

Bridport Waste Management Facility

Review of Alternative Sites

Stage 2 Report

A Report on behalf of Dorset County Council

August 2010

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1.0 INTRODUCTION

1.1 Background

The need for a site for a Waste Management Facility (WMF) for Bridport first arose in the mid 1990s when there was a requirement to replace the facility available for use by the local community at the Bothenhampton Landfill and to provide an alternative disposal point when the landfill closed in 2000.

As a result of no suitable new site for the facility being identified, Dorset County Council (DCC) opened a temporary facility in South Street, Bridport in 1998. This facility has the benefit of a temporary planning permission which expires in August 2010. In June 2010, DCC submitted an application to renew the temporary consent for a further 3 years, or until any new facility becomes operational, whichever is the sooner. The site is only capable of providing a restricted household recycling facility for the local community. It is too small and needs to be replaced. The site also has other issues associated with its operation. All skips are accessed using steps. The site experiences problems with traffic queuing out on to the local road network at busy times and when the site has to temporarily close during the movement and emptying of skips. The site also falls within flood risk zone 2, although has not experienced any flooding issues.

Five previous assessments were undertaken between 1996 and 2004 to search for a suitable site in the Bridport area. Gore Cross, North of Watford Lane, was identified as the preferred site in the latest of these assessments.

Nicholas Pearson Associates (NPA) were instructed by DCC in June 2008 to carry out a further review of the sites identified in the previous assessments and the sites that have come forward since then, to reassess their suitability for a WMF to replace the South Street facility and provide a transfer station. NPA and a team of specialist consultants are working with DCC to deliver a new facility to serve Bridport and its environs.

The review is being undertaken in three stages: Stages 1, 1A and 2.

The Stage 1 report was published by DCC in June 2009. This 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 for further consideration.

The Stage 1A report, published by DCC in March 2010, assessed the additional sites suggested during the public exhibition undertaken at the end of January 2009. It also reported on the results of further consultations with the Highways Agency regarding those sites with access onto the A35T and considered the availability of the short-listed sites, i.e. whether the owners of the short-listed sites are willing in principle to make the site available to DCC.

6 sites were identified by the Stage 1 & 1A assessments to go through to Stage 2.

Following the publication of the Stage 1A report a further site, Lilac Farm, was assessed as an addendum to the Stage 1A report. The owners of Lilac Farm were approached during the Stage 1A review to ascertain if they are the owners of the land identified as Site 14, Peak Ground (Formerly Green Lane Nursery). They indicated that they did not own that site but said they would be willing to enter into negotiations with DCC regarding the sale of Lilac Farm. Following the assessment, the site was short-listed to go through to Stage 2, bringing the total number of sites to be assessed at Stage 2 to 7, as follows, and as identified on Figure 1.1:

- Miles Cross 1
- Miles Cross 2
- Eype Junction
- Broomhills
- Gore Cross North of Watford Lane
- Peak Ground (Formerly Green Lane Nursery)
- Lilac Farm

Due to an objection to the name of the Green Lane Nursery site from the residents at Green Lane House, the site in question is now to be referred to as Peak Ground. The responses from the statutory consultees and Parish and Town Councils still make reference to Green Lane Nursery as these pre-date the name change.

Stage 2 assesses the short-listed sites in more detail as set out in the following sections of this report. The methodology used builds on that used in Stages 1 and 1A.

2.0 METHODOLOGY

2.1 Introduction

PPS10 Planning for Sustainable Waste Management sets out the key principles that need to be taken into account in identifying suitable sites and areas for new or enhanced waste management facilities. In particular, the guidance in paragraphs 20 and 21 is relevant as well as the locational criteria contained within Annex E. The site locational criteria contained in Annex E, used in the Stages I and IA reviews, are set out below together with the general interpretation of each criterion given in PPS10.

a. Protection of water resources

General interpretation (As set out in PPS10)

Considerations will include the proximity of vulnerable surface and groundwater. For landfill or land-raising, geological conditions and the behaviour of surface water and groundwater should be assessed both for the site under consideration and the surrounding area. The suitability of locations subject to flooding will also need particular care.

b. Land instability

General interpretation (As set out in PPS10)

Locations, and/or the environs of locations, that are liable to be affected by land instability will not normally be suitable for waste management facilities.

c. Visual intrusion

General interpretation (As set out in PPS10)

Considerations will include (i) the setting of the proposed location and the potential for design-led solutions to produce acceptable development; (ii) the need to protect landscapes of national importance (National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts).

d. Nature conservation

General interpretation (As set out in PPS10)

Considerations will include any adverse effect on a site of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation and Ramsar

Sites) or a site with a nationally recognised designation (Sites of Special Scientific Interest, National Nature Reserves).

e. Historic environment and built heritage

General interpretation (As set out in PPS10)

Considerations will include any adverse effect on a site of international importance (World Heritage Sites) or a site or building with a nationally recognised designation (Scheduled Monuments, Conservation Areas, Listed Buildings, Registered Historic Battlefields and Registered Parks and Gardens).

f. Traffic and access

General interpretation (As set out in PPS10)

Considerations will include the suitability of the road network and the extent to which access would require reliance on local roads.

g. Air emissions, including dust

General interpretation (As set out in PPS10)

Considerations will include the proximity of sensitive receptors and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.

h. Odours

General interpretation (As set out in PPS10)

Considerations will include the proximity of sensitive receptors and the extent to which adverse odours can be controlled through the use of appropriate and well-maintained and managed equipment.

i. Vermin and birds

General interpretation (As set out in PPS10)

Considerations will include the proximity of sensitive receptors. Some waste management facilities, especially landfills which accept putrescible waste, can attract vermin and birds. The numbers, and movements of some species of birds, may be influenced by the distribution of landfill sites.

j. Noise and vibration

General interpretation (As set out in PPS10)

Considerations will include the proximity of sensitive receptors. The operation of large waste management facilities in particular can produce noise both inside and outside buildings. Intermittent and sustained operating noise may be a problem if not kept to acceptable levels and particularly if night-time working is involved.

k. Litter

General interpretation (As set out in PPS10)

Litter can be a concern at some waste management facilities.

l. Potential land use conflict

General interpretation (As set out in PPS10)

Likely proposed development in the vicinity of the location under consideration should be taken into account in considering site suitability and the envisaged waste management facility.”

In Stages I and IA, each site was assessed against each of the locational criteria identified above. The site was then scored on a scale of 1 to 3 as follows:

- 1 = the site has significant constraints when measured against the particular criterion which are considered to be insurmountable by design and mitigation measures.
- 2 = the site has constraints measured against the particular criterion and these are capable of being overcome by mitigation measures.
- 3 = the site meets the requirements of the criterion.

Sites which scored 1 against one or more criteria were rejected at Stages I & IA. Full details of this process are given in the reports entitled “Bridport Waste Management Facility – Review of Alternative Sites: Stage I Report [and Stage IA report]” which can be found on the dorsetforyou website (www.dorsetforyou.com/westwasteplan).

The seven sites short-listed during Stages I & IA are therefore considered not to be constrained against each of the above locational criteria to the extent that mitigation measures cannot overcome the constraint.

In addition to meeting the locational criteria listed above, PPS10 (paragraphs 20-21) states that in looking for sites, waste planning authorities should consider a broad range of locations including industrial sites and opportunities for co-locating facilities together. It also states that priority should be given to the re-use of previously used or previously developed land, redundant agricultural and forestry buildings and their curtilages. In carrying out the review of potential sites in and around Bridport no suitable industrial sites have been identified. With the exception of the partially developed sites at Broomhills and Lilac Farm, no suitable previously used or previously developed sites or redundant agricultural or forestry buildings have been identified. Co-location has, however, been considered; the waste management facility incorporates both a household waste recycling centre and waste transfer station. It has been concluded that no additional sites would have come forward for separate facilities (Appendix A1.15).

