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Bridport Waste Management Facility

Review of Alternative Sites

Stage IA Report

A Report on behalf of Dorset County Council

March 2010

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1.0 INTRODUCTION

Background

1.1 Nicholas Pearson Associates (NPA) have been instructed by Dorset County Council (DCC) to carry out a review of the alternative sites suitable for a Waste Management Facility to replace the South Street facility in the Bridport area. Nicholas Pearson Associates and a team of specialist consultants are working with DCC to deliver a new facility to serve Bridport and its environs. The Alternatives Sites Review is being undertaken by the Robert Le Clerc Consultancy and traffic and transport consultancy services are being undertaken by IMA Transport Planning, as part of the NPA team.

1.2 The review is being undertaken in three stages:

- Stage 1: The Stage 1 report was published by DCC in June 2009 and reviewed the sites identified in the previous surveys of the area and the additional sites identified since those surveys were undertaken. The Stage 1 report identified 11 sites to be taken forward to Stages 1A & 2. These sites are discussed further in this report. An addendum to the Stage 1 report is attached in Appendix 5. This contains amendments to the report however the changes have no impact on the conclusions of that report.
- Stage 1A: The Stage 1 report stated in paragraph 3.7.1 that Stage 1A will address the following:
 - The assessment of any additional sites suggested during the public consultation exercise undertaken at the end of January 2009, using the Stage 1 methodology.
 - The results of further consultation with the Highways Agency regarding those sites with access onto the A35T, addressed in Section 4 of this report.

In addition, Stage 1A will also now assess the availability of the land of the short-listed sites in order to identify those to go through to Stage 2.

- Stage 2: Stage 2 will be undertaken following the publication of this Stage 1A report. Stage 2 will assess the short-listed sites in more detail. The methodology used will build on that used in Stage 1 and 1A. Each short-listed site will be assessed for its suitability for development against the physical and environmental constraints on development, the capacity of the transport infrastructure and the extent to which they support the planning policies for the area. This work will be undertaken by appropriate experts. Each assessment will include a geographical map specifying the location of the facility and the report will contain justifications for recommending which site or sites should be taken forward to the planning stage.

1.3 Table 1 identifies the sites that were recommended to go through to Stage 1A and 2 at the conclusion of the Stage 1 report. At that time it was envisaged that the sites identified for consideration at Stage 1A would undergo a highways assessment, as described in Section 4. Some of the sites previously identified as going straight through to Stage 2 have also now undergone a highway assessment and are also therefore considered at Stage 1A. All of the sites remaining after the highway assessment have also been assessed in terms of their availability.

Table 1: Summary of Stage 1 Report Recommendations

Site Name	Stage 1 Score	Taken to Stage 1A	Taken to Stage 2
No 3 St Andrews Industrial Estate	30	→	✓
No 5 Travis Perkins Yard	27	→	✓
No 7 Gore Cross Employment Area	31	→	✓
No 8 Gore Cross North of Watford Lane	30	→	✓
No 21 Broad Road Farm	30	→	✓
No 14 Green Lane Nursery	28	✓	Dependent on Stage 1A
No 16 Broomhills Farm	25	✓	Dependent on Stage 1A
No 17 Watton Farm	27	✓	Dependent on Stage 1A
No 20 Miles Cross	28	✓	Dependent on Stage 1A
No 27 Uploders Farm	27	✓	Dependent on Stage 1A
No 32 Stony Head*	32	✓	Dependent on Stage 1A

* Note Stony Head was reassessed due to locational clarification during Stage 1A as Sites 32 a, b and c.

- I.4 Discussions with the HA have been completed for Stage IA and the outcomes from those discussions are reported in Section 4 below.

Structure of the Stage IA report

- I.5 This report is divided into 5 sections:

Section 1 Background

Section 2 Policy Background update

- The Regional Spatial Strategy
- The Joint Municipal Waste Management Strategy for Dorset, published in July 2009
- The Minerals and Waste Development Framework (MWDF) for Dorset, Bournemouth and Poole.

Section 3 Additional Sites Identified for Stage IA Review

Section 4 Highways Scoping Study

Section 5 Additional Consideration of the Stage I/IA Short-listed Sites

Section 6 Conclusions and recommendations.

- I.6 The report has six appendices:

Appendix 1 The review reports for the additional sites.

