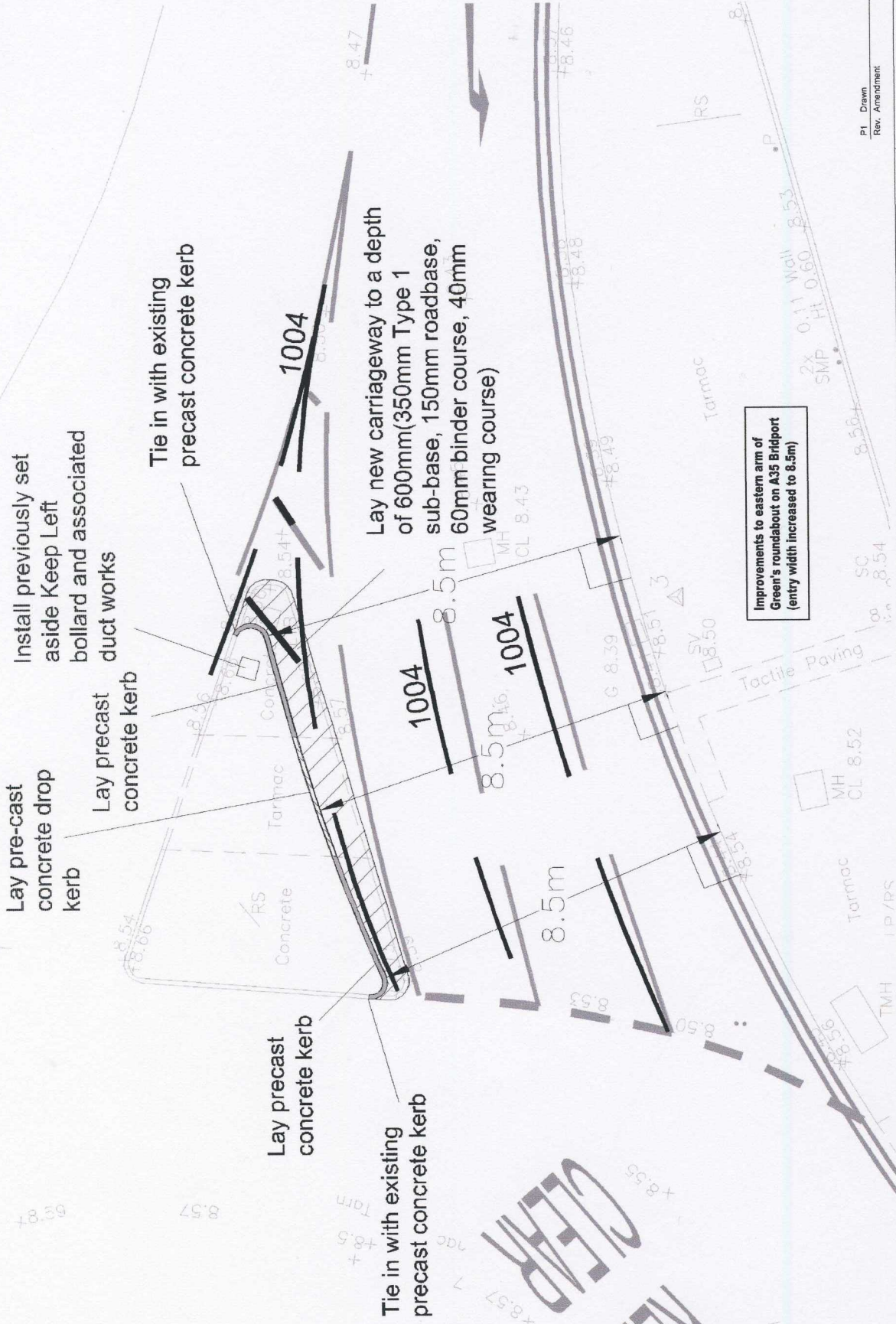


**NOTES**

1. This drawing is to be read in conjunction with all relevant AKSward drawings and specifications.
2. This drawing is reproduced with the permission of Faber Maunzell, and is based on their drawing dated Feb 2009.



P1 Drawn  
Rev. Amendment  
GEB SH 18-03-09  
Dm CHd Date

Scales	A3	N.T.S	A1	N.T.S
Reviewed Scheme				
Reviewed Final				
Project No.	P066416			Rev. P1
Dwg No.	SK001			Rev.

**Bridport**  
**South West Quadrant**

**General Arrangement**  
**Drawing**

**Client/Architect**  
**Hayward & Co**  
**Morgan Carey Architects**


- London
- Hilsin
- Oxford
- Poole
- Southampton

Jowson House  
43 Commercial Road  
Poole  
BH14 0HU  
Tel: 01202 722 244  
Fax: 01202 722 249  
e-mail: poole@aksward.com  
web: www.aksward.com

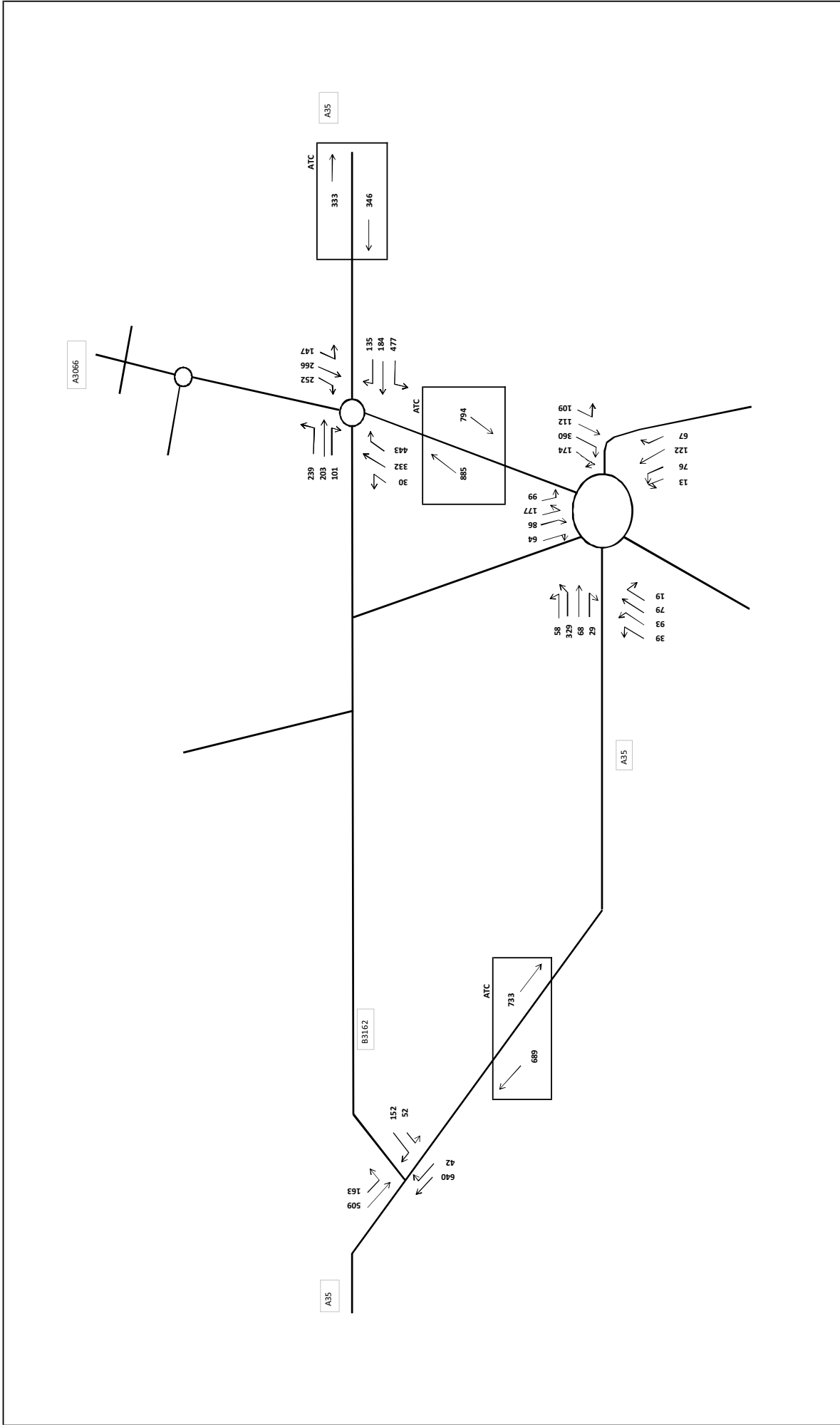
**AKSward**<sup>®</sup>  
**CONSTRUCTION CONSULTANTS**

© This drawing is the copyright of AKSward. It may not be copied, altered or reproduced in any way without their written authority. All dimensions must be as stated. Use figure dimensions only. If a corner is not shown, it is square unless stated.



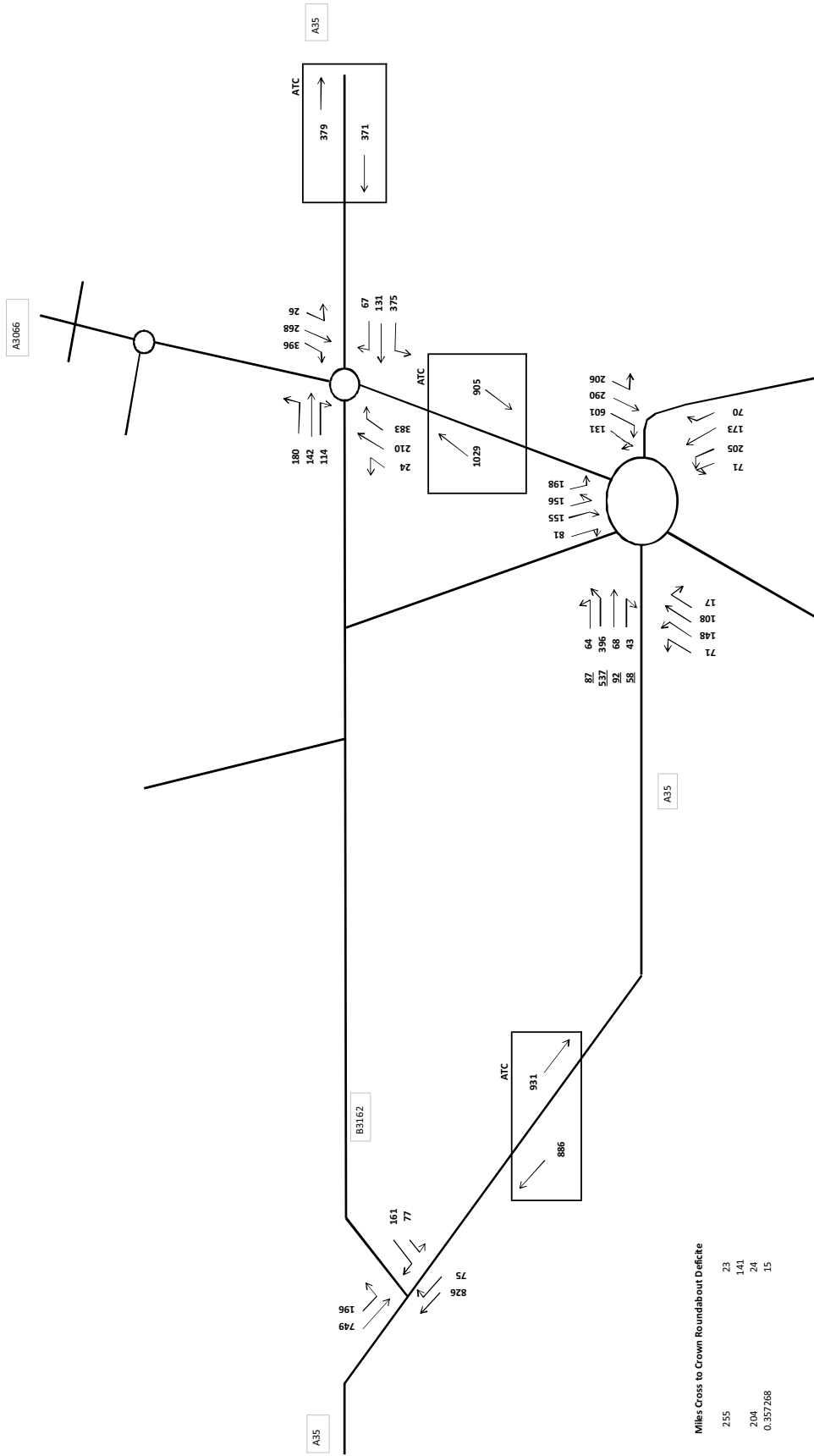
 <b>TRANSPORT PLANNING</b> 11 KINGSMEAD SQUARE BATH BA1 2AB T: 01225 444011 F: 01225 444550	<b>CLIENT:</b> NPA	<b>TITLE:</b>	<b>SCALE &amp; SIZE:</b> 1:500@A3	<b>CHECKER:</b>	<b>APPROVED:</b>
	<b>PROJECT:</b> WMF Bridport	<b>SUGGESTED IMPROVEMENTS TO GREENS ROUNDABOUT</b>	<b>CAD FILE:</b> Plan 13	<b>DESIGN DRAWN:</b> JC	<b>DATE:</b>
			<b>PROJECT NO.:</b> IMA-08-047	<b>DRAWING NO.:</b> Plan 13	<b>REF.:</b>

# Plans



	Schedule: NTS Drawn by: SC	Date: Aug-09 Client: NPA	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Weekday Neutral 2009 PM Peak Survey Flows (PCUs)			