In addition to setting out locational considerations, PPS10 underlines the importance of avoiding unrealistic assumptions about the prospects for development when identifying sites. Ownership constraints are identified in particular because of the concern that sites will not come forward for development without willing landowners, or the use of compulsory purchase powers (CPO). A number of sites were ruled out in Stages 1/1A due to unavailability. These have been re-examined to ensure they are not considered to offer greater suitability for taking forward. It has been concluded that none of the omitted sites would offer greater potential than those short-listed and reviewed at Stage 2 (Appendix A1.15).

2.2 Approach to the Stage 2 Assessment

At Stage 2 each of the sites has been examined using the locational factors in more detail. In addition, an initial review of utilities present on each site has been undertaken and the broad costs associated with developing each site have been considered. Chapter 4 summarises the results of these assessments, first according to locational factor and then by site. The sites are compared in qualitative terms through the application of professional judgement.

Chapter 5 summarises the results of the public consultation exercise undertaken. This includes feedback from consultees, Parish Councils, the Public Information Days and letters and emails received from members of the public.

Chapter 6 provides a summary of the key findings of the report for each of the 7 sites.

Chapter 7 then provides a conclusion in the form of a recommended preferred site which could be taken forward for further development. This recommendation would be referred to DCC Cabinet for approval. This recommendation has been produced on the basis of independent professional judgement, balancing the relative constraints and opportunities associated with each site.

The methodologies employed in carrying out these reviews and any background information relevant to each assessment are set out in Appendix I.

Appendices 2 – 8 provide the assessments for each site.

Appendices 9 – 12 provides details of the consultation exercise conducted with local residents and Parish Councils.

2.3 The Team

The Stage 2 assessments have been undertaken by the following team of consultants:

Nicholas Pearson Associates	Environmental planners, ecologists and landscape architects
Robert Le Clerc Consulting	Waste Planning and Alternatives Review
AC Archaeology	Archaeological consultants
Air Quality Consultants	Air quality consultants
D2 Planning	Planning advisors
Hoare Lea Acoustics	Noise consultants
IMA Transport Planning	Transport consultants
Odournet	Odour consultants
SLR	Hydrological consultants

3.0 SITE PROPOSALS

3.1 Site Requirements

Dorset County Council has defined the following site requirements for the development of the WMF:

- Proposal: Combined civic amenity/recycling/waste residue transfer facility;
- Site area: Minimum 1.0 hectare;
- Three separate industrial buildings or one combined building having a total floor space measuring a functional minimum of approximately 60m x 20m x 8m;
- Household recycling facility split level "drop" layout;
- Safe access for public and operations staff;
- Anticipated volume of materials to be handled per year:
 - 20,000 – 25,000 tonnes of municipal waste;
 - 6,500 tonnes of dry recyclables;
 - 4,500 to 5,000 tonnes to household recycling centre;
- Daily Traffic: 20 HGV trips, 200 - 400 private motor car trips (average 310).

3.2 Stage 2 Sites

The sites for the proposed WMF taken forward for further consideration are:

- Miles Cross 1;
- Miles Cross 2;
- Eype Junction;
- Broomhills;
- Gore Cross, North of Watford Lane;
- Peak Ground (Formerly Green Lane Nursery);
- Lilac Farm.

The land potentially available at each site has been identified and an indicative layout has been sketched out for illustrative purposes (Figures 3.1 – 3.7). The layouts broadly indicate what facilities need to be accommodated on site and how this relates to the land available.

It must be emphasized that the layouts have not been developed based on any detailed design work and would be subject to change if a site progressed further. Consideration will also be given where feasible for opportunities for co-location of a West Dorset District Council depot. For this reason, the indicative layouts are not used as the basis for the technical assessments. The assessments are broader and relate to the sites as a whole. Sensitive receptors are identified in relation to the distance from site boundaries – this is the worst case scenario as in practice the operational area would be within the site, adding to the separation distance. Where sites are considerably greater than the operational area required, e.g. Miles Cross 1 and 2, the potential to mitigate impacts through further consideration of the positioning of the facility within the site is noted.

4.0 SUMMARY OF ASSESSMENTS

4.1 Summary of Assessments using PPS10 Locational Factors

4.1.1 Protection of Water Resources

Each site has been subject to a desk-based assessed in terms of flood risk, water quality and drainage. Potential options for surface water management and drainage have also been considered. On the basis of the information available, Gore Cross North of Watford Lane would be the preferred site as it is located on elevated ground outside the flood plain. It has a low flood risk, with potential sources of flooding being the surrounding land and adjacent highway. It also has the potential to utilise infiltration techniques for the management of surface water runoff.

Broomhills is the least preferred primarily because of the potential sources of flooding to the site, including high groundwater levels, fluvial flooding from the watercourse flowing through the south of the site, surface water runoff from surrounding land and runoff from the A35. The low permeability geology is likely to preclude the use of infiltration techniques for the management of surface water runoff.

4.1.2 Topography, Geology and Land Instability

On the basis of the desk-based assessment, none of the sites have been identified as having any concerns in relation to land instability.

Gore Cross North of Watford Lane has emerged as the preferred site. The relatively gentle topographic fall of the uppermost part of the site may be advantageous to development in that it could reduce cut/fill requirements, albeit this may be offset by the need to cut into the site in order to reduce the height of the proposed buildings. The elevated nature of the site also means that no adverse ground conditions (saturated ground) are anticipated.

The least preferred site is Eype Junction due primarily to the steep site topography, which could potentially increase cut/fill requirements and lead to other site design issues.

4.1.3 Landscape Character and Visual Impact

The potential landscape and visual impact of the proposed facility is a key consideration in the site selection process. All of the sites are located within the Dorset AONB, however, based on the current landscape and visual appraisal, locating the facility at Broomhills is considered to have the potential to result in the least landscape character and visual impact and the most opportunity for mitigation and site enhancement. The site is partially developed as a plant nursery and is located on the valley floor alongside the A35. It has an enclosed character with boundary vegetation providing some screening. Visual receptors are limited, but include residents of a small number of properties including a Listed Building, local walkers and road users.

Eype Junction and Miles Cross 1 are considered to be the most sensitive sites. This is attributed to their proximity to the Heritage Coast, in addition to their location within the AONB, and their predominant rural character. Eype Junction, in particular, has a large number of distant visual receptors which could be affected by the development of this site.

4.1.4 Nature Conservation

A walkover survey and review of designated sites and planning policy has been undertaken for each site. All of the sites have been found to have some features of nature conservation interest. However, on the basis of the initial appraisal, it is considered that, assuming further survey and assessment, careful design and incorporation of appropriate mitigation measures, all of the sites could potentially be developed.

The Broomhills site has the broadest range of habitats, including hedgerows, woodland, grassland, ponds, ditches and streams. It is also in close proximity to Broomhills Meadow SNCI. However, the site also has the greatest potential for enhancement associated with the development.

4.1.5 Historic Environment and Built Heritage

There are no known heritage assets within any site that may act as a constraint to development. The presence of the listed building adjacent to the Broomhills site and the

proximity of the Eype Junction site to the Eype Conservation Area make these the least preferred locations on cultural heritage grounds.

4.1.6 Traffic and Access

Where sites impact on the A35, it has to be born in mind that the Secretary of State, on the advice of the Highways Agency, has powers to direct planning authorities to refuse planning consent. Whilst the HA have indicated that they have no fundamental objection to any of the seven short-listed sites, this is dependent on any proposal demonstrating nil detriment to the trunk road.

Miles Cross 2 and Gore Cross North of Watford Lane are considered to be the preferred sites in highways terms.

Access to Miles Cross 2 would be on to the B3162 and not directly on to the A35. Site development would give rise to little change in traffic at the Greens and Crown roundabouts, and the additional traffic likely to be using the A35/B3162 junction would be offset by improvement (i.e. signalisation) of the junction. There are no anticipated issues with delivering the site's access as it would use site land or public highway. In addition, Miles Cross 2 is one of the most accessible sites by non-car modes.