Appendix 2 The IMA Transport Planning Highways Scoping Report

Appendix 3 Highways Agency response to IMA Highways Scoping Report

Appendix 4 Highways Assessment of Site No. 32c Stony Head 3

Appendix 5 Stage I Report Addendum

Appendix 6 The re-scored review reports for the short-listed Stage I sites

- I.7 The locations of the sites addressed in this report are shown on Figure 1 and the sites progressing to Stage 2 are shown on Figure 2.

2.0 POLICY BACKGROUND UPDATE

The South West Regional Spatial Strategy (RSS)

- 2.1 The Secretary of State's Proposed Changes to draft Regional Spatial Strategy were published in July 2008. Public consultation took place until 24 October 2008. About 35,000 responses were received.
- 2.2 The Secretary of State intended to publish the final Regional Spatial Strategy at the end of June 2009. However, on the 20 May, the High Court issued a judgement that the previously issued Regional Spatial Strategy for the East of England has failed to meet certain requirements of the Strategic Environmental Assessment Directive. This decision had implications for the South West RSS and in September 2009, the Government Office for the South West announced that further sustainability appraisal work needs to be carried-out on the Proposed Changes. The outcome of this work is expected to be published in March 2010. This work has delayed the final publication of the RSS.
- 2.3 The relevant policies of the draft RSS referred to in the Stage 1 Report thus remain unaltered.

The Joint Municipal Waste Management Strategy for Dorset

- 2.4 The Waste Management Strategy published in July 2009 replaces the previous strategy published in 2003 and referred to in the Stage 1 report.
- 2.5 The preferred approach adopted in the new Strategy is as follows:
- Aim to stabilise the growth in municipal waste arisings per head, with a medium to long term aspiration that arisings should fall;
 - Achieve 60 per cent recycling of household waste by 2015/16;
 - Flexibility for residual waste treatment options;
 - Work on the basis of one residual waste treatment facility being the most efficient residual treatment option;
 - Meet and eventually exceed landfill targets thus avoiding possible fines of up to £150 per tonne for excess biodegradable waste sent to landfill;

- Show leadership by taking account of commercial waste management needs.

2.6 Ten policy objectives are set out in the Strategy to support the implementation and achievement of the preferred approach. These are:

- Policy objective 1: To prevent the further growth in municipal waste per head of population by promoting waste reduction and reuse initiatives, with a long term aim towards reducing waste generated per head.
- Policy objective 2: To promote waste awareness through coordinated public education and awareness campaigns, and effective community engagement.
- Policy objective 3: Across Dorset, to achieve 60 per cent recycling and composting by 2015/16.
- Policy objective 4: To achieve an optimised recycling and composting service across Dorset that is easy to understand and use (although local collection arrangements may be different).
- Policy objective 5: To progressively increase the recovery and diversion of biodegradable waste from landfill to meet and eventually exceed the landfill diversion targets under the Landfill Allowance Trading Scheme.
- Policy objective 6: To ensure that residual waste treatment complements activities higher up the waste hierarchy and maximises the value recovered from waste in terms of resources and energy.
- Policy objective 7: To deliver efficient and cost effective waste management services across Dorset that provide value for money.
- Policy objective 8: To further encourage sustainable management of commercial waste and to optimise integration with the management of municipal waste where this is of benefit.

- Policy objective 9: As local councils to set an example by reducing, reusing, recycling, composting and recovering our own waste and using our buying power to positively encourage sustainable resource use.
- Policy objective 10: To listen to, work with and influence others to achieve sustainable waste management and meet the policy objectives, making use of national, regional and local frameworks

2.7 The Strategy proposes extending existing services so that all areas of the county have easily accessible facilities. The proposed new Bridport waste management facility fits well with the overall aims and objectives of the Strategy.

The Minerals and Waste Development Framework (MWDF) for Bournemouth, Dorset, and Poole.

2.8 The Bournemouth, Dorset and Poole Waste Local Plan (WLP), was adopted in June 2006 and is the current development plan document for waste developments.

2.9 In June 2009, all policies except six within the Waste Local Plan were saved until such time as they will be replaced by new waste development plan documents. The six omitted policies do not include any identified in the Stage 1 report as being considered relevant to the future planning of the Bridport waste management facility.

2.10 There is a requirement for DCC to produce a Waste Core Strategy and Waste Site Allocations document. A draft Minerals Core strategy is now being prepared taking into account the representations received at the issues and options stage, however no specific dates have been set for the preparation of the Waste Core Strategy and Waste Site Allocations documents.