Figure 1a



Scenario: NTS  
Drawn by: SC

Date: Aug-09  
Client: NPA

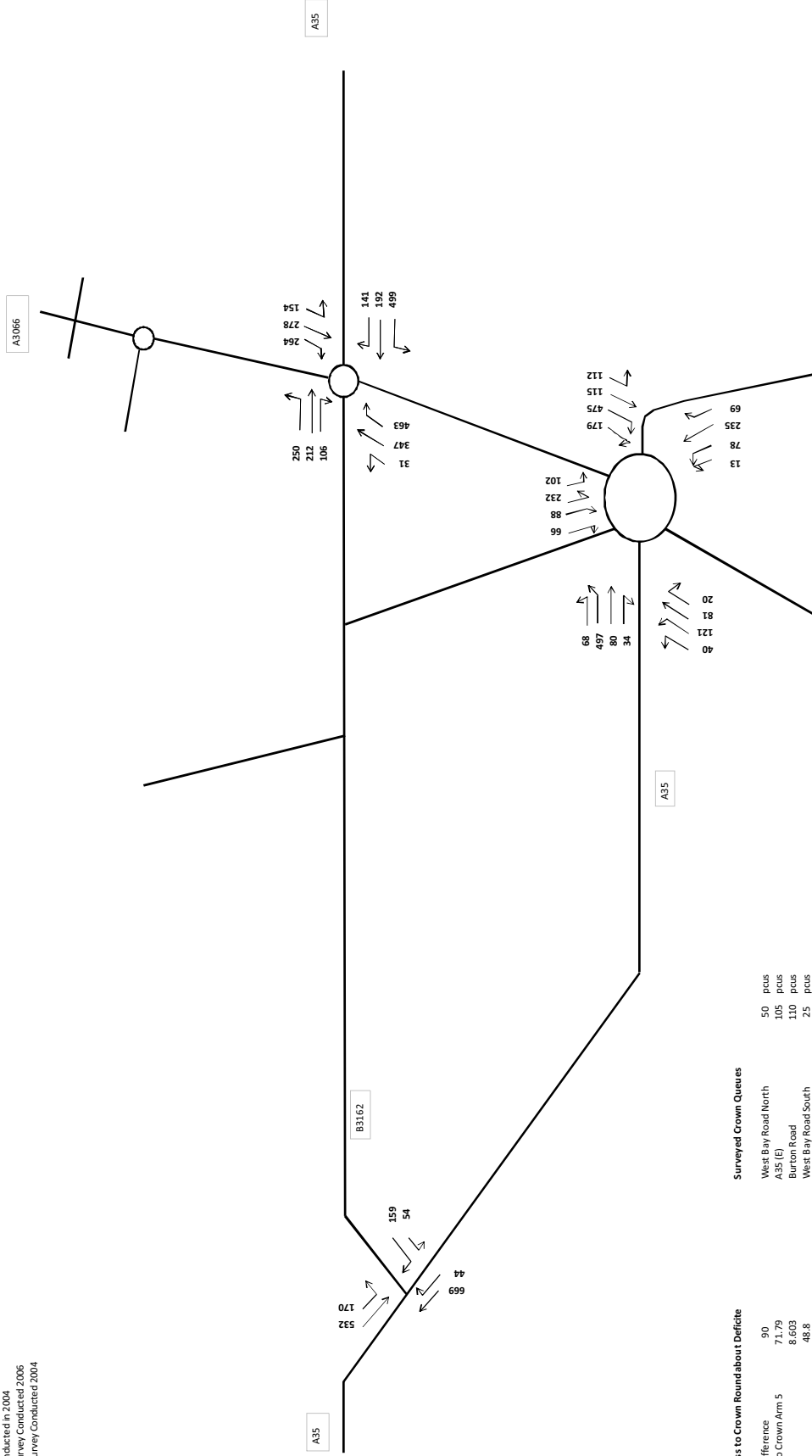
Job No: JMA-08-047

Project: Bridport Joint Service Facility  
Saturday 'neutral' 2009 Peak Survey Flows (PCU's)

Figure 1b

NTRF Growth Factors  
 2004-2009 1.046  
 2006-2009 1.027

Miles Cross Survey Conducted in 2004  
 Crown Roundabout Survey Conducted 2006  
 Greens Roundabout Survey Conducted 2004



**Miles Cross to Crown Roundabout Deficite**

A35(W) Difference	90
Addition to Crown Arm 5	71.79
West Bay Road North	50 pcus
A35 (E)	105 pcus
Burton Road	110 pcus
West Bay Road South	25 pcus
A35 (W)	110 pcus
<b>Total</b>	<b>4.301</b>

**Surveyed Crown Queues**

West Bay Road North	50 pcus
A35 (E)	105 pcus
Burton Road	110 pcus
West Bay Road South	25 pcus
A35 (W)	110 pcus

60  
 338  
 70  
 30



TRANSPORT PLANNING

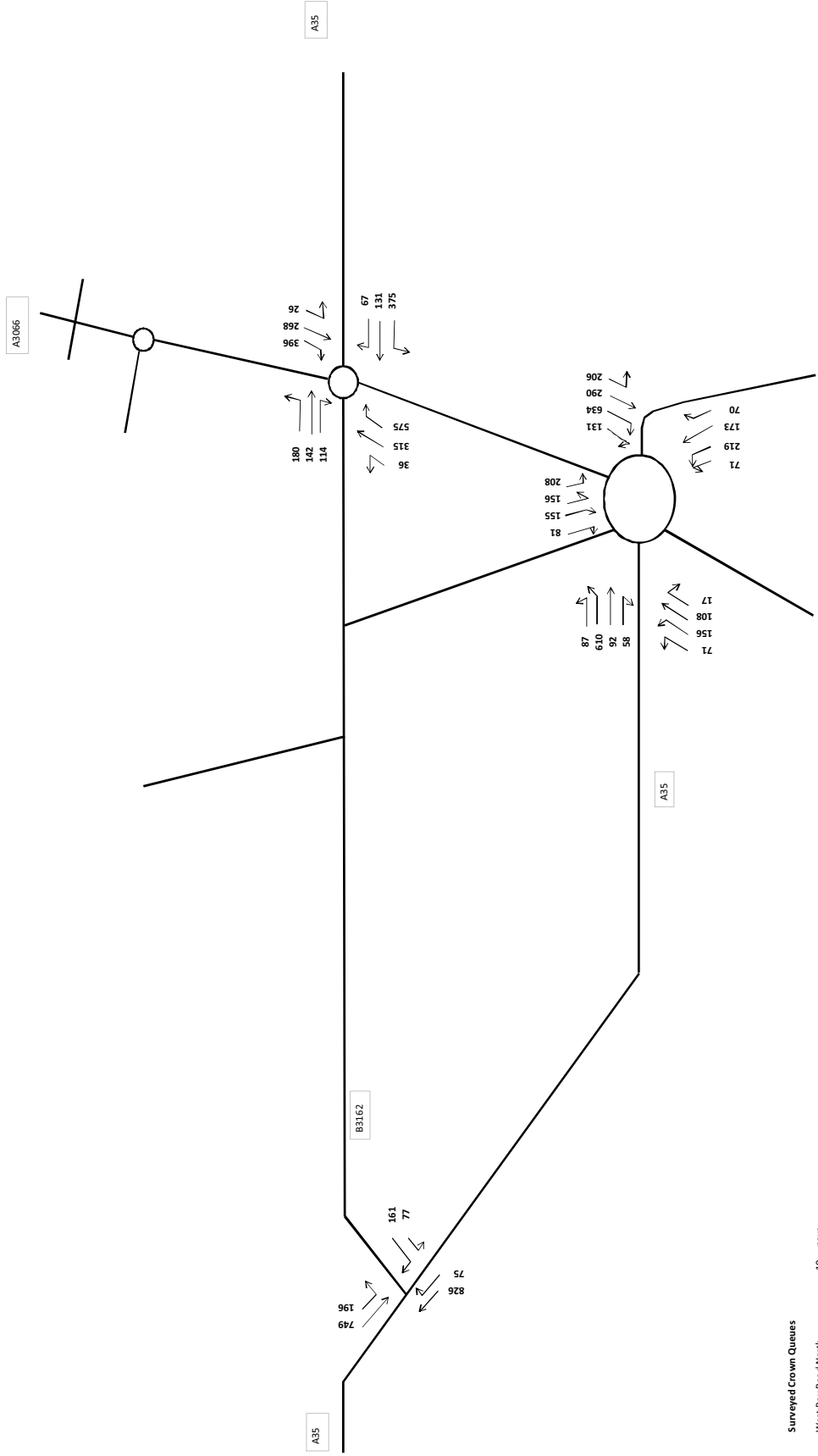
Scale/Date:  
 NTS  
 Drawn by:  
 SC

Date:  
 Aug 09  
 Client:  
 NPA

Job No:  
 JMA-08-047

Project:  
 Bridport Joint Service Facility  
 Baseline 'neutral' 2009 Weekday Flows

Figure 2a



**Surveyed Crown Queues**

West Bay Road North	10	pcus
A35 (E)	33	pcus
Burton Road	14	pcus
West Bay Road South	8	pcus
A35 (W)	73	pcus



Scaled by:  
NTS  
Drawn by:  
SC

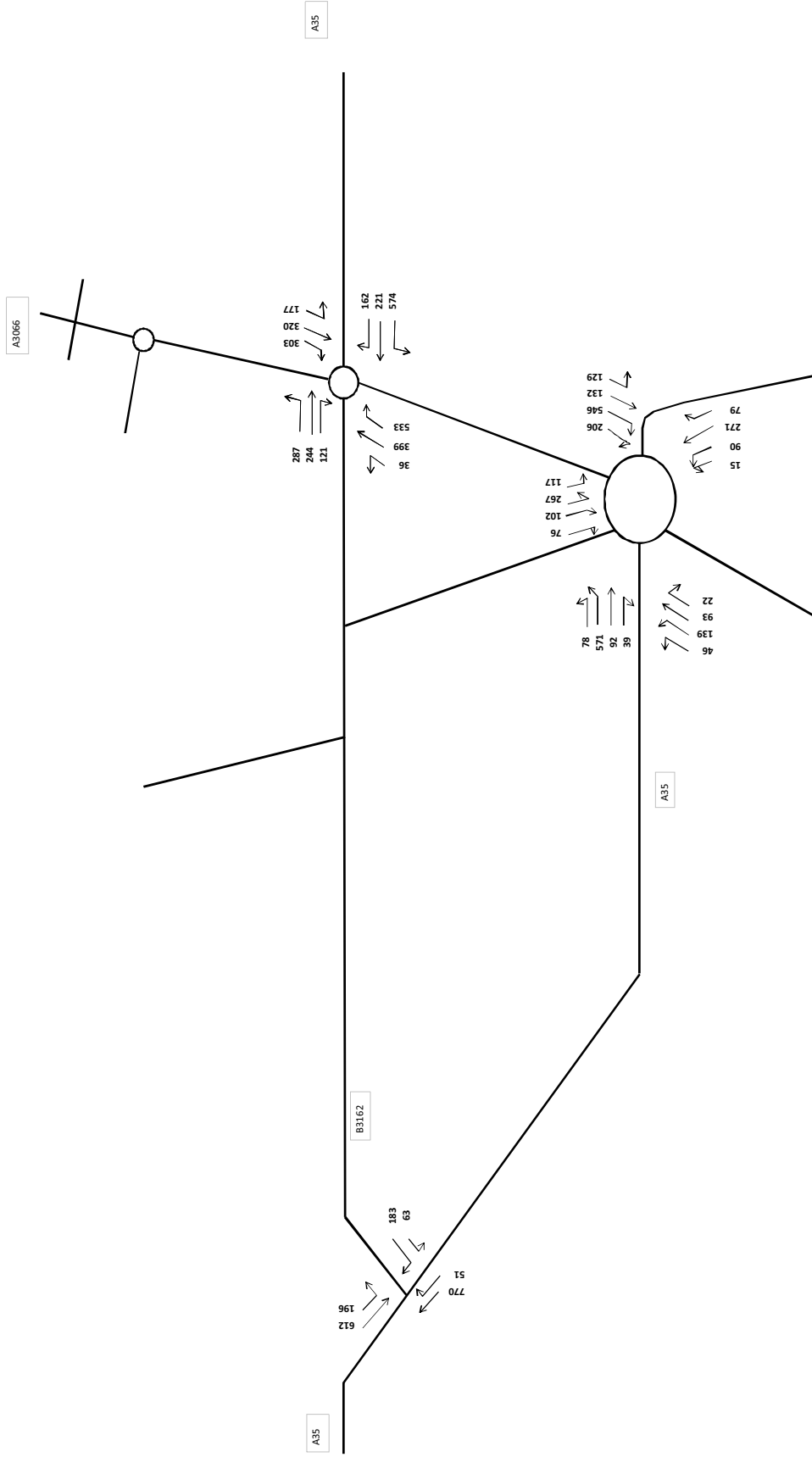
Date:  
Aug 09  
Client:  
NPA

Job No:  
IMA-08-047

Project:  
Bridport Joint Service Facility  
Baseline 'neutral' 2009 Saturday Flows

Figure 2b

August Uplift (Taken from Average Uplift in ATC Results)  
1.15



Scale/Date: INTS  
Drawn by: SC

Date: Aug 09  
Client: NPA

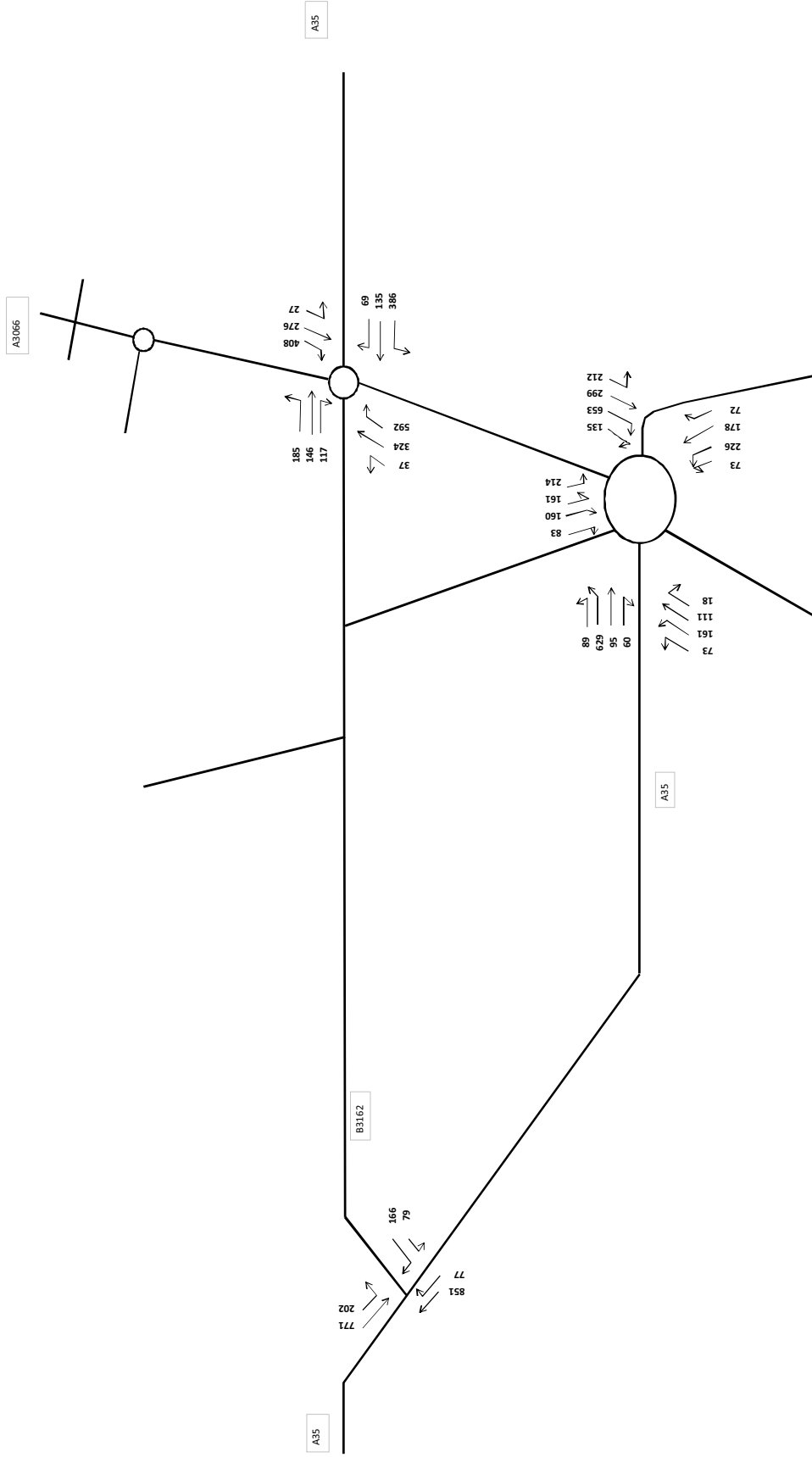
Job No: JMA-08-047

Project: Bridport Joint Service Facility  
Baseline 'holiday' 2009 Weekday PM Peak Flows