Gore Cross North of Watford Lane is accessed from the A3066 and not directly on to the A35. It is predicted to decrease flows slightly at the more southern Crown roundabout, but increase flows slightly at the more northern Greens roundabout. At this stage, work suggests this increase can be mitigated in order to achieve 'nil detriment' to the A35. There are anticipated to be no issues with delivering the Gore Cross North of Watford Lane access. Small improvements to the pedestrian network could be undertaken to make the site accessible on foot, and to link it in with nearby bus stops.

Miles Cross 2 is marginally preferred over Gore Cross North of Watford Lane for two reasons – it is felt to be slightly more accessible by non-car modes and Miles Cross 2, because of the A35/B3162 junction improvements associated with it, brings about a net benefit to the highway network.

Of the sites with direct access off of the A35, Miles Cross 1 is preferred. This is due to the net benefit to the highway network that would result from the improvement to the A35/B3162 junction, as described for Miles Cross 2.

The least suitable site is considered to be Eype Junction. The site is inaccessible by non-car modes. The extent and cost of highway works combined with reliance on third party land are considered very difficult obstacles to overcome, and there is concern as to the deliverability and acceptance of these proposals. In addition, the need to re-profile the egress from the picnic site would add complexity and cost to the scheme.

4.1.7 Air Quality

On the basis of the review of air quality considerations, Broomhills has emerged as the preferred site. Any increases in traffic flows on the A35 as a result of developing the Broomhills site are unlikely to have any significant air quality effects. Furthermore, there are a limited number of potentially sensitive receptors within the vicinity of the site and its approach roads.

The Peak Ground and Lilac Farm sites are least preferred as they are likely to lead to increased traffic flows and therefore increased nitrogen dioxide concentrations on East Road, which is currently being assessed by West Dorset District Council as part of a Detailed Assessment of air quality. The District Council's Environmental Health Department, has expressed concerns over any sites which impact on the A35 at East Road, where there are already exceedences of the national objective.

4.1.8 Odours

Each of the sites has been assessed in terms of their relative sensitivity to odour based on the nature of nearby sensitive receptors, their distance from site and orientation. As a result, Gore Cross North of Watford Lane is predicted to be least sensitive to odour emissions due to a combination of the distance and orientation of the nearest sensitive receptors to the site boundary. All of the other sites are then of equal sensitivity because of either the proximity or orientation of sensitive receptors to the site boundary.

It should be noted that irrespective of the sensitivity of the chosen site, the site will be designed, managed and operated to prevent any adverse odour impact or nuisance offsite. Odour is not, therefore, considered to be a key factor in the site selection process.

4.1.9 Vermin and Birds

The sites are considered to be equally suitable in relation to vermin and birds. The new facility would be designed to current environmental standards to avoid these issues. Vermin and birds are not, therefore, considered to be key factors in the site selection process.

4.1.10 Noise and Vibration

Based on consideration of the background noise levels and nearby sensitive receptors, Gore Cross North of Watford Lane and Miles Cross I are the preferred sites. The nearest noise sensitive dwellings to Gore Cross North of Watford Lane are approximately 120m from the site boundary with the A3066 in between. Miles Cross I has a number of dwellings on the site boundary to the north and west, but due to the size of the site there would be the potential to arrange the facility such that there would be no dwellings within approximately 200m of the main noise sources.

Peak Ground is the least preferred as it has one of the lowest background noise levels and the most properties with 250m. There is also a property adjacent to the site.

Acoustic mitigation for dwellings (facades and external amenity) located on the operational boundary would provide significant challenges. Broomhills, Miles Cross I, Peak Ground, Lilac Farm and Eype Junction all have dwellings situated on the site boundary. Development of any of these sites would require detailed consideration of measures to protect these dwellings against noise from the site operations.

4.1.11 Litter

The sites are considered to be equally suitable in relation to litter. The new facility would be designed to current environmental standards to avoid this issue. Litter is not, therefore, considered to be a key factor in the site selection process.

4.1.12 Land Use and Planning Context

In terms of land use, the majority of the sites are previously undeveloped and in agricultural use. Two of the sites have, however, been partially developed. Broomhills has been partially developed as a plant nursery, with a shop and offices. Lilac Farm is also partially developed as an agricultural holding with a dwelling and agricultural outbuildings, one of which has been denied retrospective planning permission. In land use terms, Broomhills is, therefore, preferred.

The planning policy context of all sites is similar in that they are all outside of the Bridport development area, within the AONB and subject to the same policy considerations. The preceding sections examine the sites in relation to matters of flood risk, land instability, nuisance, landscape and visual impact etc, these are not therefore repeated here.

Gore Cross North of Watford Lane and Miles Cross I were considered by the Waste Local Plan Inspector as potential locations for the WMF. Miles Cross (I) was proposed as a potential alternative but was not considered to have any advantages over Gore Cross North of Watford Lane and the site faced strong opposition from the Highways Agency at that time. Gore Cross North of Watford Lane would have been carried forward into the Waste Local Plan, had the area been allocated for employment use in the West Dorset Local Plan. Gore Cross North of Watford Lane and Broomhills were also considered by an Inspector as potential employment allocations within the West Dorset Local Plan, both sites were rejected.

The Broomhills and Lilac Farm sites both have a history of planning applications being made on them, and of applications being rejected on the grounds of landscape and visual impact within the AONB. Applications at Broomhills have also been previously rejected on highways grounds. Broomhills does, however, have the benefit of having gained planning approval in the past for a narrow gauge railway and associated facilities. In this instance it was considered that the benefit of the proposals outweighed the potential environmental effects.

Overall, Broomhills is preferred albeit with the acknowledgement that there are a number of planning issues that would need to be resolved at this location in relation to landscape and visual impact, nature conservation, impact on a listed building, flood risk and highways.

4.1.13 Utilities

Based on the information currently available, Gore Cross North of Watford Lane would appear to have the most constraints in terms of on-site utilities infrastructure that would need to be accommodated within the development, or diverted. Peak Ground appears to have the least on-site utilities infrastructure, with most being located on or near to the site boundaries.

4.1.14 Costs

At present there are a number of uncertainties over scheme costs and it is difficult to conclude that one site would cost less to develop than the others. There is, however, currently more certainty over some of the costs at Gore Cross North of Watford Lane due to the initial investigations that have been undertaken. It is also likely that Eype Junction would emerge as the most costly scheme to progress due to the considerable work required to provide the site access and upgrade the junction with the A35.

4.2 Summary of Site Assessments

In summarising the issues associated with individual sites, no further reference is made to those factors common to all, except where it is a significant consideration. All of the seven sites:

- are within the AONB;
- are outside the defined Bridport development boundary;
- have no overriding constraints to development in terms of known heritage assets or nature conservation, although measures would need to be taken to ensure the protection of any protected species on site;
- do not have issues relating to land instability;
- should not give rise to any concerns about litter, vermin or birds;
- are not known to have any restrictive covenants in place.

4.2.1 Miles Cross 1

Miles Cross 1 is one of the preferred sites in terms of noise due to the potential for the site to be designed such that the nearest properties are over 200m away from the operational area. This would also reduce the site's sensitivity in odour terms.

While not being the most preferred site in highways terms, the site does have some merits in that it is accessible by some non-car modes and the potential deliverability of the site access is good. It is predicted that this site would lead to only small changes to traffic at the Crown and Greens roundabouts. The proposed improvements to the A35/B3162 would result in a net benefit in highway terms.

The site is one of the least preferred in landscape and visual terms due to its location in the AONB, visibility from the Heritage Coast and predominant rural character. The sloping ground on the site would, however, aid the construction of a split-level facility.

A public footpath and overhead power cables cross the site; both of which would need to be diverted or accommodated within the development proposals.

4.2.2 Miles Cross 2

Miles Cross 2 is one of the preferred sites in highways terms. The site does not result in the creation of a new, direct access, on to the A35 and would result in the A35/B3162 junction being improved through signalisation. The site is also accessible by non-car modes of transport.