3.0 ADDITIONAL SITES IDENTIFIED FOR STAGE 1A REVIEW

Sites identified for review

- 3.1 Eight additional sites were identified at a public exhibition, held in early 2009 and during Stage 1A. These are in addition to the 32 sites reviewed during Stage 1, though in the case of the Stony Head sites listed in Table 1, these comprise three discrete areas within the general area previously assessed as Site No. 32 (Stony Head) in Stage 1. The locations of the additional sites are shown on Figure 1. A site referred to by the name 'Eype Bridge' was also identified at the public exhibition. This site is the same as No. 17 (Watton Farm) which is referred to in Section 4 of this report.
- 3.2 In addition to the sites referred to above, two general areas were highlighted at the public exhibition as potentially suitable for the facility. These are referred to as "the Road to Mangerton Hill" and "Walditch Plain" and are marked on Figure 1. Four sites were reviewed in the Mangerton Hill area during the Stage 1 review. These were numbers 8 (Gore Cross, North of Watford Lane), 12 (Oldhouse Farm), 21 (Broad Farm) and 22 (Binghams Farm). Numbers 12 and 22 were discounted and Numbers 8 and 21 were recommended to be taken forward to Stage 2 for further assessment.
- 3.3 Three sites were reviewed in the Walditch Plain area during Stage 1. These were numbers 14 (Green Lane Nursery), 30 (Innsacre) and 32 (Stony Head). Number 30 was discounted and Numbers 14 and 32 have been assessed further during this Stage 1A review.
- 3.4 There was uncertainty regarding the location of Site No.32 Stony Head. To overcome this uncertainty it was decided to review three sites within the general Stony Head area reviewed during Stage 1. These sites are numbered as Nos. 32a, 32b & 32c and named Stony Head 1, 2 & 3.
- 3.5 The area east of Miles Cross and south of the B3162 as far as the River Simene was identified as a variation of Site No. 20, Miles Cross during discussions with the Highways Agency because it has an indirect access on the A35T.

- 3.6 The Bournemouth, Dorset and Poole Partnership Commercial Property database has been monitored since the publication of the Stage 1 report but no suitable sites came onto the market.

Site review procedure

- 3.7 The eight additional sites were reviewed and scored using the methodology developed for Stage 1. The review sheet for each site is contained in Appendix 1. The site scores are summarised in Table 2 below:

Table 2: Additional Sites Assessed Against the Stage 1 Assessment Criteria

Site	Stage 1 Assessment Criteria Score	Access Suitability	Progressing to Further Assessment at Stage 1A
32a Stony Head 1	31	Unacceptable	No, scored a 1 on Archaeology and Cultural Heritage and access internally is not possible due to the steep topography (see Appendix 1)
32b Stony Head 2	31	Unacceptable	No, scored a 1 on Archaeology and Cultural Heritage and access internally is not possible due to the steep topography (see Appendix 1)
32c Stony Head 3	32	Unacceptable	No, unacceptable access
33 Jewsons Builders Merchants	22	Acceptable	No, residential properties immediately adjacent to the site
34 Mountjoy School	20	Acceptable	No, residential properties immediately adjacent to the site
35 Old Quarry, Quarr Lane	22	Unacceptable	No, unacceptable access
36 Miles Cross 2	29	Acceptable	Yes
37 Crepe Farm 2	27	Acceptable	Yes

- 3.8 Of the sites listed in Table 2, Nos. 32c and 35 have been rejected due to scoring “1” on access issues not related to the A35T. Sites 32a and 32b have significant archaeological constraints and local access issues which scored a 1 therefore ruling them out. Site Nos. 33 and 34 have been rejected due primarily to being immediately adjacent to residential property. Site No. 35 has also been rejected due to proximity to residential properties.
- 3.9 Based on the results of the Stage 1 assessment criteria, presented in Table 2, all but two sites have been ruled out. No. 36 Miles Cross 2 and No. 37 Crepe Farm 2 have been identified to go forward for further assessment.

4.0 HIGHWAYS SCOPING STUDY

4.1 In October 2009, IMA Transport Planning produced a report Highways Scoping Report (See Appendix 2). This report contains outline access proposals or junction improvements for a total of 10 sites.