Figure 3a



August Uplift (Taken from Average Uplift in ATC Results)  
1.03



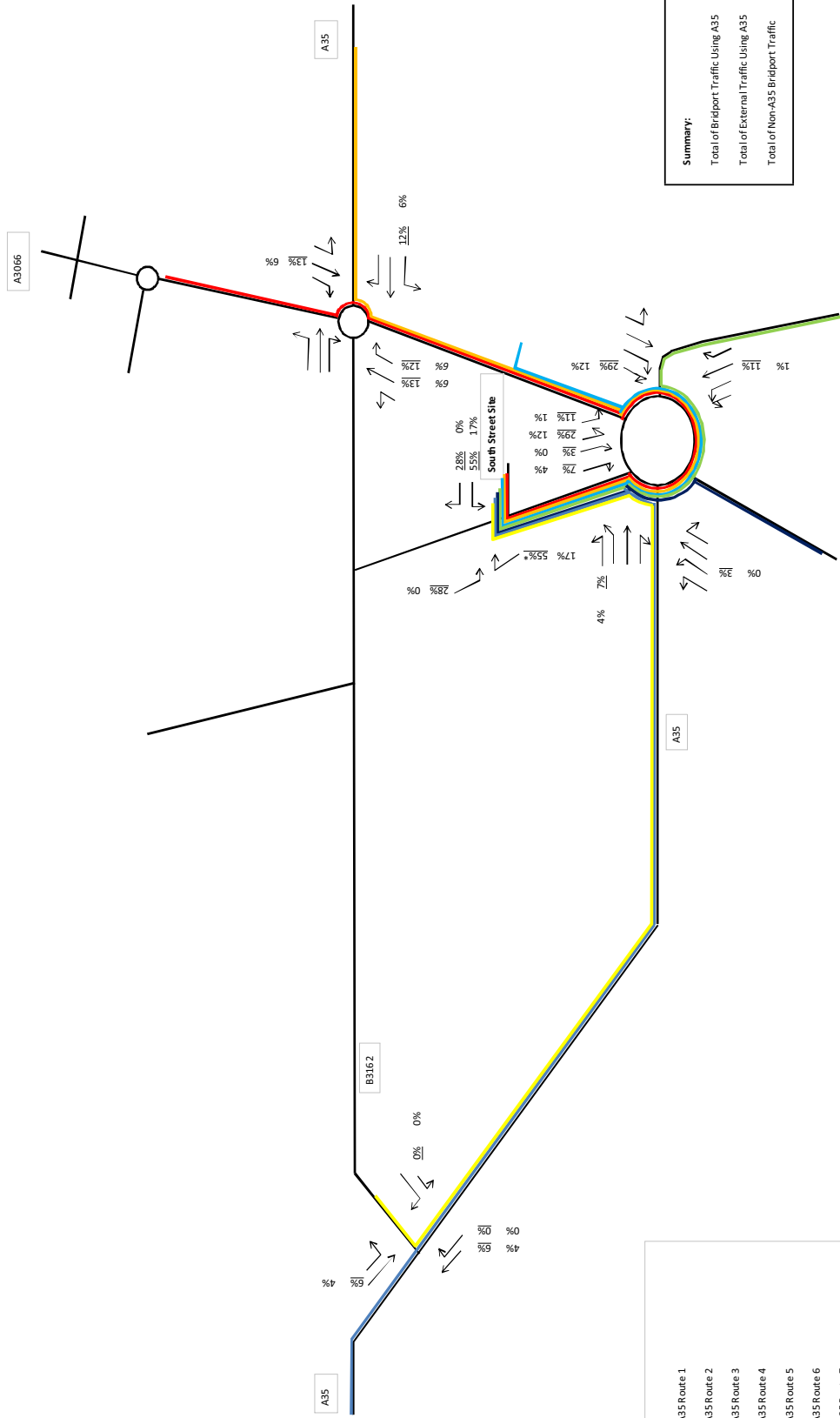
Schedule:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
IMA-08-047

Project:  
Bridport Joint Service Facility  
Baseline 'holiday' 2009 Saturday Flows

Figure 3b



**Summary:**

Total of Bridport Traffic Using A35	55%
Total of External Traffic Using A35	17%
Total of Non-A35 Bridport Traffic	28%

**Legend:**

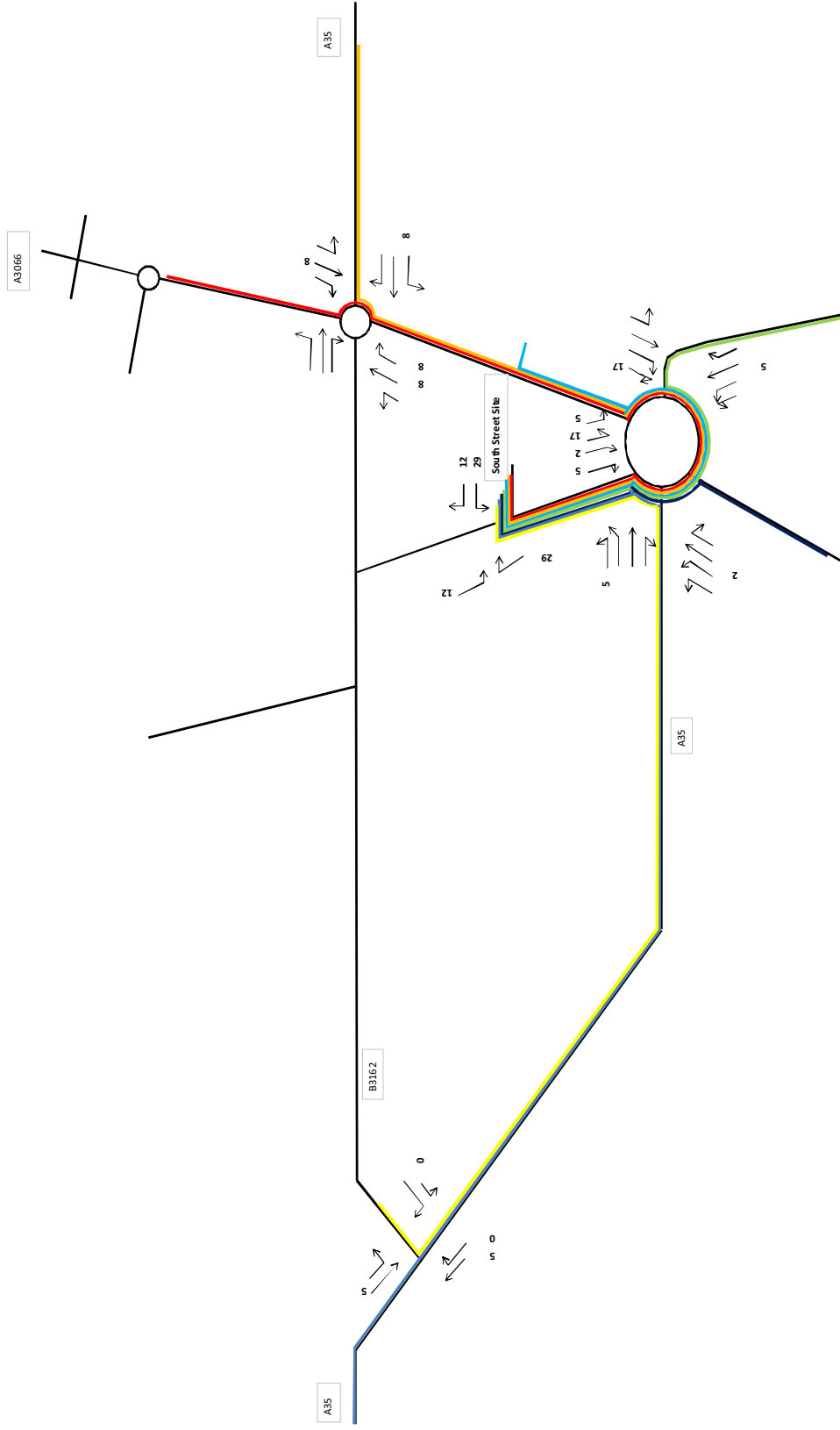
- A35 Route 1
- A35 Route 2
- A35 Route 3
- A35 Route 4
- A35 Route 5
- A35 Route 6
- A35 Route 7
- Flows from inside Bridport
- Flows from outside Bridport

34%  
15%

	Scale: NTS	Date: Aug-09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	South Street HRC - Traffic Distribution - Weekday & Saturday	

Figure 4

Total Ins. / Outs per Hour  
41



Scale/Date:  
NTS  
Drawn by:  
SC

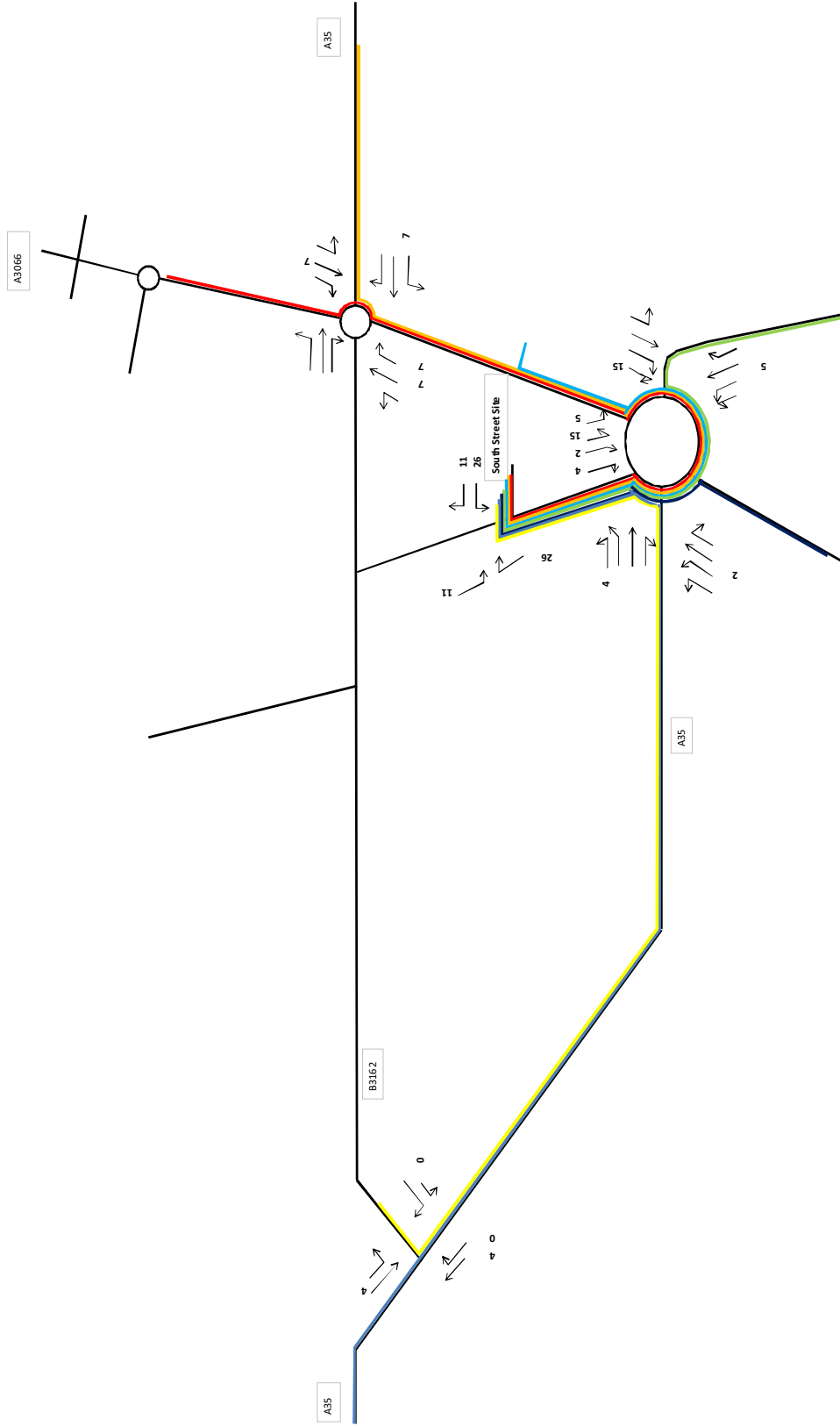
Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
South Street HRC - Traffic Flows - Weekday