The buildings could utilise the gentle slope of the site to ensure that they are sunk as far as possible into the landscape. There is potential to retain much of the existing vegetative and drainage frameworks with further opportunities for supplementary planting. Views towards the site from the surrounding area are considered to be of high importance due to the AONB designation and nearby Heritage Coast. Overall however, the sensitivity of the views is considered to be moderate due to the context of the existing urban edge of Bridport and the A35 trunk road with its urbanising influences, particularly when viewed from the southwest.

Any development at Miles Cross 2 would need to be designed so as to minimise the impact on residential properties along the B3162. The lower part of the site also lies within the floodplain.

4.2.3 Eype Junction

Eype Junction is the least preferred in terms of topography; highways; historic environment and built heritage; and landscape and visual impact. This is as a result of the site being steeply sloping and its position in the AONB, close proximity to the Heritage Coast and Eype Conservation Area. The site is visible from open countryside and from within and around the settlement of Bridport.

Development of the site would require significant works to upgrade the access off the A35. The site is also not easily accessible by non-car modes of transport.

There are three properties located on the site boundary that would need to be taken into account when designing the facility, particularly in relation to odour and noise mitigation measures.

4.2.4 Broomhills

Broomhills is the preferred site in terms of landscape and visual impact; air quality and land use and planning context. The site is considered to have the potential to result in the least landscape character and visual impact and the most opportunity for mitigation and site enhancement. Whilst the nearest property is adjacent to the site boundary, there are few other residential receptors in the immediate locality. Any development on the site would need to be designed to minimise the impact on this property. The site has a mixed planning history, a considerably larger site area having been rejected at Local Plan inquiry for employment use and been denied permission for a range of development proposals on landscape and highways grounds. The site does, however, benefit from being partially developed and brownfield and has previously been granted permission for a narrow gauge railway and associated facilities (although this has now lapsed).

The site has the most diverse range of habitats present, but also the greatest potential for ecological enhancement associated with the Broomhills Meadow Site of Nature Conservation Interest.

In highways terms the site gives rise to little net change in traffic flow on the two key A35 junctions (Greens and Crown roundabouts). The site has a lawful use as a garden nursery; surveys have shown that the site generates around 100 2-way vehicle movements a day. Development proposals would see the current access off the A35 improved, and traffic levels increased. During the peak holiday season, congestion can build up from on the Crown roundabout, with westbound vehicles queuing back past the proposed site access, blocking it. It would need to be demonstrated that the site could be developed with nil-detriment to the A35. There are no anticipated third party land issues with regards to delivering the access. The site is largely inaccessible by non-car modes.

Broomhills emerged as the least preferred in terms of the protection of water resources and historic environment and built heritage. This is due to part of the site being potentially at risk from flooding from the stream and uncertainty about ground water levels. The property adjacent to the site is a Listed Building.

4.2.5 Gore Cross, North of Watford Lane

Gore Cross North of Watford Lane has emerged as being preferred in relation to the protection of water resources; topography and geology; and odour. It is also one of the preferred sites in terms of highways and noise. Gore Cross North of Watford Lane is located on elevated ground outside the flood plain and has a low flood risk. The site also has the potential to utilise infiltration techniques for the management of surface water runoff. The relatively gentle topographic fall of the uppermost part of the site may be advantageous to development in that it would reduce cut/fill requirements, albeit this may be offset by the need to cut into the site in order to reduce the height of the proposed buildings. The elevated nature of the site also means that no adverse ground conditions (saturated ground) are anticipated.

Gore Cross North of Watford Lane is accessed from the A3066 and not directly on to the A35. It is predicted to decrease flows slightly at the more southern Crown roundabout, but increase flows slightly at the more northern Greens roundabout. At this stage, work suggests this increase can be mitigated in order to achieve 'nil detriment' to the A35. There are anticipated to be no issues with delivering the Gore Cross North of Watford Lane access. The addition of development traffic (either in the form of light or heavy vehicles) is considered to have no material impact on the A3066. Small improvements to the pedestrian

network could be undertaken to make the site accessible on foot, and to link it in with nearby bus stops.

In terms of heritage assets, the development is not considered to affect the historic context of Wooth Manor and the former use of the sites as allotments is not considered significant.

Gore Cross North of Watford Lane is predicted to be least sensitive to odour emissions due to a combination of the distance and orientation of the nearest sensitive receptors to the site boundary. The distance from residential properties is also advantageous in terms of noise.

Development at Gore Cross North of Watford Lane would need to overcome the West Dorset Local Plan and Dorset Waste Local Plan Inspectors' concerns regarding the potential impact on the AONB. Initial assessment work suggests that impacts could be partially mitigated through using the slope of the site to lower the buildings into the landscape and through retention and enhancement of boundary vegetation.

4.2.6 Peak Ground (Formerly Green Lane Nursery)

Peak Ground is one of the least preferred sites in relation to air quality and noise. This relates to the potential to increase traffic along this section of the A35 and thus result in a further deterioration in air quality on East Road (A35) where nitrogen dioxide objective levels are already being exceeded. The site is also in close proximity to a residential property and has the most properties within 250m.

In highways terms, the main issue to overcome is the creation of a new access onto the A35. This brings about no clear benefit to the A35 and does not result in the improvement of any existing access or junction, as can be achieved with other sites off the A35.

The site is considered to have a rural characteristic with only a minor association with the urban settlement of Bridport. The development of the site would result in the loss of existing pasture grassland and the roadside verge, embankment and hedgerow along part of the southern boundary. The remaining boundary hedgerows could be retained and enhanced and the topography of the site would enable a split-level facility to be constructed without excessive earthworks.

4.2.7 Lilac Farm

Lilac Farm is one of the least preferred sites in relation to air quality. This relates to the potential to increase traffic along this section of the A35 and thus result in a further deterioration in air quality on East Road (A35) where nitrogen dioxide objective levels are already being exceeded. There is also a property within the site which will need to be taken into account when designing the facility and mitigation measures for odour and noise.

In highways terms, the main issue to overcome is the creation of a new access onto the A35. This brings about no clear benefit to the A35 and does not result in the improvement of any existing access or junction, as can be achieved with other sites off the A35.

The site is considered to have a distinctly rural character with little association with the urban settlement of Bridport or the minor settlements of the outlying villages. The farm units provide a potentially partial brownfield element to the site. The development of the site would result in the loss of areas of existing pasture grassland and much of the existing deciduous hedgerow which subdivides the site. The remaining boundary hedgerows could be retained and enhanced and the topography of the site would enable a split-level facility to be constructed without excessive earthworks. The south-facing aspect of the site means that views to the site from the south are widespread and include properties within Walditch Conservation Area. Two previous planning applications made on the site for agricultural developments have been rejected on the grounds of landscape and visual impact in the AONB.

5.0 CONSULTATION

Consultation with the Local Planning Authority (LPA), statutory bodies (e.g. the Environment Agency and the Highways Agency), Parish Councils and the public is an essential part of the decision making process. It should be noted that the Secretary of State has powers to direct refusal of a planning application on the advice of the HA.

Sections 5.1 – 5.3 provide details of the public information days held in May 2010. Consultations with the LPA and statutory bodies are summarised in Sections 5.4 and 5.5 and provided in Appendix 12.

5.1 Public Information Days

Public Information Days were held at Bridport Town Hall on 21 and 22 May 2010. The purpose of the event was to present the 7 short-listed sites, identified through the Stage 1 and IA processes, and to gather public opinion and further information on each of the sites.

Display boards (Appendix 9) provided information on what has happened so far through Stages 1 and IA, the 'pros' and 'cons' of each site and what will happen next. The 'pros' and 'cons' lists were not exhaustive and members of the public were asked to provide further 'pros' and 'cons' on the feedback forms, as well as any other comments. A copy of the feedback form is provided in Appendix 10.

432 people attended the event across the two days. Upon arrival they were asked to provide details of their postcode, the parish they live in and whether they were representing an organisation. 246 people filled in feedback forms.