4.2 The scoping report identifies and assesses the access potential of the 5 A35T sites previously thought to be unviable due to Highways Agency objections:

- No. 27 Uploders Farm
- No. 14 Green Lane Nursery
- No. 16 Broomhills Nursery
- No. 17 Watton Farm
- No. 20 Miles Cross

4.3 Three new sites identified earlier in the Stage 1A report were also assessed:

- No. 32a Stony Head 1
- No. 32b Stony Head 2
- No. 36 Miles Cross 2

4.4 Two further sites No. 8 Gore Cross and No. 21 Broad Road Farm, were included in the assessment because they would be expected to give rise to a change in the traffic patterns on the A35 network (see Appendix 2).

4.5 Site Nos. 3 St Andrews Industrial Estate, 5 Travis Perkins, 7 Gore Cross Employment Area and 37 Crepe Farm 2 have not been included in the Highways Scoping Report as these sites were known, before the production of the report, to be unavailable, as reported in Table 4.

4.6 Site No. 32a and No. 32b were ruled out in Table 2 on local access grounds and Archaeology and Cultural Heritage grounds, however they appear in the highways scoping report as the highways scoping report was undertaken before these sites underwent a Stage 1 Assessment.

4.7 IMA found that a design-compliant route from Site No. 32c Stony Head 3 to the A35T could not be created because of the gradients between that site and the A35. This site was therefore not included in the IMA assessment. The IMA assessment of potential access arrangements for Site 32c is contained in Appendix 4.

4.8 Table 3 shows the results of the highways assessment:

Table 3: Results of the Highways Assessment

Site	Stage 1 Criteria Assessment Score	Highways Assessment
No. 8 Gore Cross North of Watford Lane	30	Acceptable, not ruled out
No. 14 Green Lane Nursery	28	Acceptable, not ruled out
No. 16 Broomhills	25	Acceptable, not ruled out
No. 17 Watton Farm	27	Acceptable, not ruled out
No. 20 Miles Cross 1	28	Acceptable, not ruled out
No. 21 Broad Road Farm	30	Acceptable, not ruled out
No. 27 Uploders Farm	27	Acceptable, not ruled out
No. 36 Miles Cross 2	29	Acceptable, not ruled out
No. 32a Stony Head 1	31	Acceptable, but ruled out due to Stage 1 Criteria Assessment – see Table 2
No. 32b Stony Head 2	31	Acceptable but ruled out due to Stage 1 Criteria Assessment – see Table 2

4.9 The IMA assessment was undertaken in consultation with the DCC Highways Department and the Highways Agency, to establish the in-principle acceptability of each site in relation to its vehicular impact on the surrounding A35 network and its immediate vehicular access. Their report is attached as Appendix 2.

4.10 The Highways Agency response to the IMA report is set out in their letter dated 4 December 2009 which is attached as Appendix 3. This states:

“I [Mr Parsons] can confirm that the Highways Agency has no fundamental objections to any of the 10 sites provided the more detailed Transport Impact

Assessment work required at planning application stage fully substantiates para. 8.1.19 of volume 1 of the scoping report [Appendix 2]: Therefore, each site can be accessed by way of a junction designed to current highway standards. The traffic resulting from redevelopment of any site can be mitigated, resulting in 'nil detriment' position on the A35 network."

- 4.11 In view of the above, none of the above ten sites are rejected at Stage IA on grounds of the impact on the A35T.
- 4.12 Due to the removal of the Highways Objection, the 5 A35 sites have had their Transport and Access Stage I score amended as shown in Appendix 6.

5.0 ADDITIONAL CONSIDERATION OF THE STAGE 1/1A SHORT-LISTED SITES

Application of an Availability Constraint

5.1 Paragraph 18 of *Planning Policy Statement 10: Planning for Sustainable Waste Management* (PPS 10) states that waste planning authorities should, when identifying land for waste management facilities:

“avoid unrealistic assumptions on the prospects, for the development of waste management facilities, or of particular sites or areas, having regard in particular to any ownership constraint which cannot be readily freed, other than through the use of compulsory purchase powers.”

5.2 DCC have stated that they do not intend to buy out existing businesses or use compulsory purchase powers on sites where the owners have indicated they are unwilling to sell.