Figure 5a

Total Ins. / Outs per Hour  
36



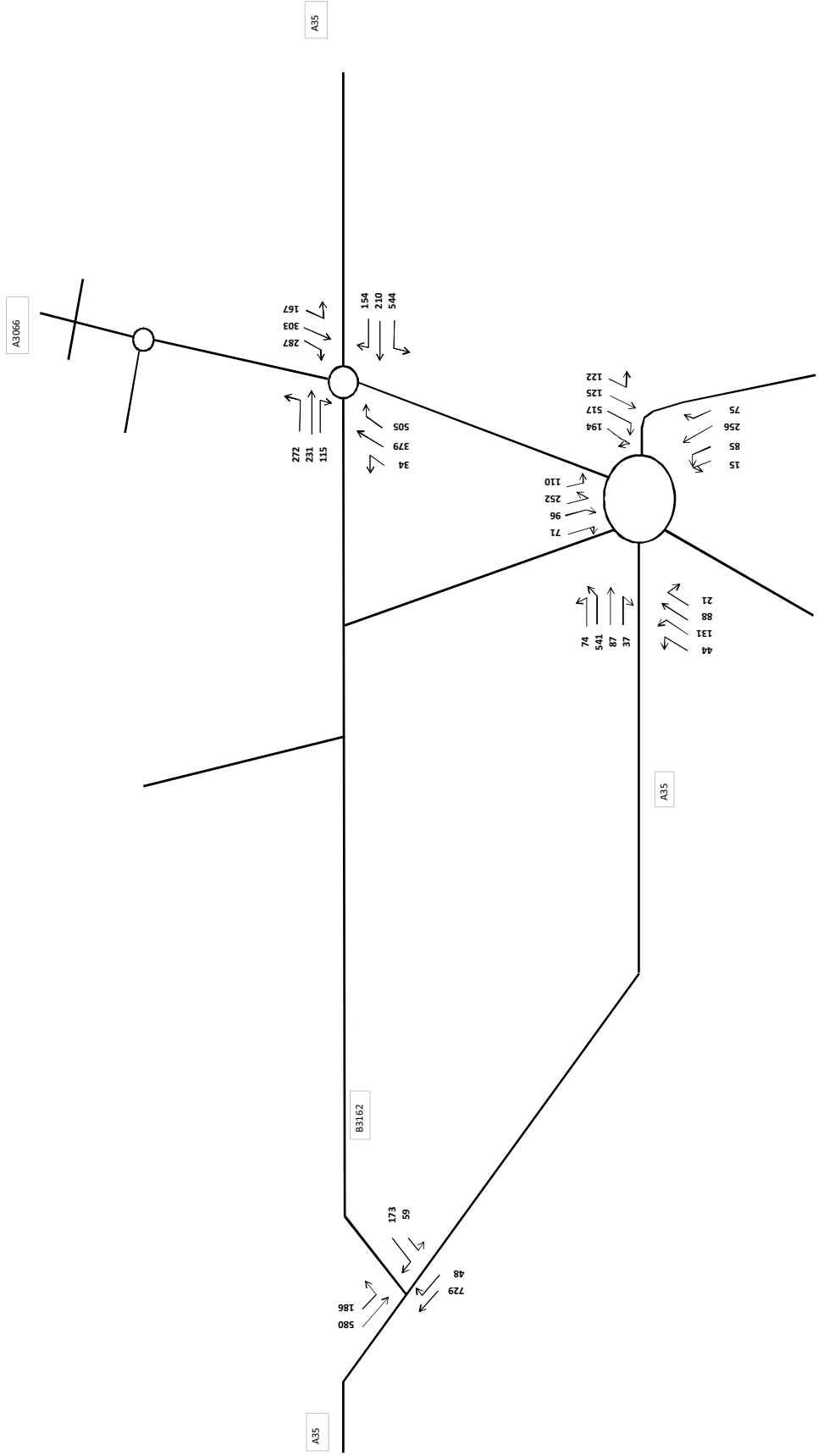
Scale/Date:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
South Street HRC - Traffic Flows - Saturday

Figure 5b



Scaled by:  
NTS

Drawn by:  
SC

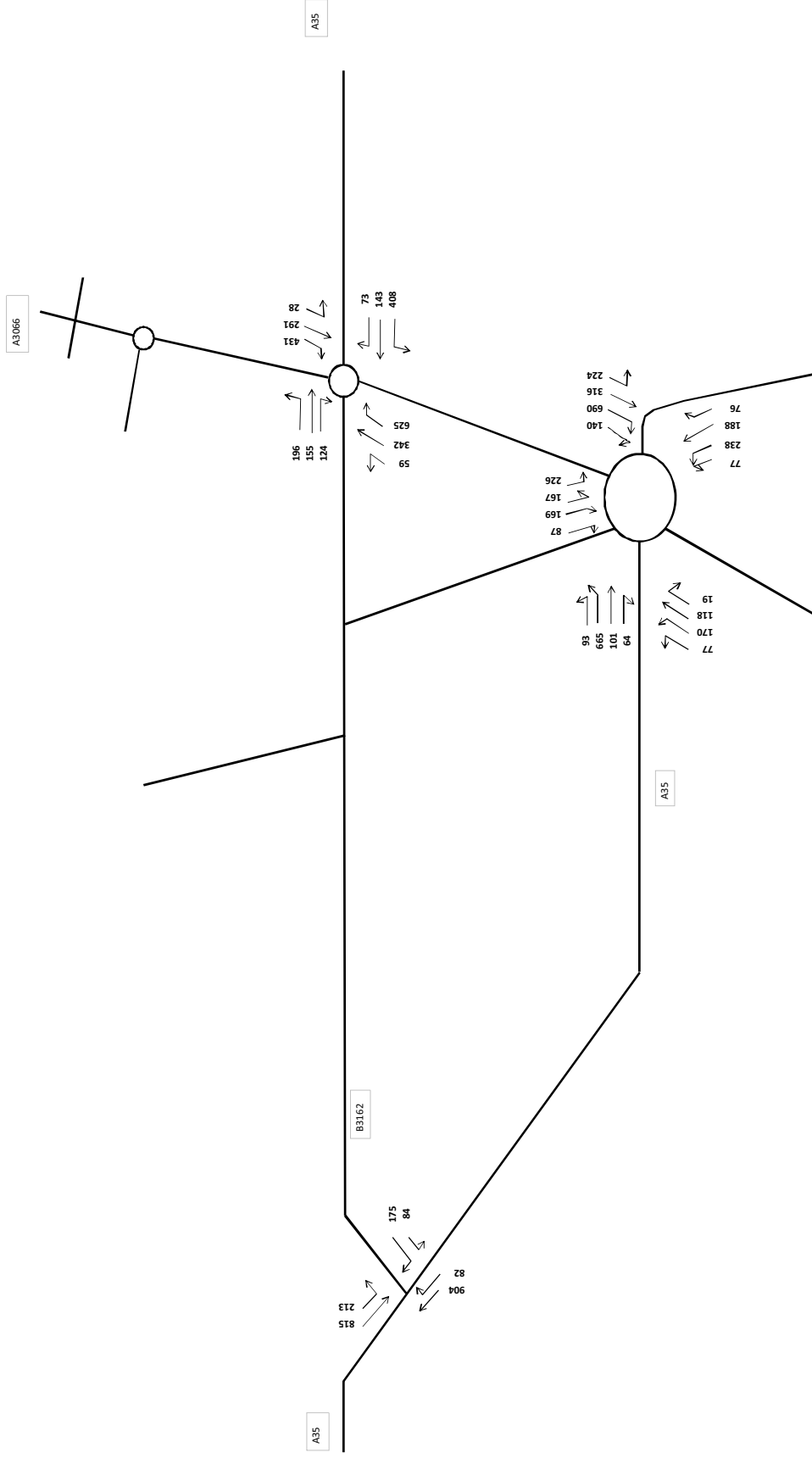
Date:  
Aug 09

Client:  
NPA

Job No:  
JMA-05-047

Project:  
Bridport Joint Service Facility  
Baseline 'neutral' 2020 Weekday Flows

Figure 6a



Scaled by:  
NTS

Drawn by:  
SC

Date:  
Aug 09

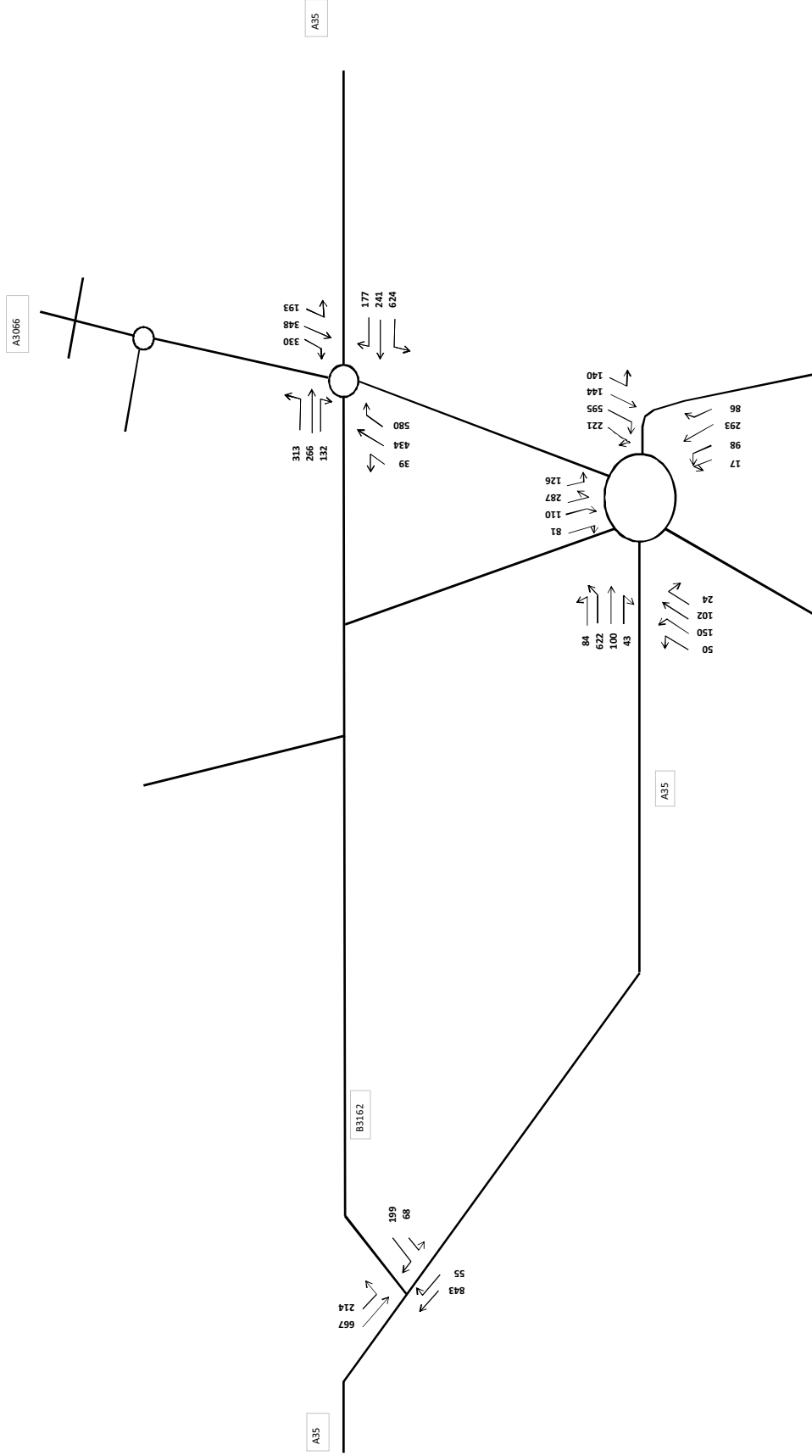
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
Baseline 'neutral' 2020 Saturday Flows

Figure 6b

August Uplift (Taken from Average Uplift in ATC Results)  
1.15



Schedule:  
NTS  
Drawn by:  
SC

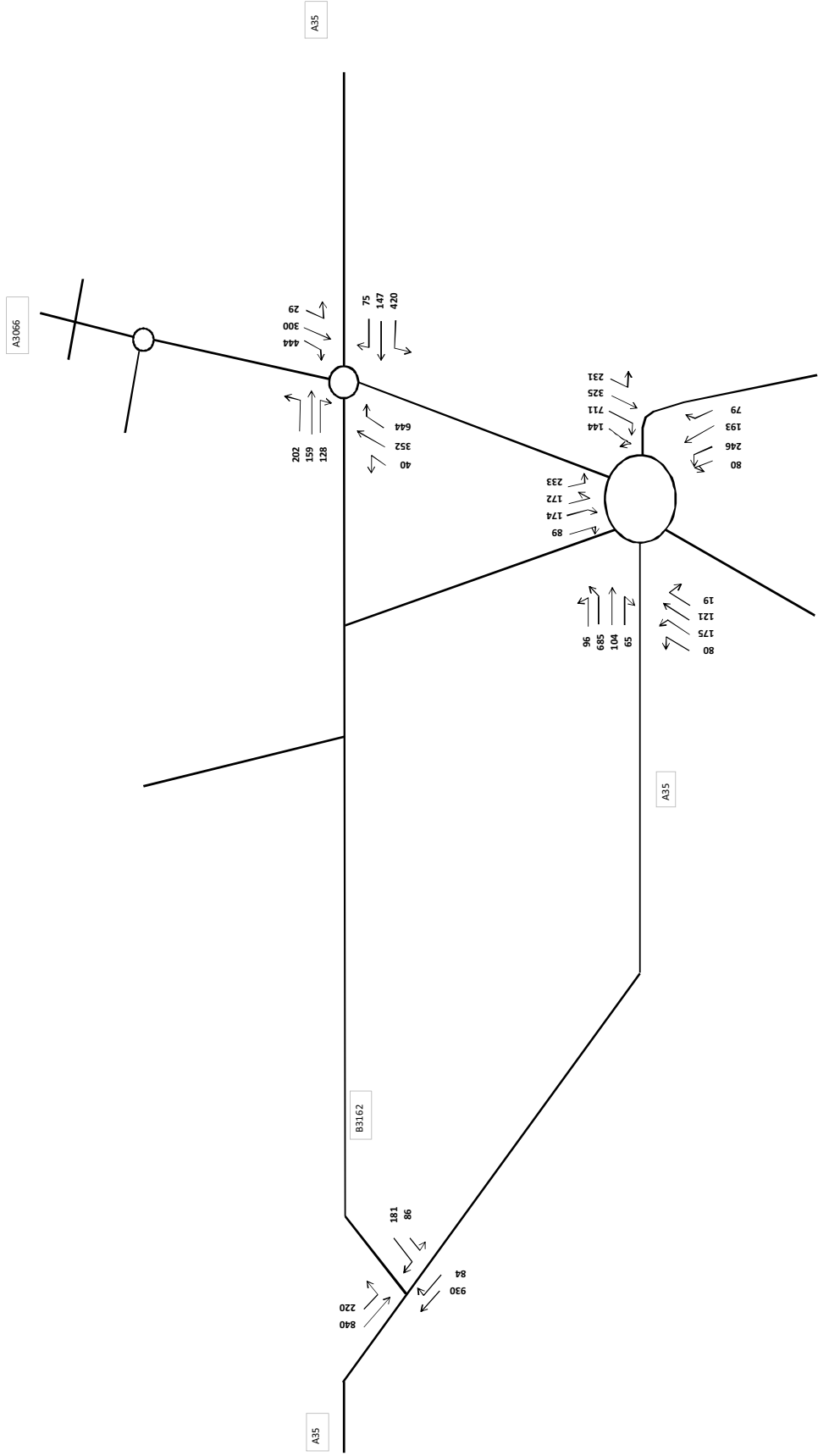
Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
Baseline Holiday Weekday PM Peak Flows