Table 5.1: Number of People Attending the Information Days and Completing Feedback Forms By Parish

Parish	No. of People Attending	No. of People Completing Feedback Forms
Allington	28	19
Bothenhampton and Walditch	61	40
Bradpole	57	39
Bridport	117	31
Loders	14	8
Symondsbury	103	91
Other	31	18
Burton Bradstock	6	-
Chideock	1	-
Netherbury	2	-
Powerstock	4	-
Whitchurch Canonicorum	8	-

Figure 5.1: Percentage of People who Attended the Public Information Days from Each Parish

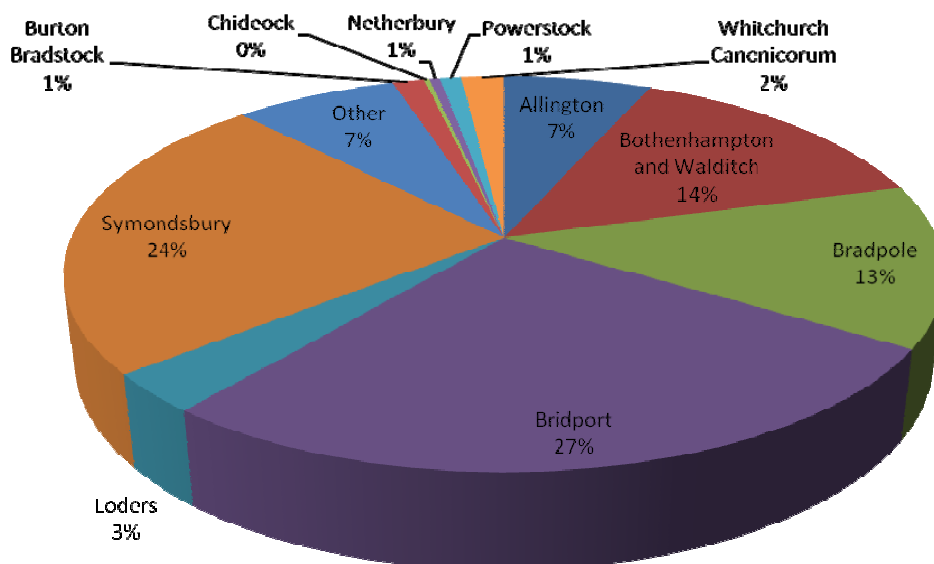
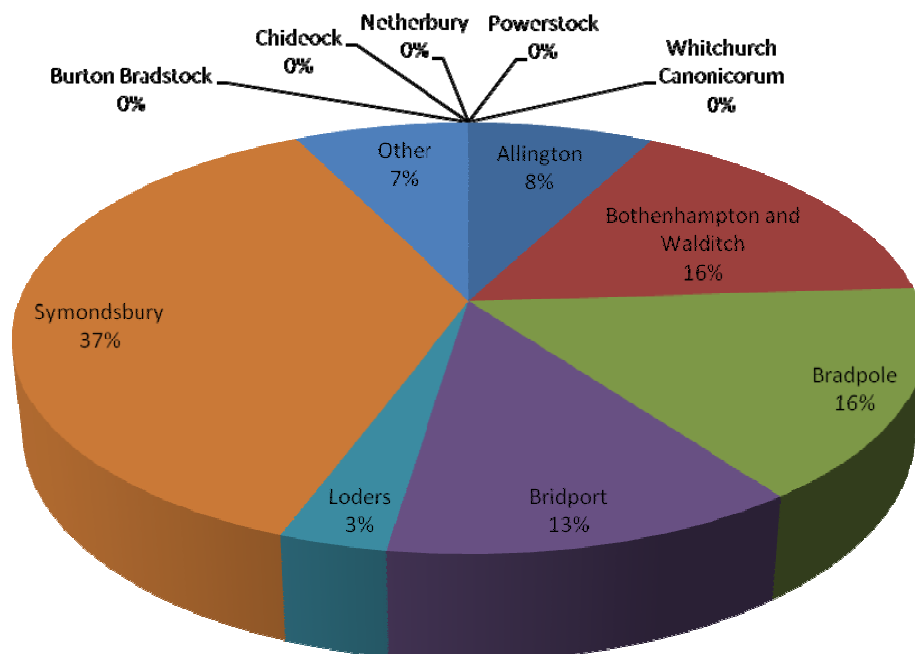


Figure 5.2: Percentage of People who Completed Feedback Forms From Each Parish



The plans in Appendix II also show how many attended the day from each parish. The people who identified their parish as ‘other’ are not shown as these postcodes are from around the country.

A summary of the responses received on the information days is provided in Appendix II. The spreadsheet in Appendix II identifies how people from each parish commented about the criteria on which each site is being assessed.

5.2 Additional Public Feedback

In May, June and July 2010 Dorset County Council received a number of letters and emails regarding the alternative sites, some of which included feedback forms not completed at the information days.

Parish	No. of Feedback Letters/Emails Received
Allington	-
Bothenhampton and Walditch	19
Bradpole	5
Bridport	3
Burton Bradstock	-
Chideock	-
Loders	-
Netherbury	-
Powerstock	-
Symondsburry	17
Whitchurch Canonicorum	-
Other	1

The correspondence included a “No Waste in Walditch” petition, signed by 216 people, opposing the Peak Ground and Lilac Farm sites. The St Andrews Road and District Residents Association also provided detailed submissions in relation to their concerns about the proposed site at Gore Cross North of Watford Lane.

The correspondence also included a petition from Eype Recycling Committee (ERYC) which was signed by 1,157 people in opposition to all the sites located on the A35 for the following reasons:

- The section of the A35 around Bridport is already very heavily congested and is notorious for serious accidents and fatalities.
- Each of these sites would require new junction arrangements incurring significant (but as yet unknown) costs.
- All the sites are situated in open and attractive countryside, part of the AONB and close to the World Heritage Site.

5.3 Summary of Issues Raised by the Public

A general summary of the key issues raised at the Public Information Days and in other correspondence received is provided below:

- Many people expressed concerns about sites located off the A35. They consider the A35 to be a very busy and fast road which suffers from numerous accidents. People were concerned about the volume of traffic which would be added to the road and the requirement to slow down and cross the flow of traffic to get in/out of the site. Some people do not think it would be possible to achieve 'nil detriment' on the A35.
- Conversely, many people believe that a site off the A35 is the best location as it would mean HGV traffic associated with the facility and other traffic from outside Bridport would not need to travel through the centre of town. Also, the HGVs from the current site travel east to Wareham so locating the facility on the A35 to the east of the town would mean the HGVs would no longer need to enter Bridport at all.
- There was a general appreciation that a site is needed, that no site is perfect and that choosing a site is difficult.
- Some people believed that this type of facility should not be built in an AONB or on a Greenfield site.
- Some people were pleased that the HA removed their objection to the A35 sites (subject to demonstrating 'nil detriment').
- Other common concerns included the following:

- Noise, odour, vermin, litter, dust, fly tipping, lighting and effect on property prices.
- Sites outside the development boundary.
- Landscape and visual impact on the AONB.
- Impact on tourism.

Table 5.2 provides a summary of the main site specific issues raised.

Table 5.2: Summary of ‘Pros’ and ‘Cons’ Identified by the Public

Site	‘Pros’	‘Cons’
Miles Cross 1	<ul style="list-style-type: none"> • HGV traffic from the site will be routed along the A35. • The site won’t affect town traffic. • The site is away from residences. • The junction improvements would make the road safer. • The site would be less visible to the surrounding area – concealed in a valley, woodland to the east and south. • Bus stop nearby with frequent buses. 	<ul style="list-style-type: none"> • The A35/B3162 junction is very dangerous. • The A35 is very busy, congested and dangerous at this location. • The site is the wrong side of the A35. • This site would impact on the Crown roundabout. • Traffic lights on the A35/B3162 junction would cause delays. • A roundabout would be required on the A35. • This site could cause rat running. • The cost is expected to be quite high. • There is some concern over nature conservation at this site, barn owls have been said to be using the site.
Miles Cross 2	<ul style="list-style-type: none"> • HGV traffic from the site will be routed along the A35. • The site has good access off a little used ex ‘A’ road. • A new junction onto the A35 would be beneficial. • Would be less costly. • The site is close to town. • The site is accessible by other forms of transport than the car. • Could facilitate a park and ride 	<ul style="list-style-type: none"> • The A35/B3162 junction is very dangerous. • The B3162 is dangerous outside the medical centre. • The B3162 is not suitable for HGV traffic. • This site would impact on the Crown roundabout. • Traffic lights on the A35/B3162 junction would cause delays. • A roundabout on the A35 would be required.

