

Rev	Date	Description	By	Chk	App
-----	------	-------------	----	-----	-----

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Client:

BURO HAPPOLD

Site/Project:
**LANDSCAPE AND VISUAL
IMPACT ASSESSMENT
Dorchester Park & Ride/TRSA**

Title:
VIEWPOINT PHOTOS

Drawn: LW	Checked: LW
Designed: LW	Approved: KR
Date: 28/10/2014	Scale: SCALE A3 Sheet:
Project Number:	Drawing Number: Revision:

286896B
FIGURE 6.8