Figure 7a

August Uplift (Taken from Average Uplift in ATC Results)  
1.03



Schedule: NTS  
Drawn by: SC

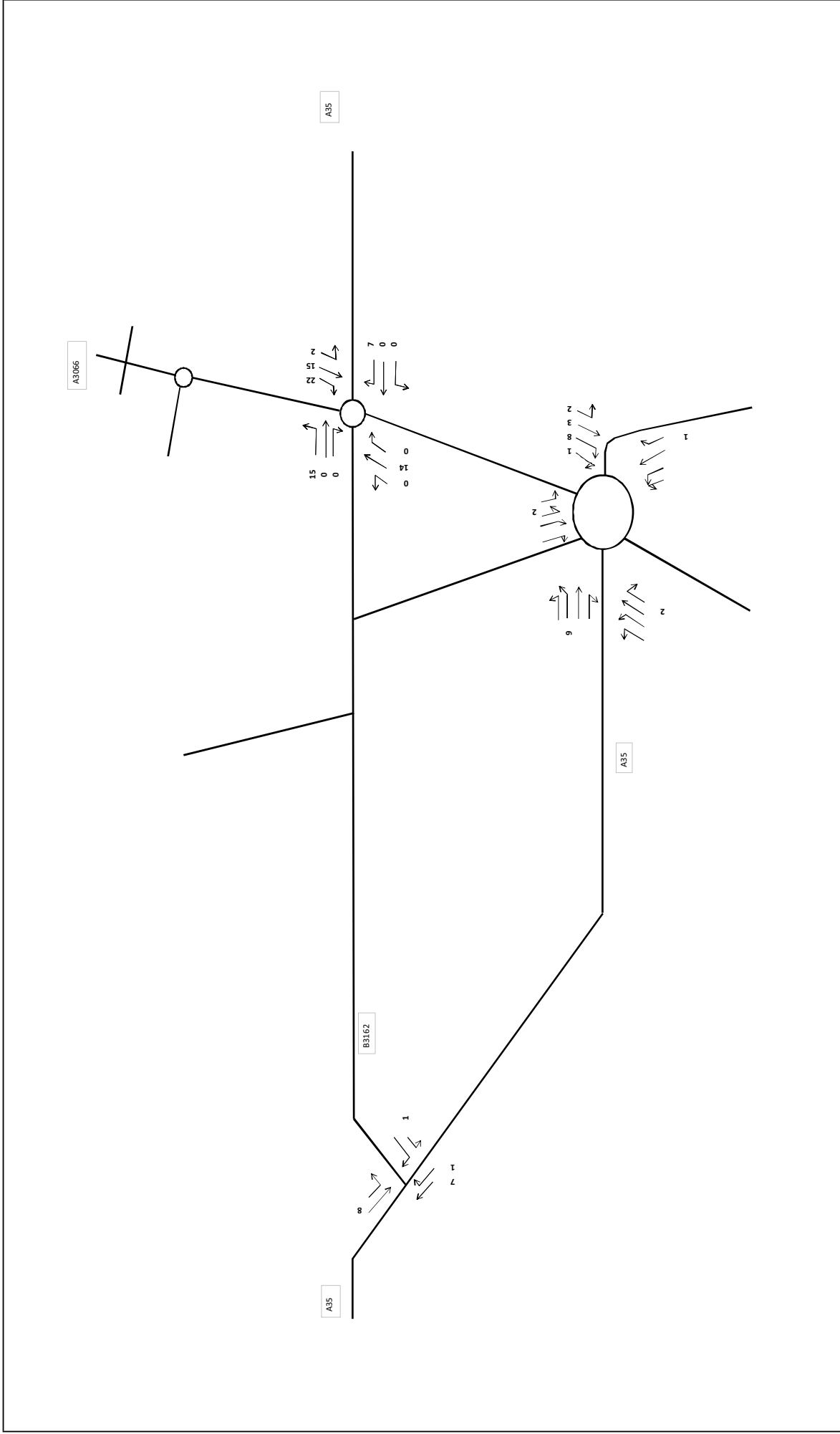
Date: Aug-09  
Client: NPA

Job No: JMA-08-047

Project: Bridport Joint Service Facility  
Baseline 'holiday' 2020 Saturday Flows

Figure 7b





Lidl Committed Development - Weekday

Project:

Bridport Joint Service Facility

Job No:

IMA-05-047

Date:

Aug 09

Scale/Author:

NTS

Drawn by:

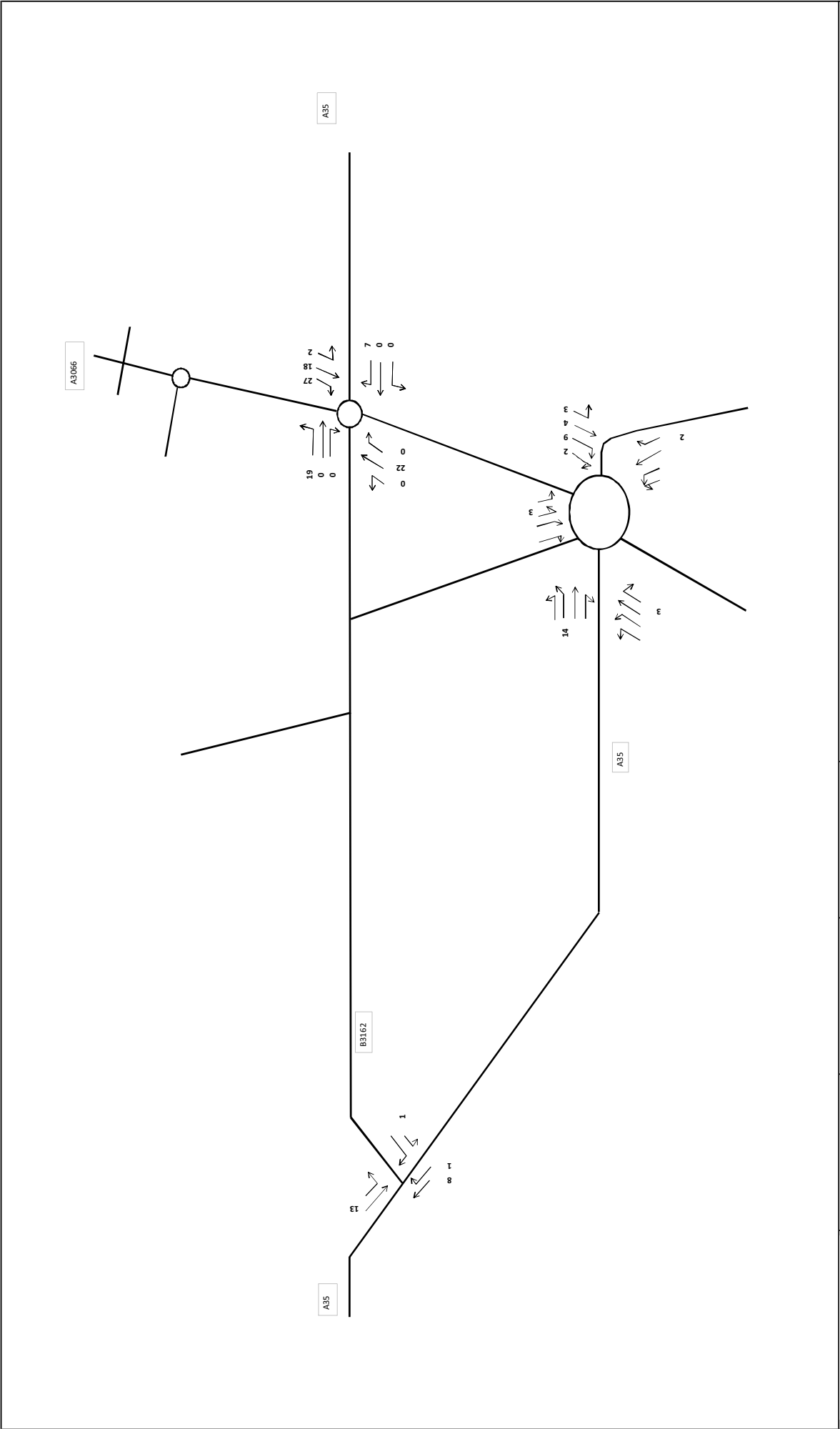
SC

Client:

NPA

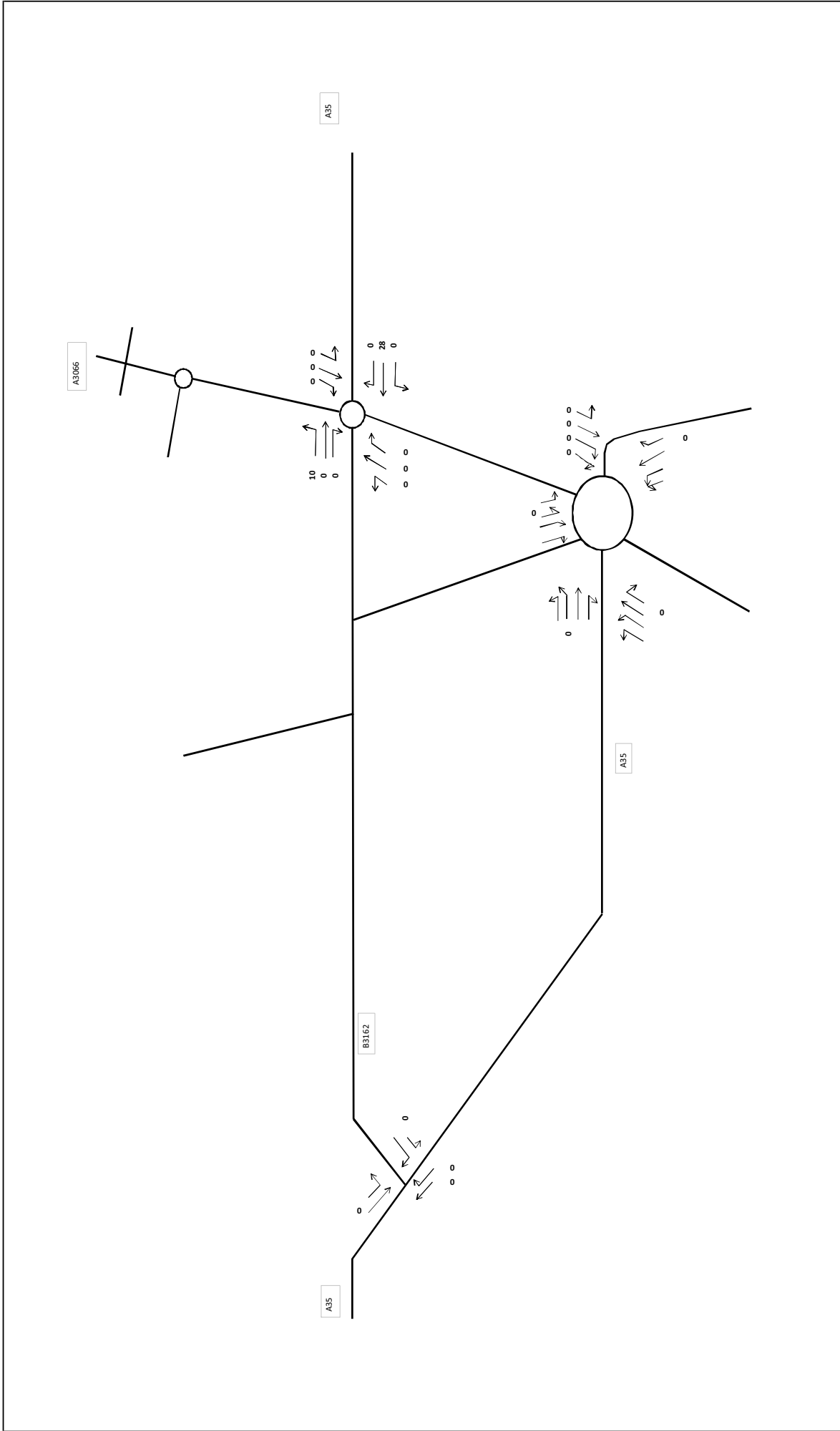


TRANSPORT PLANNING



	Scale/Date: NTS Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Lidl Committed Development - Saturday

Figure 8b




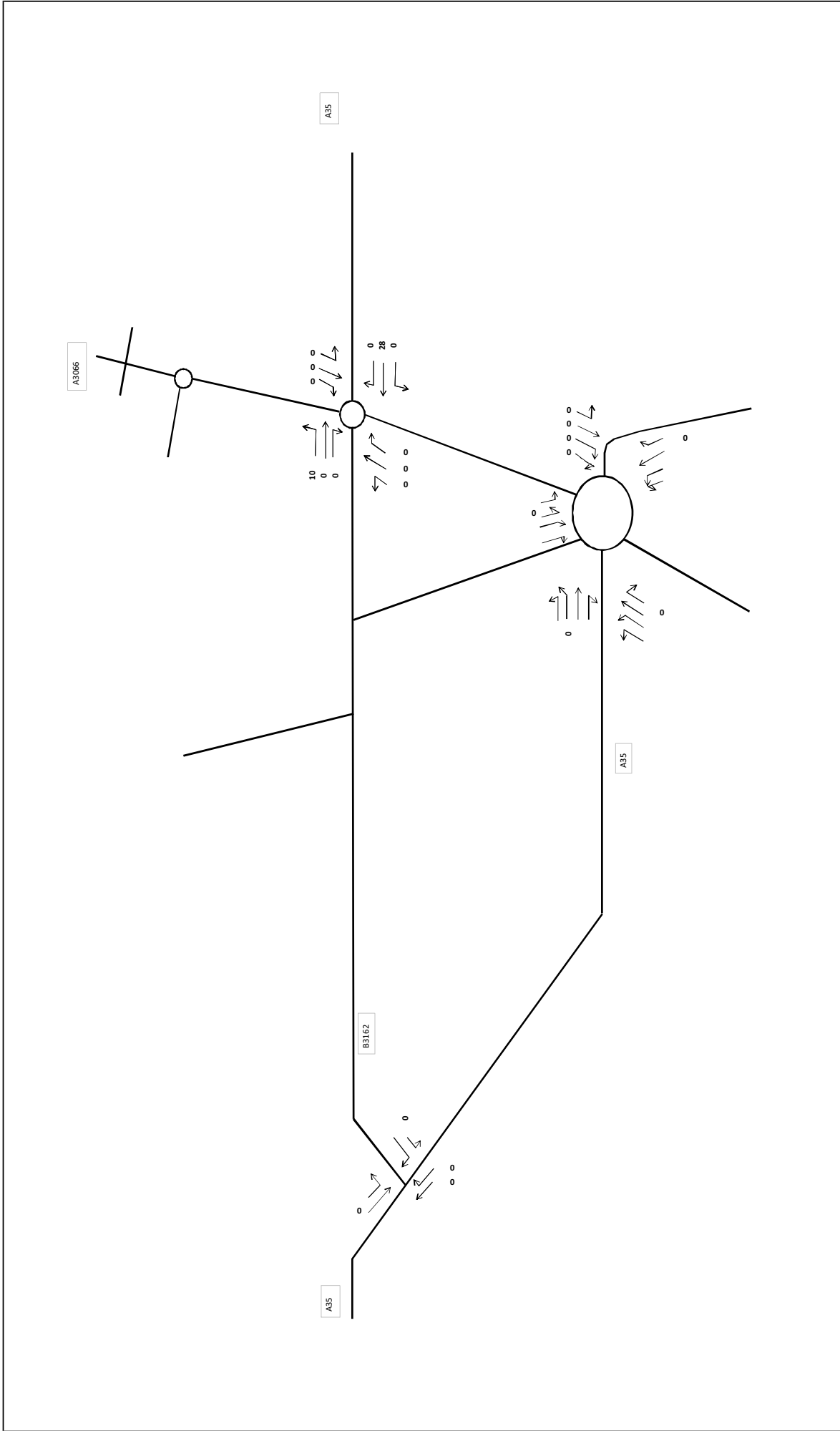
 TRANSPORT PLANNING	Scale/Date: NTS Aug 09	Date: Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	SWQ Committed Development - Weekday	