Site	'Pros'	'Cons'
	<p>scheme.</p> <ul style="list-style-type: none"> • Bus stop nearby with frequent buses. 	<ul style="list-style-type: none"> • This site could cause rat running. • This site would be costly. • The site is very close to houses. • HGVs may travel through Bridport centre. • The footpath which runs through the site would be adversely impacted. • The area is not currently industrial. • The site is Greenfield.
Eype Junction	<ul style="list-style-type: none"> • It is away from houses. • The site has good access off the A35. • This site won't spoil the approach to Bridport. • Potential to improve the existing access of the A35. 	<ul style="list-style-type: none"> • The roads around the site are too narrow. • There are residents too close to the site. • The site is too close to the Heritage Coast and World Heritage Site. • Horse riders and walkers regularly use the lane to Higher Eype. Public rights of way through the site. • The picnic site is too close. • There is lots of wildlife around the site. • This site would impact on the Crown roundabout. • This site could cause rat running. • Large scale highway engineering works would be required. • Expensive option. • Impact of noise, vibration and fumes from vehicles on nearby properties and their residents. • Increase in traffic on Skilling Hill. • Concerns about contaminated runoff and impacts on the water table. Adjacent property extracts water from a well.
Broomhills	<ul style="list-style-type: none"> • The adjacent site is already used for a show therefore the 	<ul style="list-style-type: none"> • The A35 is very busy and dangerous here.

Site	'Pros'	'Cons'
	<p>junction must be good enough for many people to use.</p> <ul style="list-style-type: none"> • The site is well screened already and therefore would be less visible. • The site is Brownfield. • This site won't affect the approach to Bridport. • There are no/few residents which would be affected by this site. • The site would be a good location to combine the WMF with a Park and Ride and railway. • This site has good access off the A35. • The site would be accessed via the existing farm shop therefore people could combine their visit. • The site and house are in the same ownership. • The house faces away from the site. • The site already has two underpasses which could be incorporated. • The Eype slip road would enable cars and lorries to turn left out of the site and return to Bridport using the flyover. This would remove all right hand turns from the Broomhills site and greatly increase safety at the very dangerous Eype junction. 	<ul style="list-style-type: none"> • The site is too close to the Heritage Coast. • This site could encourage further development on the surrounding land. • This site would adversely impact the Crown roundabout. • Adequate access could only be provided with a flyover or roundabout. • Traffic lights would be required.
<p>Gore Cross, North of Watford Lane</p>	<ul style="list-style-type: none"> • The site is near the existing industrial estate therefore is in keeping with other developments in the area. • This site would be cheaper. • This site would have the least impact on tourism. • This site is available. • The Council already has an option on the land. • The site is away from the 	<ul style="list-style-type: none"> • The A3066 is not suitable for the added traffic generated by the facility and the road is not designed for so many HGVs. • This site would impact on the Crown roundabout. • Would require near impossible and costly alterations to Green's roundabout. • The site is on a busy road with too many parked cars. • The site is too close to schools

Site	'Pros'	'Cons'
	<p>Heritage Coast.</p> <ul style="list-style-type: none"> • There is good access to this site. • Lighter traffic load than the A35 and lower traffic speeds. • No impact on Jurassic coast 'drive by' or Bridport approaches. • The Council could apply to have the restrictive covenant on the Gore Cross Business Park removed. The proposed use would then be compatible with the designation of the land. 	<p>and residents.</p> <ul style="list-style-type: none"> • Impact of traffic combined with that from Lidl. • Impact on 'Safe Route to Schools'. • Impact on small local roads - rat running. • Too far from the A35. • There is an ambulance station close to the site therefore ambulances may be impeded by the increased traffic. • Locating the facility at this site could encourage further development in the area. • The site is located on a ridge – very visible. • It is a Greenfield site. • There is a gas and water main running across the site. • This site should be returned to allotments. • Part of the site should be used as a burial ground. • This site was rejected by the Planning Inspector. • Affects the setting of Wooth Manor. • Proposed woodland would be inconsistent with local landscape. • Site is flat and not sloping. • Watford Lane is a typical sunken lane. • Wildlife in hedges. • Views from footpaths.
<p>Peak Ground (Formerly Green Lane Nursery)</p>	<ul style="list-style-type: none"> • The site is located on the east side of Bridport therefore HGV traffic which travels east will not need to enter Bridport. • A roundabout here would slow traffic down as it comes into Bridport. • The site is located away from residents. 	<ul style="list-style-type: none"> • This section of the A35 is very fast and it is likely that people will find it very difficult to get out of the facility and onto the A35. • This site could cause rat running. • Impact on Greens roundabout. • This site will have a significant

Site	'Pros'	'Cons'
	<ul style="list-style-type: none"> • The site would not adversely impact tourists; • There are several bus stops along this stretch of the A35. • It is on a main junction at the entrance to Bridport and could be incorporated into this. 	<ul style="list-style-type: none"> • impact on the air quality of the area which has already exceeded the national objective for the last 4 years. • The A35 along this stretch is dangerous and has a high volume of traffic leading to congestion. • Impact on children walking to school. • Siting the facility here could be expensive. • Awkward shaped site. • Effect on first impressions of Bridport. • Impact on Walditch and the Conservation Area. • Impact on emergency services using the A35. • Road prone to fog and standing water here.
Lilac Farm	<ul style="list-style-type: none"> • On the east side of Bridport therefore HGV traffic which travels east will not need to enter Bridport. • Minimum visual impact. • Demolition of buildings would make it a brownfield site. • Bus stop nearby. • It is on a main junction at the entrance to Bridport and could be incorporated into this. • Direct access on to A35 on straight section of road. • Few residents nearby. 	<ul style="list-style-type: none"> • The junction from Walditch onto the A35 is very dangerous. This section of the A35 is very fast and it is likely that people will find it very difficult to get out of the facility and onto the A35. • This site could cause rat running. • This site will have a significant impact on the air quality of the area which has already exceeded the national objective for the last 4 years. • The A35 along this stretch has a high volume of traffic leading to congestion. • Siting the facility here could be expensive. • Impact on Greens roundabout. • Impact on emergency services using the A35. • Impact on children walking to school.

Site	'Pros'	'Cons'
		<ul style="list-style-type: none"> • Effect on first impressions of Bridport. • Impact on Walditch and the Conservation Area. • Retrospective permission for barn on site refused due to landscape impact. • Road prone to fog and standing water here.

<p>Other comments which are not site specific</p>	<ul style="list-style-type: none"> • The need for the facility is unclear. • Further information is required about the design of the proposed facility. • The site should incorporate solar panels. • The existing South Street facility should be enlarged or combined with Phillips Yard. • Find a site further east away from housing, with a small site in town for non-car based access. • Reconsider a site at Stony Hill (near the turn to Lodgers off the A35)/Stony Head, Crepe Farm. • Consider a site at Poundbury. • The site should be 'brownfield' or industrial land. • Consider 'underground' waste disposal. • An anaerobic digester should be included on site. • Consider a 'waste burning' facility. • Reduce waste produced. • People don't use public transport, walk or cycle to these facilities.
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It is apparent from the feedback from the Information Days that none of the sites received overwhelming support or opposition. A range of pros and cons were identified for all of the sites. The issues individuals raised about sites often reflected where they lived in proximity to them, although this was not always the case.