5.3 The stage 1/1A assessments have thus far identified the following 12 sites as potentially viable to go forward to Stage 2:

- No. 3 St Andrews Industrial Estate
- No. 5 Travis Perkins
- No. 7 Gore Cross Employment Area
- No. 8 Gore Cross North of Watford Lane
- No. 14 Green Lane Nursery
- No. 16 Broomhills
- No. 17 Watton Farm
- No. 20 Miles Cross 1
- No. 21 Broad Road Farm
- No. 27 Uploders Farm
- No. 36 Miles Cross 2
- No. 37 Crepe Farm 2

5.4 In order to ascertain whether a site is viable the availability of the land needs to be identified and therefore each site has been assessed on whether it has an existing viable business on it,

whether it has a plot of sufficient size available (i.e. on an industrial estate) or whether the landowner is willing to sell.

5.5 Table 4 below shows the results of the assessment and which sites are available and therefore progressing to Stage 2.

Table 4: Results of the Availability Assessment

Site	Stage 1 Criteria Assessment Score	Availability Assessment	Progressing to Stage 2
No. 3 St Andrews Industrial Estate	30	Ruled out as there is no plot of sufficient size available	No
No. 5 Travis Perkins	27	Ruled out as there is an existing business on the site and planning permission has been granted for a supermarket and redevelopment has commenced.	No
No. 7 Gore Cross Employment Area	31	Ruled out as there is no plot of sufficient size available and there is a restrictive covenant on the land ruling out the possibility of a Waste Management Facility being located on the site.	No
No. 8 Gore Cross North of Watford Lane	30	Potentially available. Not ruled out	Yes
No. 14 Green Lane Nursery	28	Potentially available. Not ruled out	Yes
No. 16 Broomhills	25	Potentially available. Not ruled out	Yes
No. 17 Watton Farm	27	Potentially available. Not ruled out	Yes
No. 20 Miles Cross 1	28	Potentially available. Not ruled out	Yes
No. 21 Broad Road Farm	30	Ruled out as the owners are unwilling to sell	No
No. 27 Uploders Farm	27	Ruled out as the owners are unwilling to sell	No
No. 36 Miles Cross 2	29	Potentially available. Not ruled out	Yes
No. 37 Crepe Farm 2	27	Ruled out as the owners are unwilling to sell	No

- 5.6 As shown in Table 4, six of the sites have ownership constraints that cannot readily be overcome and therefore in line with the recommendation in PPS 10 have been rejected.
- 5.7 The locations shown on Figure 1 are indicative of broad search areas; however Stage 2 will assess sites in more detail. Figure 2 shows an indicative boundary for the 6 sites identified in Table 5 as going forward to Stage 2.

6.0 CONCLUSIONS AND RECOMMENDATIONS

- 6.1 The Stage I review identified 5 potential sites to be taken forward for further assessment. In addition the report identified 6 sites with direct access onto the A35T that were to be further assessed during the Stage IA. Following this assessment, 5 of these sites are recommended to be taken forward for further assessment.
- 6.2 This Stage IA assessment also reviewed 8 additional sites that have come forward. Of these, one site is recommended to taken forward for further detailed assessment.
- 6.3 In summary, therefore, the six sites listed in Table 5 below are recommended to be taken forward for further detailed assessment.

Table 5: Sites Taken Forward for Further Assessment

Site Name	Stage I & IA Score
No 8 Gore Cross North of Watford Lane	30
No 14 Green Lane	30*
No 16 Broomhills Farm	27*
No 17 Watton Farm	29*
No 20 Miles Cross 1	30*
No 36 Miles Cross 2	29

- * The sites taken forward from Stage I with direct access onto the A35T have been re-scored following confirmation from the Highways Agency that they no longer have a fundamental objection to them (see Appendix 6)

APPENDIX I: THE REVIEW REPORTS FOR THE ADDITIONAL SITES

Site Reference: No. 32a. Stony Head I		
Brief Description: The site lies to the north of the A35T to the west of its junction with the Shipton Gorge Road. It lies immediately north of a lay-by in a cutting which formed part of the old route of the A35. It would be necessary to expand the site beyond the confines of the existing cutting.		
Criteria	Comment	Score
		31
Flood plain	Not in the flood plain	3
Land instability	The site slopes to the south west but no stability issues evident	3
Visual intrusion	Site is partly within a cutting screened from A35 with reasonable existing tree cover. A new junction and site creation would open up views	2
Nature conservation	No restrictive designations	3
Historic environment and built heritage	No restrictive designations but likely to have a major impact on setting of the Strip Lynchets* in the area	1
Traffic and access	A design compliant access junction onto the A35T is achievable but access within the site is not due to the steep topography~	1
Air emissions including dust	Site is remote from residential property	3
Odours	Site is remote from residential property	3
Vermin and birds	Site is remote from residential property	3
Noise and vibration	Site is remote from residential property	3
Litter	Site is remote from residential property	3
Potential Land use conflict	Future conflicting development unlikely	3

* This has been confirmed through discussions with the Historic Environment Team.