Figure 9a




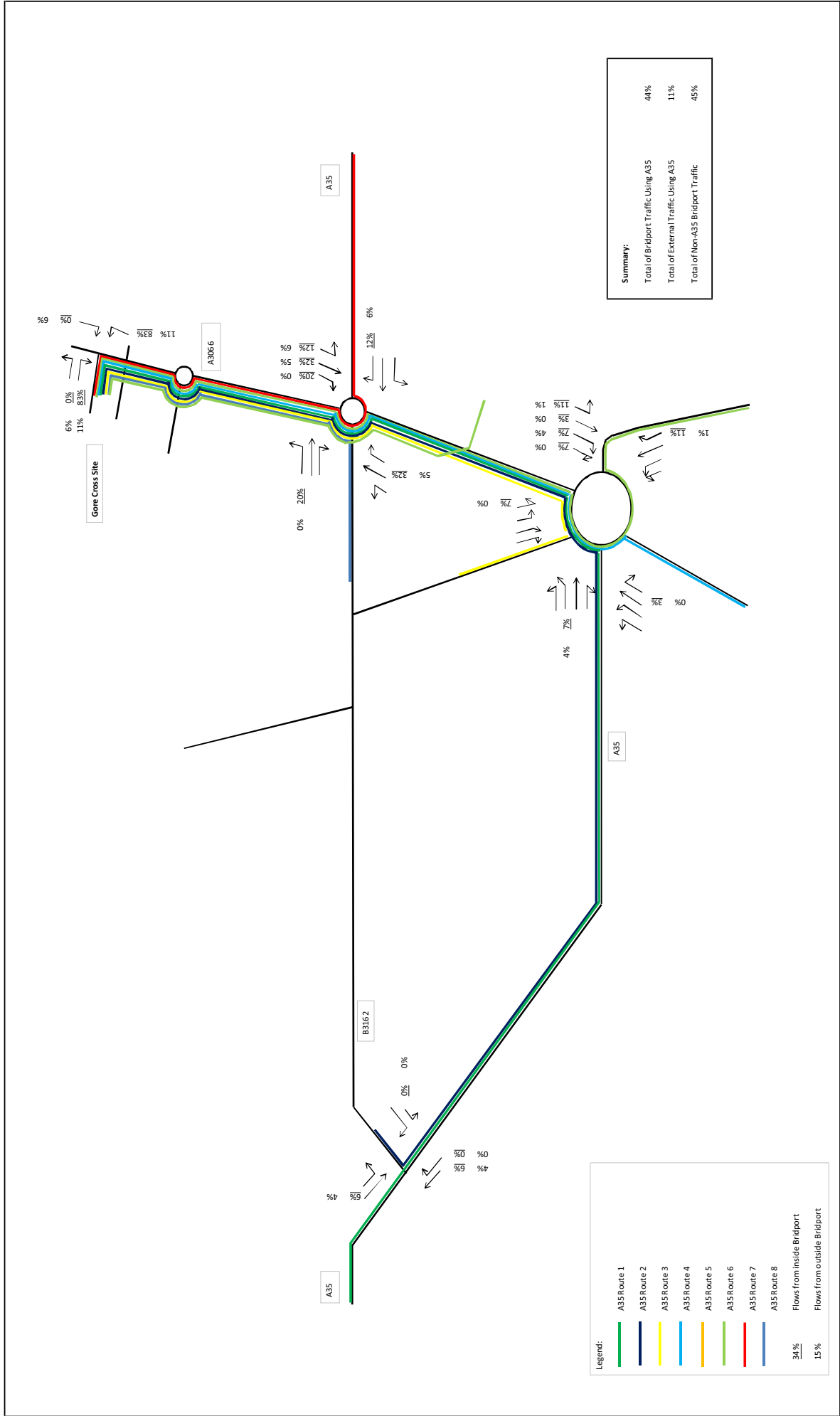
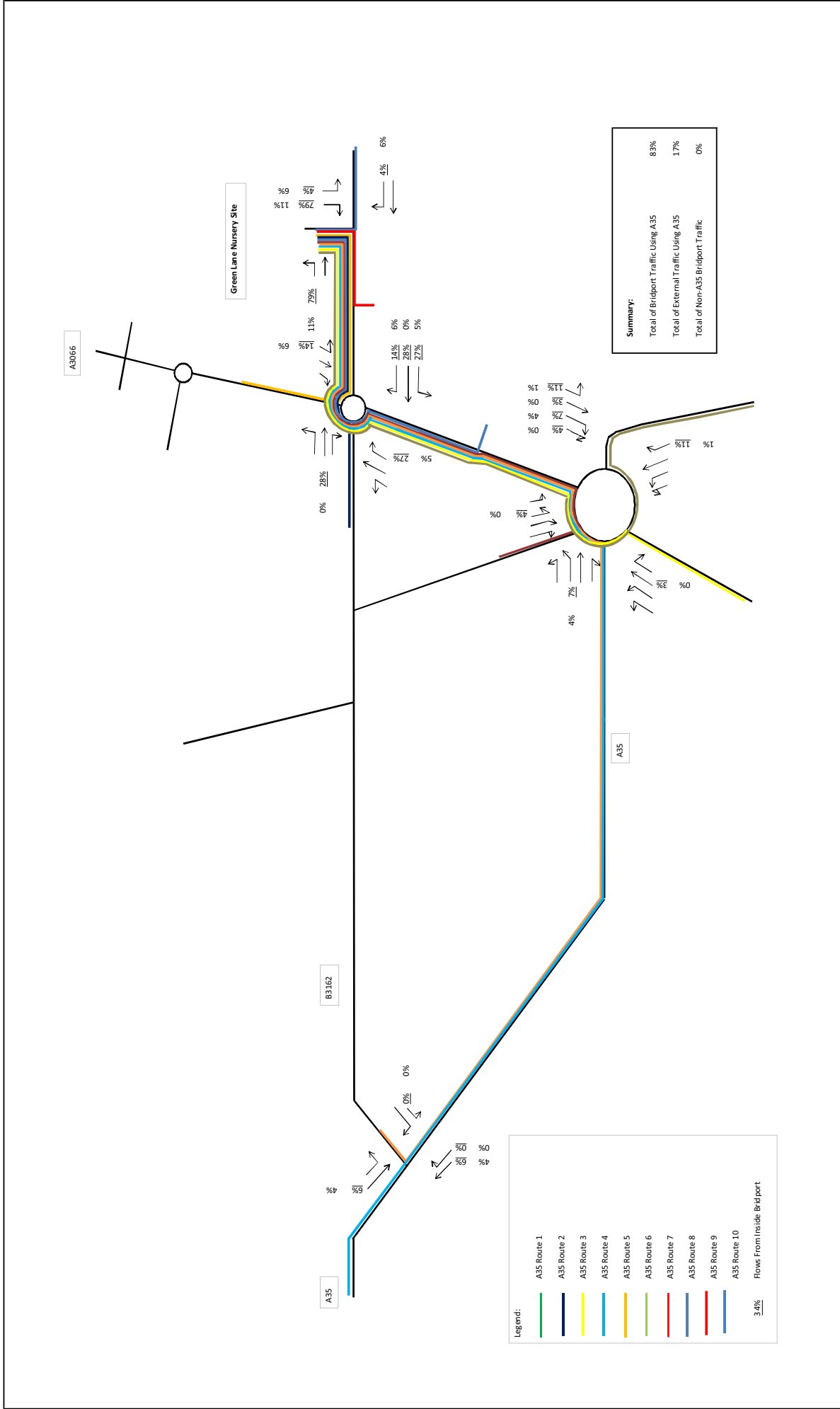
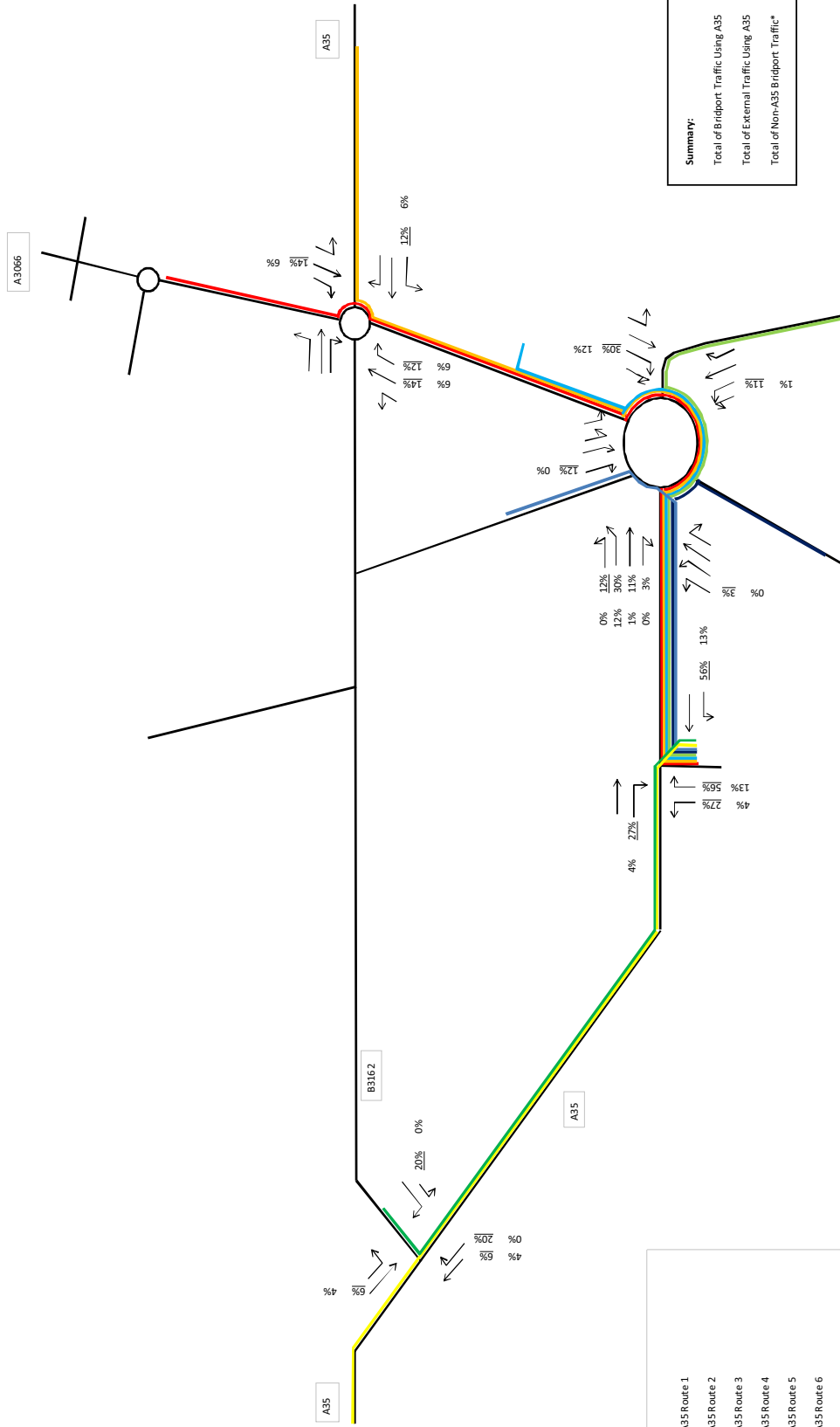
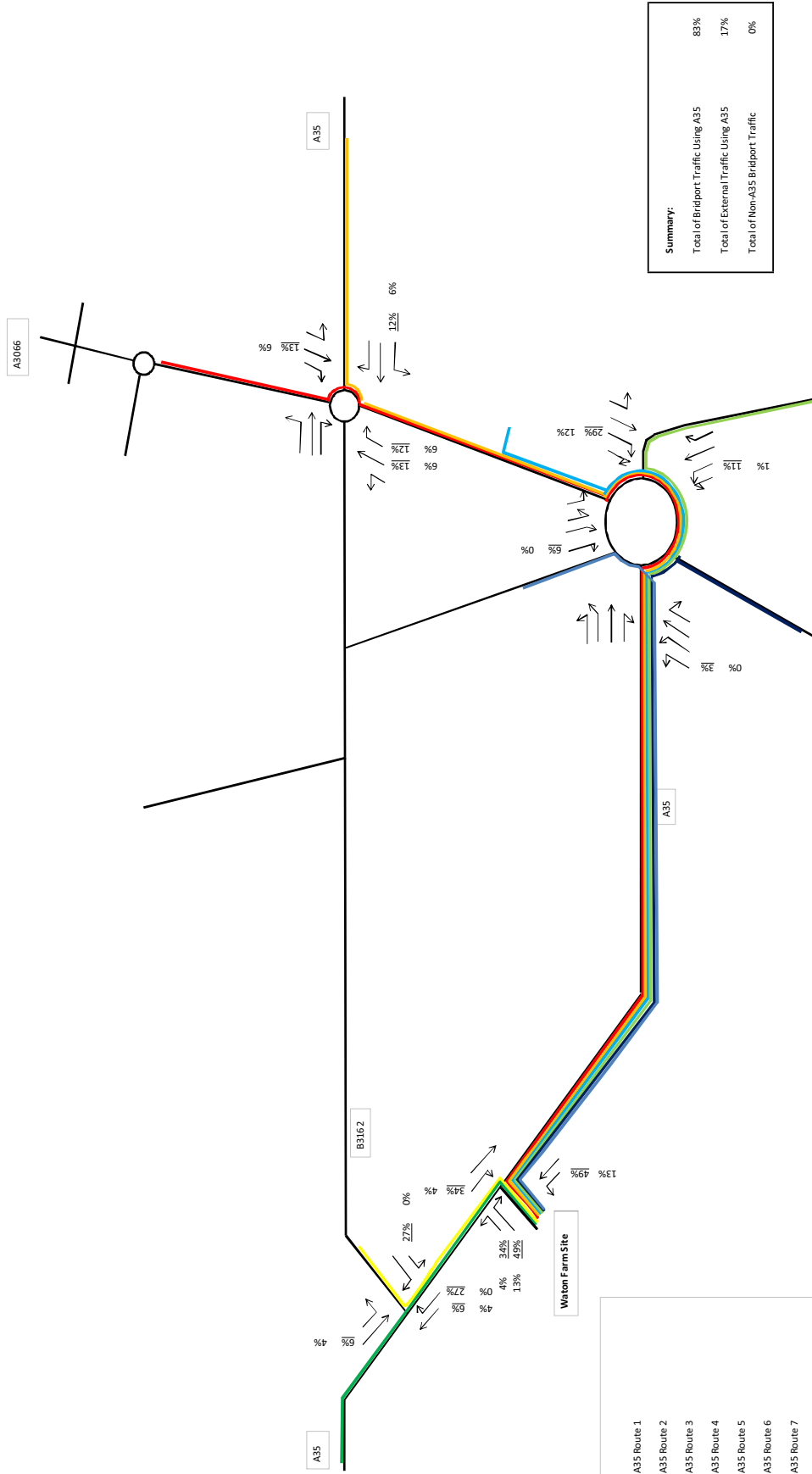
 <b>TRANSPORT PLANNING</b>	Scale/Date: NTS Aug 09	Job No: JMA-05-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	SWQ Committed Development - Saturday