The purpose of this exercise was to help judge what issues people felt were most important in relation to each site and it has certainly assisted in this regard. People were also asked to list pros and cons for each site in order to identify any issues not previously considered in the site selection process. Overall, it is felt that all of the key issues have been dealt with in the technical assessments contained within this report, albeit people may have different

interpretations of the findings. Two aspects that were raised by a number of people are the issues of 'rat running' and potential impacts on 'Safe Routes to Schools'.

It is accepted that people would find alternative ways to access any site, depending on where they live in relation to a site or where they would be coming from. These routes would be varied, and may not necessarily constitute a rat run. The general attractiveness of a route, likelihood of traffic using it and any resulting traffic impact would be quantified and agreed with DCC as part of a planning application. Initial consideration suggests that this should not be a significant constraint to site selection.

Similarly, regarding 'Safe Routes to School', a number of routes have been identified in Bridport. As part of an application, the change in traffic as a result of the development, on any 'safe route' would need to be gauged and the impact quantified. Initial work suggests that the development would give rise to a minimal change in traffic and that any impact on 'safe routes' would not be significant. However, this would be considered in depth as part of an application, and discussion would be held with the relevant DCC liaison officer to consider any implications on 'Safe Routes to School' which might arise.

5.4 Consultation with County, District and Parish Councils

Dorset County Council

The following DCC officers have been consulted with.

Dorset AONB Partnership

The full response of the Dorset AONB Partnership is provided in Appendix 12. They express concern about relocating the facility out of the centre of Bridport into the open countryside. All of the sites, with the exception of Broomhills, generate concerns resulting from their being greenfield sites within the open countryside and their potential impacts on tranquillity. Development of these sites is considered to be contrary to AONB policy to protect the countryside from further intrusive development.

Broomhills is considered to be partially brownfield, well assimilated into the landscape and screened from view.

Senior Landscape Officer

The full response of the Senior Landscape Officer is provided in Appendix 12. In summary, only Broomhills was considered to be a potentially suitable location, with improvement to the indicative layout. All of the other sites were considered to be unsuitable locations due to negative impacts on landscape and visual character in the Dorset AONB. The degree to which the sites were considered 'unsuitable' varied, with Gore Cross North of Watford Lane considered to potentially have a slightly less impact than the other sites.

Natural Environment Manager

The Natural Environment Manager has indicated that there are no known nature conservation constraints at any of the sites, with the exception of Broomhills. Badger setts could be found in the vicinity of the sites, but this is not considered to be a major constraint to the layouts. The opportunity to provide locally significant enhancement of wildlife through planting and seeding is highlighted.

The key concern at Broomhills is the potential direct impact on Broomhills Meadow Site of Nature Conservation Interest (SNCI) and any indirect impacts associated with changes in local hydrological conditions. The current poor condition of the SNCI is however acknowledged, along with the potential to enhance the site with appropriate management as a result of the development proposals. Reptiles have also been recorded on the SNCI and would also need to be subject to a mitigation strategy.

Senior Archaeologist

The Senior Archaeologist has indicated that, based on known evidence, there is no archaeological reason to prefer or reject any site. An archaeological evaluation would need to be undertaken to inform any planning decision on any of the sites (Appendix 12).

County Highway Authority

The full response from the County Highway Authority is provided in Appendix 12. The County Highway Authority did not comment on the sites with direct access off the A35

(Miles Cross 1, Broomhills, Peak Ground, Lilac Farm) as these sites fall under the jurisdiction of the Highways Agency.

The County Highway Authority has no adverse comments or objections and consider that the impact on the County Road network is acceptable in relation to Miles Cross 2 and Gore Cross North of Watford Lane.

The County Highway Authority would object to Eype Junction due to the likely traffic impact of increased use of Skilling Hill for access from Bridport. This route would add pressure to existing problems at the South Street/Morrisons traffic signal junction and lead to an unacceptable increase in traffic movements along the narrow section of Skilling Hill. Higher Eype Road (where the immediate site access is indicated) is also considered unsuitable to serve the proposed development.

West Dorset District Council

DCC are in on-going discussion with WDDC. No site preference has as yet been stated.

Environmental Health Officer

WDDC's Environmental Health Officer (EHO) was consulted on the sites in April 2010 with regards to air quality. The EHO indicated that the nitrogen dioxide levels along the A35 east of Bridport have exceeded the national objective for the past 4 years, and therefore they would have concerns if the site impacted the A35 east of Bridport in air quality terms (see Appendix 12).

Bridport Town Council and Parish Councils

Bridport Town Council and the surrounding Parish Councils were asked for their response to the seven shortlisted sites. Their comments in relation to the shortlisted sites are summarised in Table 5.3. Their full responses are provided in Appendix 13.

Table 5.3: Summary of Town and Parish Council Responses

Parish	Summary of Response
Allington	No response received.
Bothenhampton and Walditch	Rejected the following sites: Peak Ground and Lilac Farm. The key issues are: visual impact (impact on the AONB, visibility of the development, change to character); adverse effect on the image of the town; highways issues; increased traffic (more vehicles through Bridport, use of local roads as rat runs, safety of children); environmental considerations (air quality, lighting, signage and urban clutter).
Bradpole	Reasons to support and resist each of the seven sites provided, together with other comments and concerns raised at the Parish Council meeting (see Appendix 13). No sites specifically rejected or put forward as preferred. [Note: Bradpole PC has previously strongly objected to Gore Cross North of Watford Lane]
Bridport Town Council	No specific preferred site stated. Raised concerns about Gore Cross North of Watford Lane (traffic and previous opposition at public inquiries). Would prefer sites that take traffic around, rather than through town. Number of properties and distance from sites considered important. Suggested providing a small facility in town with a larger facility further out of town.
Burton Bradstock	No response received.
Chideock	No response received.
Loders	No response received.
Netherbury	No response received.
Shipton Gorge	No response received.
Symondsburry	Gore Cross North of Watford Lane the preferred site. Unanimous rejection of all sites within the Parish: Miles Cross 1, Miles Cross 2, Eype Junction and Broomhills. The key issues are: the sites being outside the permitted development boundaries; visibility within the AONB; congestion and accidents on the A35; disturbance of peace and tranquillity; impact on tourism. Peak Ground and Lilac Farm face similar issues to Gore Cross North of Watford Lane, without need to use the A3066. Access on to the A35 required at a point where traffic increasing in speed.

5.5 Consultation with Additional Statutory Consultees

Environment Agency

In April 2010 the Environment Agency provided data to inform the Stage 2 assessment. The Environment Agency were also contacted in May and June 2009 to ascertain whether the stream running past the south of the site at Broomhills would cause significant impacts on the development. The EA stated that the stream is not a main river and therefore has not been mapped. This site is not, however, within the flood zone of the River Brit. They also identified that as the site handles waste, consent is likely to be required from their Environment Management department. DCC would obtain all necessary consents from the EA, including an Environmental Permit which will be required for the facility.

Highways Agency

Consultation with the Highways Agency (HA) has been ongoing, as reported in Stages 1 and 1A. In a letter dated the 4 December 2009 the HA stated that they have:

“no fundamental objections ... it would need to be clearly demonstrated how all the impacts, including the road safety implications of adding a new junction, can be successfully mitigated to give an overall ‘nil detriment’ to the A35 network”.

This has led to 5 sites being shortlisted which have direct access off the A35.

The HA were also invited to comment on the Stage 1A Report and responded that they had no fundamental objections to any of the short listed sites (letter dated 6 May 2010, Appendix 12).

5.4 Future Consultations

Once a site has been selected to take forward to the planning application stage, more detailed design and assessment work will be undertaken. A further Public Information Day will be held to inform the public about the chosen site and the scheme. Further consultations will also take place with statutory and non-statutory consultees. Once the planning application has been submitted to DCC, members of the public will be able to

officially comment on the proposed facility. These comments will be taken into account during the determination of the application.

6.0 KEY FINDINGS

6.1 Introduction

This section provides a summary of the key findings from the technical assessments and consultation feedback.