~ This has been confirmed through discussions with the County Highways Department.

Site Reference: No. 32b. Stony Head 2

Brief Description: This site lies to the north of the A35T immediately to the east of the junction of the road to Shipton Gorge. The site lies immediately to the west of the junction of the road leading to Uploders. The old route of the A35 is in a cutting along the southern boundary of the site.

Criteria	Comment	Score
		31
Flood plain	Not in the flood Plain	3
Land instability	The site slopes to the south west but no stability issues evident	3
Visual intrusion	Site is visible from the public highways and bridleway	2
Nature conservation	No restrictive designations	3
Historic environment and built heritage	No restrictive designations but likely to have a major impact on setting of the Strip Lynchets* in the area	1
Traffic and access	A design compliant access junction onto the A35T is achievable but access within the site is not due to the steep topography~	1
Air emissions including dust	Site is remote from residential property	3
Odours	Site is remote from residential property	3
Vermin and birds	Site is remote from residential property	3
Noise and vibration	Site is remote from residential property	3
Litter	Site is remote from residential property	3
Potential Land use conflict	Future conflicting development unlikely	3

* This has been confirmed through discussions with the Historic Environment Team.

~ This has been confirmed through discussions with the County Highways Department.

Site Reference: No. 32c. Stony Head 3		
Brief Description: The site, in agricultural use, lies to the north of the A35T. It lies to the north west of the unclassified road to Uploders and immediately to the west of Knowl Lane.		
Criteria	Comment	Score
		32
Flood plain	Not in the flood plain	3
Land instability	Sloping site but no stability restrictions evident	3
Visual intrusion	Visible from Knowl Lane, the public footpath, and distant views	2
Nature conservation	No restrictive designations	3
Historic environment and built heritage	Loders Conservation Area within 250m	2
Traffic and access	Access onto A35T is considered unsuitable as a “design-compliant” route from the site onto the A35 could not be created due to the steep gradients	1
Air emissions including dust	Site is remote from residential property	3
Odours	Site is remote from residential property	3
Vermin and birds	Site is remote from residential property	3
Noise and vibration	Site is remote from residential property	3
Litter	Site is remote from residential property	3
Potential Land use conflict	Future conflicting development unlikely	3

Site Reference: No. 33. Jewson's Builders Merchants, South Street		
Brief Description: Jewson's builders merchants adjoins the South Street Household Waste facility.		
Criteria	Comment	Score
		22
Flood plain	Within the floodplain of the River Asker though with protection	2
Land instability	No stability restrictions evident	3
Visual intrusion	Site has current industrial appearance and scheme would be visually compatible.	3
Nature conservation	No restrictive designations	3
Historic environment and built heritage	Within 100 metres of the Bridport Conservation area and listed buildings	2
Traffic and access	Access would be satisfactory onto South Street	3
Air emissions including dust	There are several residential properties within 100m of the site	1
Odours	There are several residential properties within 100m of the site	1
Vermin and birds	There are several residential properties within 100m of the site	1
Noise and vibration	There are several residential properties within 100m of the site	1
Litter	There are several residential properties within 100m of the site	1
Potential Land use conflict	The site lies within the defined development boundary for Bridport and there is an active business on the site	1