Figure 9b









**TRANSPORT PLANNING**

Scale: NTS  
Drawn by: SC

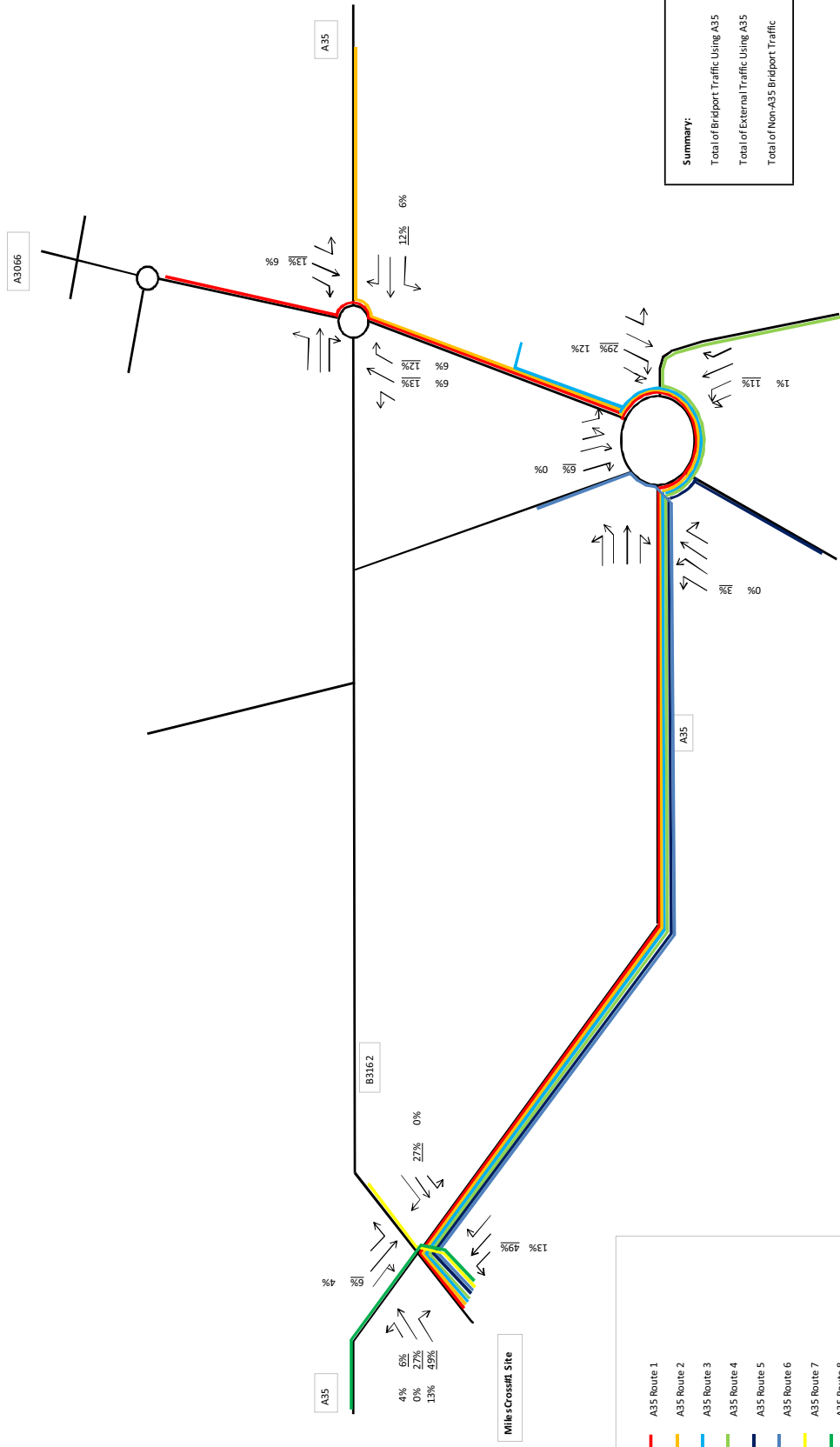
Date: Aug-09  
Client: NPA

Job No: JMA-08-047

Project: Bridport Joint Service Facility  
Site 17 - Watton Farm Traffic Distribution

Figure 13





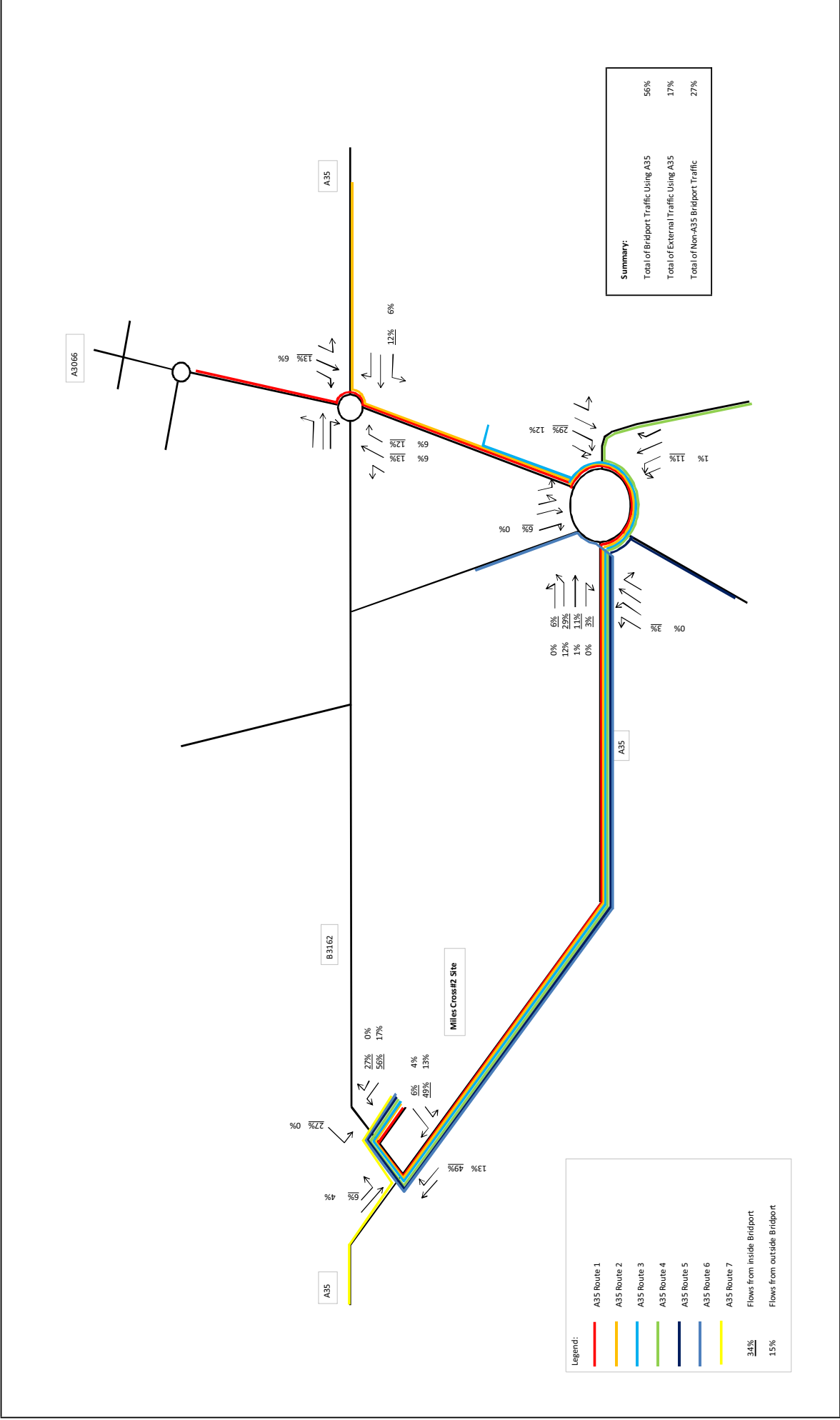
**I M A**

**TRANSPORT PLANNING**

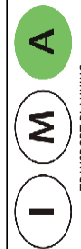
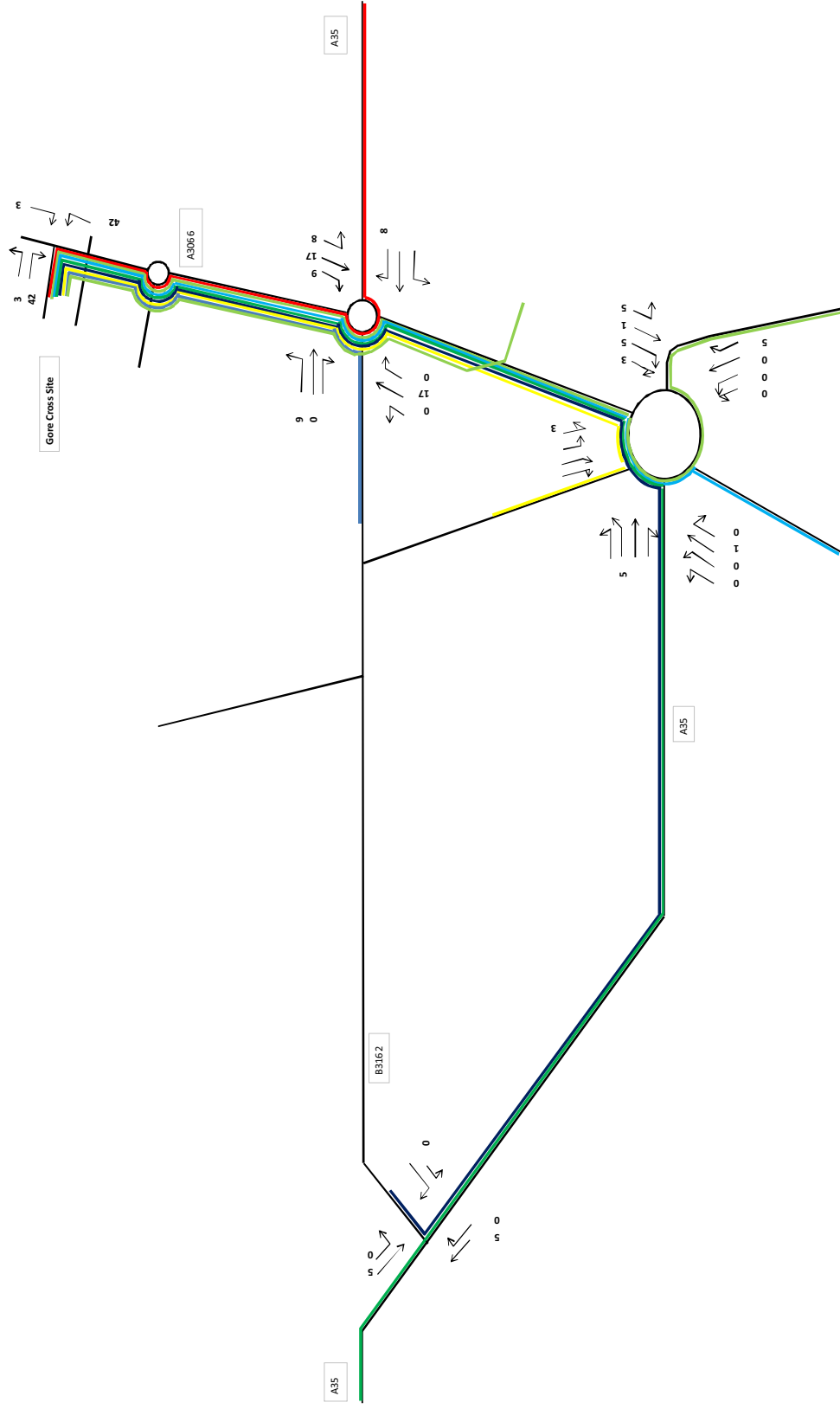
Scale: 1:1000  
 Date: Aug-09  
 Job No: JMA-08-047  
 Client: NPA

Drawn by: SC  
 Project: Bridport Joint Service Facility  
 Site 20 - Miles Cross#1 Traffic Distribution