6.2 Miles Cross 1

- Potential landscape and visual impact due to its location in the AONB, visibility from the Heritage Coast and predominant rural character. The Dorset AONB Partnership and DCC Senior Landscape Officer advise that this site would be contrary to AONB policy; being 'highly visible' and 'an urban intrusion into undeveloped farmland'.
- The site was promoted by objectors to Gore Cross North of Watford Lane, at the Waste Local Plan Inquiry. The site was not allocated in the WLP.
- Symondsburry Parish Council expressed its opposition to this site and the public have raised a number of concerns that would need to be addressed.

6.3 Miles Cross 2

- Development of the site has the potential to result in the improvement of the A35/B3162 junction and, therefore, a net benefit in highway terms. The County Highway Authority has confirmed that it has no objection to this site.
- Whilst the site is in the AONB and in close proximity to the Heritage Coast, it is considered in this assessment that the landscape and visual impact is less significant than Miles Cross 1 and Eype Junction. This is due to its relationship with the urban edge of Bridport and the site's relatively low lying elevation. However, the Dorset AONB Partnership and DCC Senior Landscape Officer advise that this site would be contrary to AONB policy; being 'highly visible' and would result in 'negative impacts'.
- Symondsburry Parish Council expressed its opposition to this site and the public have raised a number of concerns that would need to be addressed.
- Any development of the site would have to be designed to minimise the impact on the nearby residential properties.

6.4 Eype Junction

- Significant and costly highway works required to upgrade the access off the A35. The County Highways Authority has confirmed that they would object to the development of this site.
- Potential landscape and visual impact due to its location in the AONB and visibility from the Heritage Coast. The Dorset AONB Partnership and DCC Senior Landscape Officer advise that this site would be contrary to AONB policy, having a 'prominent hillside location' and being 'highly visible'.
- Symondsburry Parish Council expressed its opposition to this site and the public have raised a number of concerns that would need to be addressed.

6.5 Broomhills

- The site is partially brownfield and has the least potential impact on the AONB in landscape and visual terms. This has been confirmed by the Dorset AONB Partnership and DCC Senior Landscape Officer, commenting that the site is 'generally well assimilated with the landscape'. The site also has the greatest potential for enhancement in landscape and visual terms.
- The site was considered during the preparation of the Waste Local Plan, but was not identified within it. It was also promoted in the West Dorset Local Plan but was not supported.
- The site has the greatest potential for enhancement in relation to nature conservation. However, the DCC Natural Environment Manager has expressed concerns about the potential impacts on the SNCI and the wildlife interests of the site, but also acknowledges the potential for enhancement as a result of the development proposals.
- The site has the fewest residential receptors in the locality compared to other sites.
- Broomhills (Listed Building) is located on the site boundary, although the Senior Archaeologist at DCC has not highlighted this as a concern.
- The site has limited access for non-car based modes of transport and access.
- Further discussion with the Highways Agency is required to deliver an acceptable access arrangement.

- Further consideration of the potential impacts of the development on the floodplain is required, although at this stage the Environment Agency has not expressed any concerns.
- The development of Broomhills is opposed by Symondsburry Parish Council and a number of issues have been raised by the Parish and wider public. However, the public consultation exercise also demonstrated that people consider the site to have a number of merits over and above other sites.

6.6 Gore Cross North of Watford Lane

- This site can be accessed off the A3066 and it is considered that any impact on the A35 Greens roundabout can be mitigated. The impact on the A3066 is not considered significant. The County Highway Authority has confirmed that it has no objection to this site.
- The site is within the AONB, outside the development boundary and has been previously examined at Local Plan Inquiries. The Waste Local Plan Inspector concluded that no other sites considered offered a better solution than Gore Cross North of Watford Lane, on the basis that it was included in an allocation for employment land in the West Dorset Local Plan. At the West Dorset Local Plan Inquiry, the allocation was strongly rejected on the basis of no demonstrable need for additional employment land allocation and landscape grounds. The Dorset AONB Partnership and DCC Senior Landscape Officer confirm that this site would be contrary to AONB policy, and suggested it could be 'intrusive development' and result in negative impacts'. This assessment concludes that the landscape and visual impact could potentially be mitigated through sensitive site design.
- The site is at low risk from flooding and is also relatively distant from sensitive residential receptors. This site is preferred by Symondsburry Parish Council. The site has previously been opposed by Bradpole Parish Council, and the public have raised a number of issues of concern with the site which would need to be addressed. Bradpole Parish Council acknowledges that some people in the parish are supportive of the development of Gore Cross North of Watford Lane. Bridport Town Council has expressed concerns about the site with respect to the traffic impact on the town.

6.7 Peak Ground (Formerly Green Lane Nursery)

- Development of the site would require the creation of a new access on to the A35 that brings about no clear benefit to the trunk road.
- Potential landscape and visual impact due to its location in the AONB. The Dorset AONB Partnership and DCC Senior Landscape Officer advise that this site would be contrary to AONB policy and could appear 'incongruous' and result in 'negative impacts'.
- West Dorset District Council's Environmental Health Officer has also raised concerns about the potential impact of the development on nitrogen dioxide levels on the A35 in the vicinity of the site.
- Bothenhampton and Walditch Parish Council expressed its opposition to this site and the public have raised a number of concerns that would need to be addressed.

6.8 Lilac Farm

- Would require the creation of a new access on to the A35 that brings about no clear benefit to the trunk road.
- Potential landscape and visual impact due to its location in the AONB. The Dorset AONB Partnership and DCC Senior Landscape Officer advise that this site would be contrary to AONB policy being on 'elevated and prominent ground' and 'exposed to view'. West Dorset District Council's Environmental Health Officer has raised concerns about the potential impact of the development on nitrogen dioxide levels on the A35 in the vicinity of the site.
- Bothenhampton and Walditch Parish Council expressed its opposition to this site and the public have raised a number of concerns that would need to be addressed.

7.0 CONCLUSIONS

In conclusion, based on the results of the technical Stage 2 assessments (see Appendices 1-8) and feedback obtained from the consultation exercise, it is considered that the following three sites provide the most potential for development:

- Miles Cross 2;
- Broomhills;
- Gore Cross North of Watford Lane.

Of these three possible locations, there is no clear preference as each site has different constraints associated with it. The judgment is finely balanced; overall Broomhills is considered to be the preferred site to be referred to Cabinet for further development. In summary, it is considered that Broomhills is the most suitable site in planning terms; it is partially brownfield; has a number of commercial scale green houses on site; has lawful use for employment use and has few receptors in the immediate locality. It is considered that it could have the least potential impact on the AONB due to its position and landscape context. In light of the Highways Agency's current stated position, it is considered that traffic and access arrangements can be satisfied and would deliver improvements over the existing access arrangement. The public consultation has demonstrated that the Broomhills site has an element of public support, counter balanced by opposition from Symondsburry parish and others.

It should be emphasised however, that there are a number of issues yet to be resolved in taking Broomhills forward; we set out a number of risk elements which need further investigation to determine any resultant development issues:

- Access and Highway design – liaison with the Highways Agency should continue as detailed design for the access and highways arrangement is developed. There is a risk that an acceptable design may not be achieved. The conclusion currently is that the traffic and access arrangements can be delivered and it is recommended that further detailed studies and designs are developed to confirm this.
- Flood Risk and Drainage – it is recognised that further investigations are needed to understand the hydrology of the site. Whereas this will influence the overall design and site layout, it is not anticipated at this stage to be a significant constraint.

- Nature Conservation – the site contains a Site of Importance for Nature Conservation, the current status of which is degraded; the interests of this area and any protected species on site need to be studied further to ensure the scheme design protects and seeks to enhance these resources.
- Site Design – in comparison to a number of the other sites, the site area is relatively limited, is an irregular shape, and the scheme layout should be developed.
- Non-car bases access – it is recognised that this site has limited options for non-car based access. Opportunities should be explored to link into existing wider networks.
- Procurement - initial discussions have been held with the landowner and these should be continued.

Although it is considered that both Gore Cross North of Watford Lane and Miles Cross 2 sites do have merit, and development potential, it is concluded that Broomhills has a greater potential for successful delivery of the proposed scheme.