Site Reference: No. 34. Mountjoy School		
Brief Description: The site comprises Mountjoy School. Sidney Gale House lies to the south east and the Training Centre to the north of Flood Lane. Rose Bank and Flood Cottage lie immediately to the east.		
Criteria	Comment	Score
		20
Flood plain	Site lies within the flood plain	1
Land instability	No stability restriction evident	3
Visual intrusion	Site is not in an industrial area and is visible from the Crown roundabout and South Street. Mitigation would be required.	2
Nature conservation	No restrictive designations	3
Historic environment and built heritage	Flood Cottage is listed and the proposal could impact on its setting	2
Traffic and access	The site is accessed via Flood Lane onto West Bay Road which is satisfactory	3
Air emissions including dust	Residential property, training centre and Sidney Gale Care Home adjoin the site.	1
Odours	Residential property, training centre and Sidney Gale Care Home adjoin the site.	1
Vermin and birds	Residential property, training centre and Sidney Gale Care Home adjoin the site.	1
Noise and vibration	Residential property, training centre and Sidney Gale Care Home adjoin the site.	1
Litter	Residential property, training centre and Sidney Gale Care Home adjoin the site.	1
Potential Land use conflict	The site lies within the defined development boundary for Bridport and there is an active business on the site. (The Office of the Schools Adjudicator approved the Council's proposal to relocate Mountjoy School however a new facility will not be open until 2012.)	1

Site Reference: No. 35. Old Quarry, Quarr Lane

Brief Description: The site area is accessed via Quarr Lane which is a narrow lane which joins the A35T. This appears to be occupied by a residential caravan. 6 houses are accessed off Quarr Lane. Quarr Lane is a cul-de-sac though it continues as an unmade track over which there is a public right of way.

Criteria	Comment	Score
		22
Flood plain	Not in flood plain	3
Land instability	No stability restrictions evident	3
Visual intrusion	The site area is in an elevated position and is open to views from the east. Mitigation would be required.	2
Nature conservation	Site of local importance for nature conservation within 100 metres	2
Historic environment and built heritage	No restrictive designations	3
Traffic and access	Quarr Lane is narrow (<3m) with few passing places and high hedges. Junction onto A35T has very poor visibility	1
Air emissions including dust	Within 100 metres of residential properties	1
Odours	Within 100 metres of residential properties	1
Vermin and birds	Within 100 metres of residential properties	1
Noise and vibration	Within 100 metres of residential properties	1
Litter	Within 100 metres of residential properties	1
Potential Land use conflict	Future conflicting development is unlikely	3

Site Reference: No. 36. Miles Cross 2		
Brief Description: The site area lies to the south of the B3162 adjacent to its junction with the A35T at Miles Cross. It slopes to the south east. The site area comprises agricultural fields bounded by hedges. A ditch provides the southern boundary which runs into the River Simene.		
Criteria	Comment	Score
		29
Flood plain	Extreme eastern end of site area within the River Simene flood plain	2
Land instability	Site area slopes to south east but no stability restrictions evident	3
Visual intrusion	Open to views from public highway, residential property and public footpaths. Mitigation would be required.	2
Nature conservation	No restrictive designations	3
Historic environment and built heritage	No restrictive designations	3
Traffic and access	Satisfactory access could be provided onto B3162	3
Air emissions including dust	Residential properties within 150 metres but impacts may be possible to mitigate.	2
Odours	Residential properties within 150 metres but impacts may be possible to mitigate.	2
Vermin and birds	Residential properties within 150 metres but impacts may be possible to mitigate.	2
Noise and vibration	Residential properties within 150 metres but impacts may be possible to mitigate.	2
Litter	Residential properties within 150 metres but impacts may be possible to mitigate.	2
Potential Land use conflict	Future conflicting development unlikely	3

Site Reference: No. 37. Crepe Farm 2		
Brief Description: The site area lies to the south of the existing Crepe Farm premises and to the West of the access road. Existing trees provide some screening.		
Criteria	Comment	Score
		27
Flood plain	Site area close to the flood plain of River Simene to the east of the access road	2
Land instability	No stability restrictions evident	3
Visual intrusion	Visible from public footpaths to the north and west of Allington Hill and from the public footpath to the north and east of Ryeberry Hill. Mitigation would be required	2
Nature conservation	Within 400 metres of the Allington Hill Nature Reserve	2
Historic environment and built heritage	The Symondsburry Conservation Area is 500 metres to the west and the listed farmhouse approx 150 metres to the north. Settings could be affected.	2
Traffic and access	Access onto to B3162 is a satisfactory.	3
Air emissions including dust	One residential property within 200 metres of site and mitigation measures would be required	2
Odours	One residential property within 200 metres of site and mitigation measures would be required	2
Vermin and birds	One residential property within 200 metres of site and mitigation measures would be required	2
Noise and vibration	One residential property within 200 metres of site and mitigation measures would be required	2
Litter	One residential property within 200 metres of site and mitigation measures would be required	2
Potential Land use conflict	Future conflicting development unlikely	3