Figure 14



Total Future Ins / Outs  
45



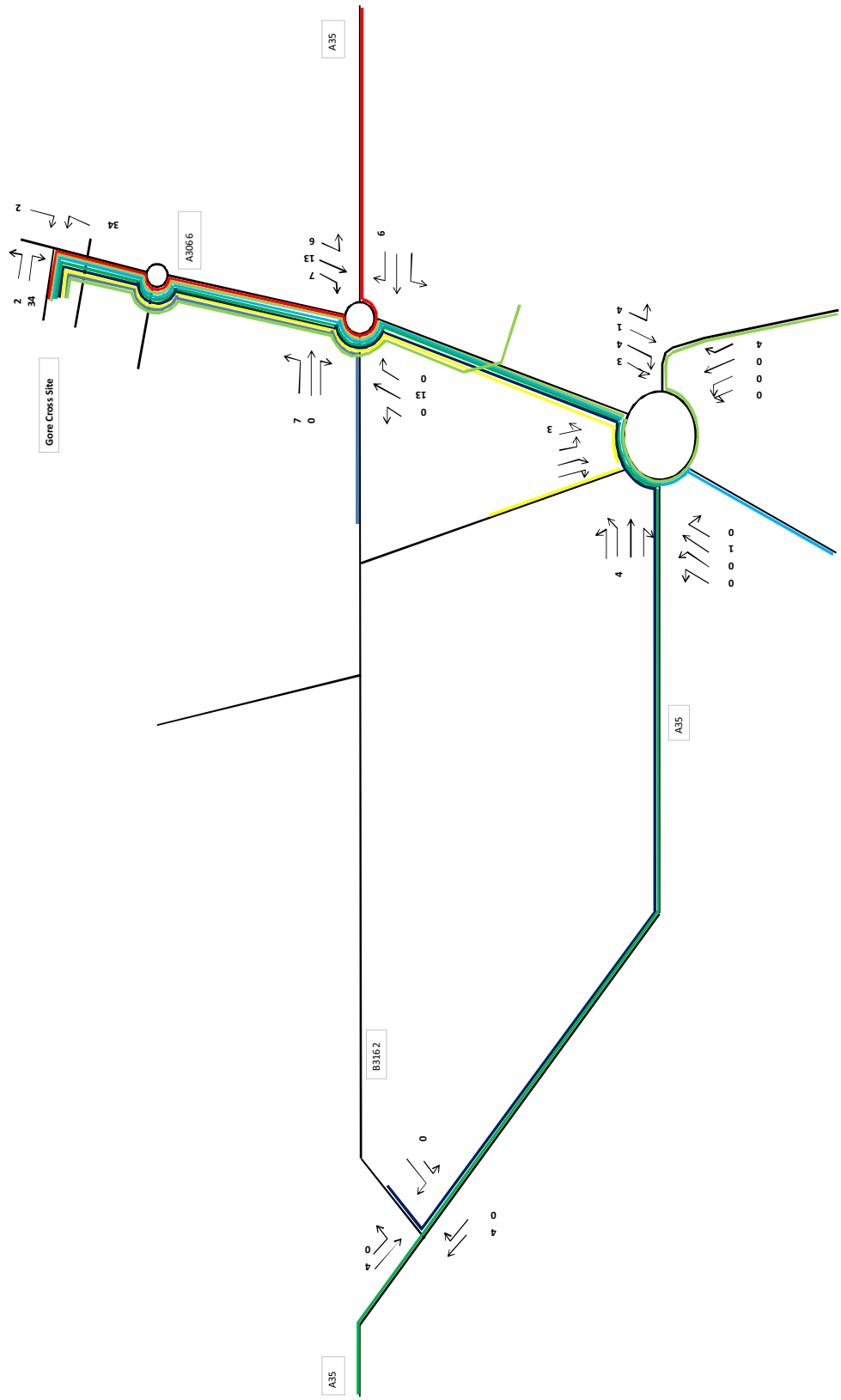
Scale/Date:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
A3066 Weekday Traffic Flows

Figure 16a



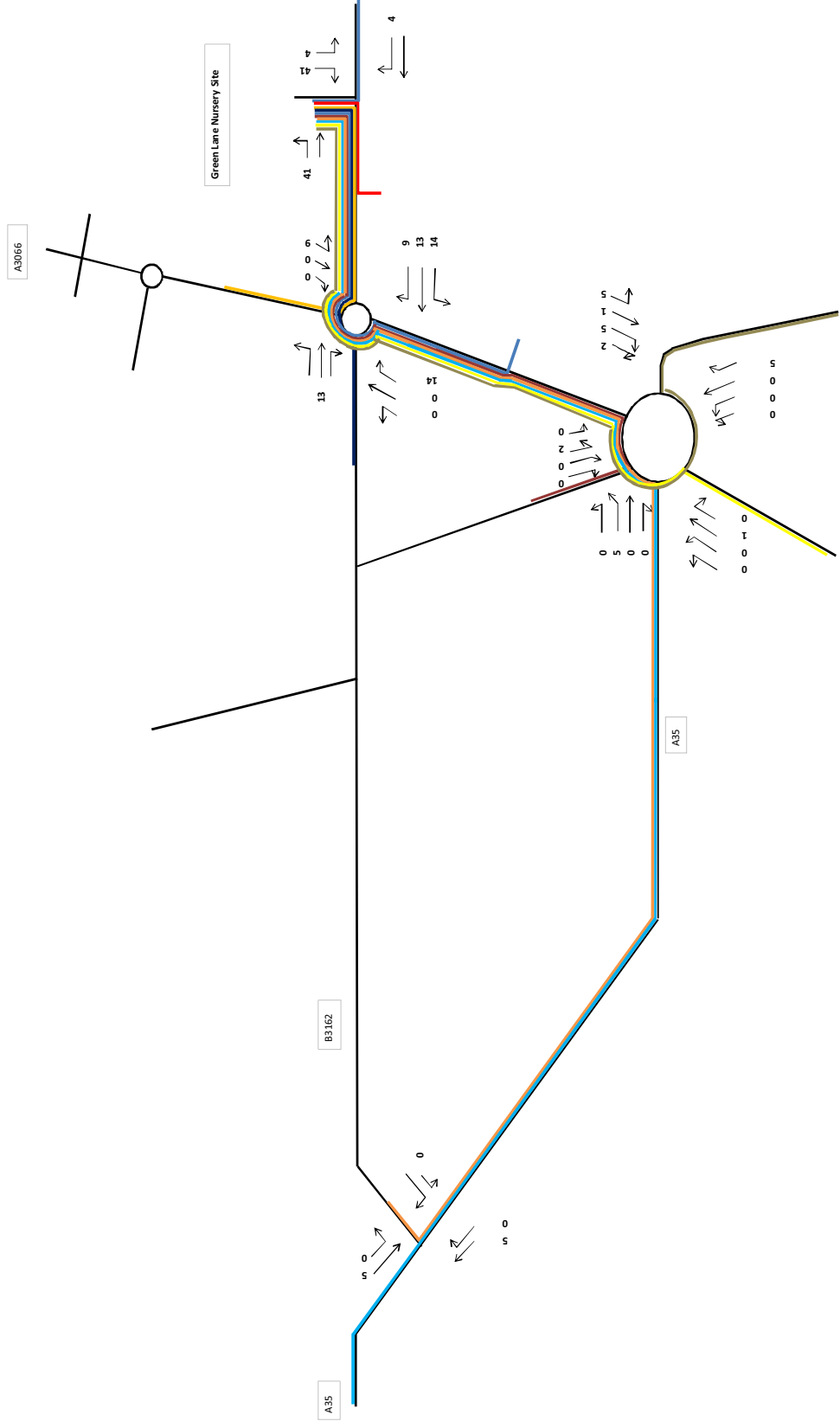
Scale/Date:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
A3066 Saturday Traffic Flows

Figure 16b



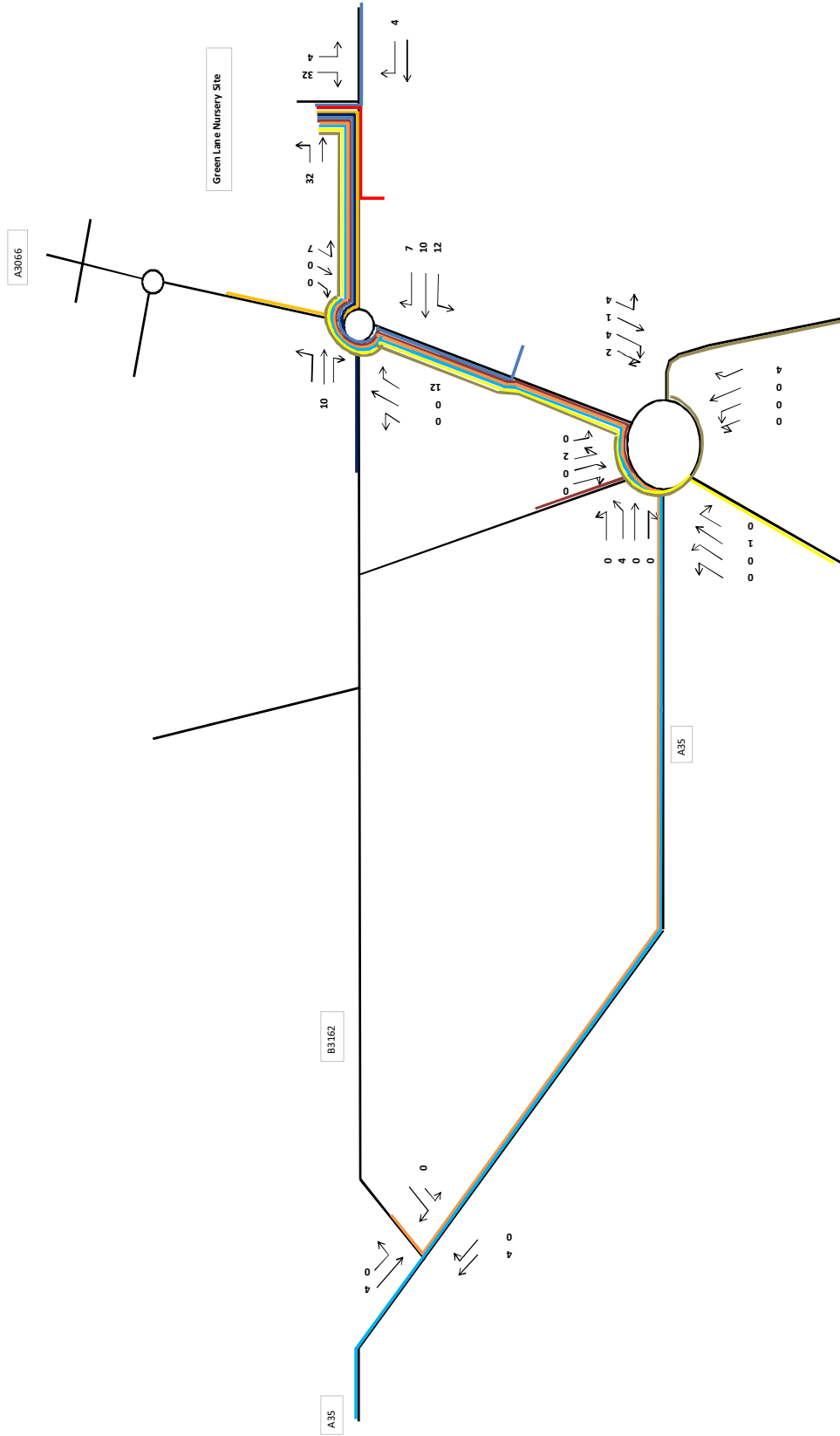
Scale: NTS  
Drawn by: SC

Date: Aug-09  
Client: NPA

Job No: JMA-08-047

Project: Bridport Joint Service Facility  
A335 East Site Weekday Traffic Flows

Figure 17a



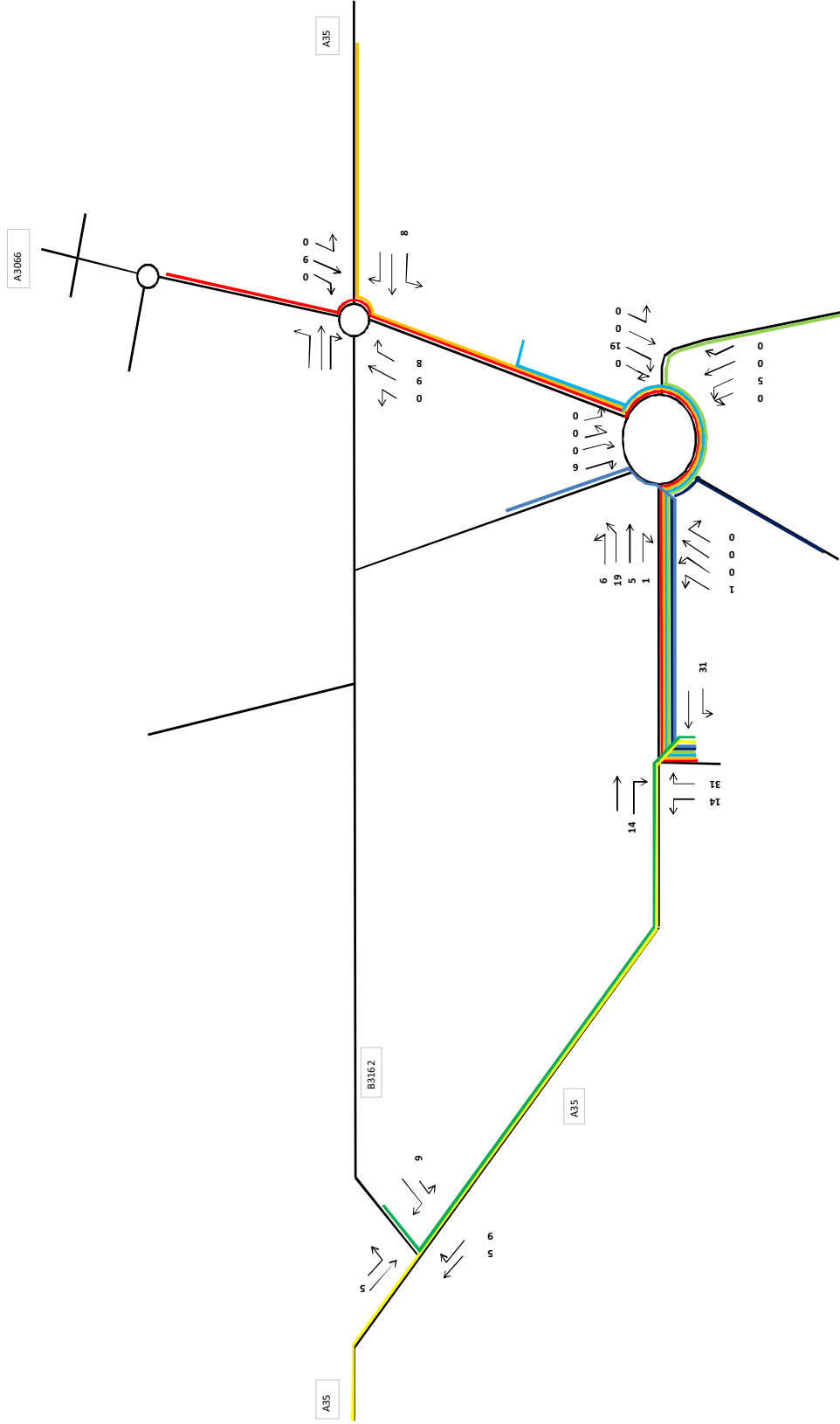
Scalehouse:  
NTS  
Drawn by:  
SC

Date:  
Aug-09  
Client:  
NPA

Job No:  
IMA-08-047

Project:  
Bridport Joint Service Facility  
A35 East Side Saturday Traffic Flows

Figure 17b



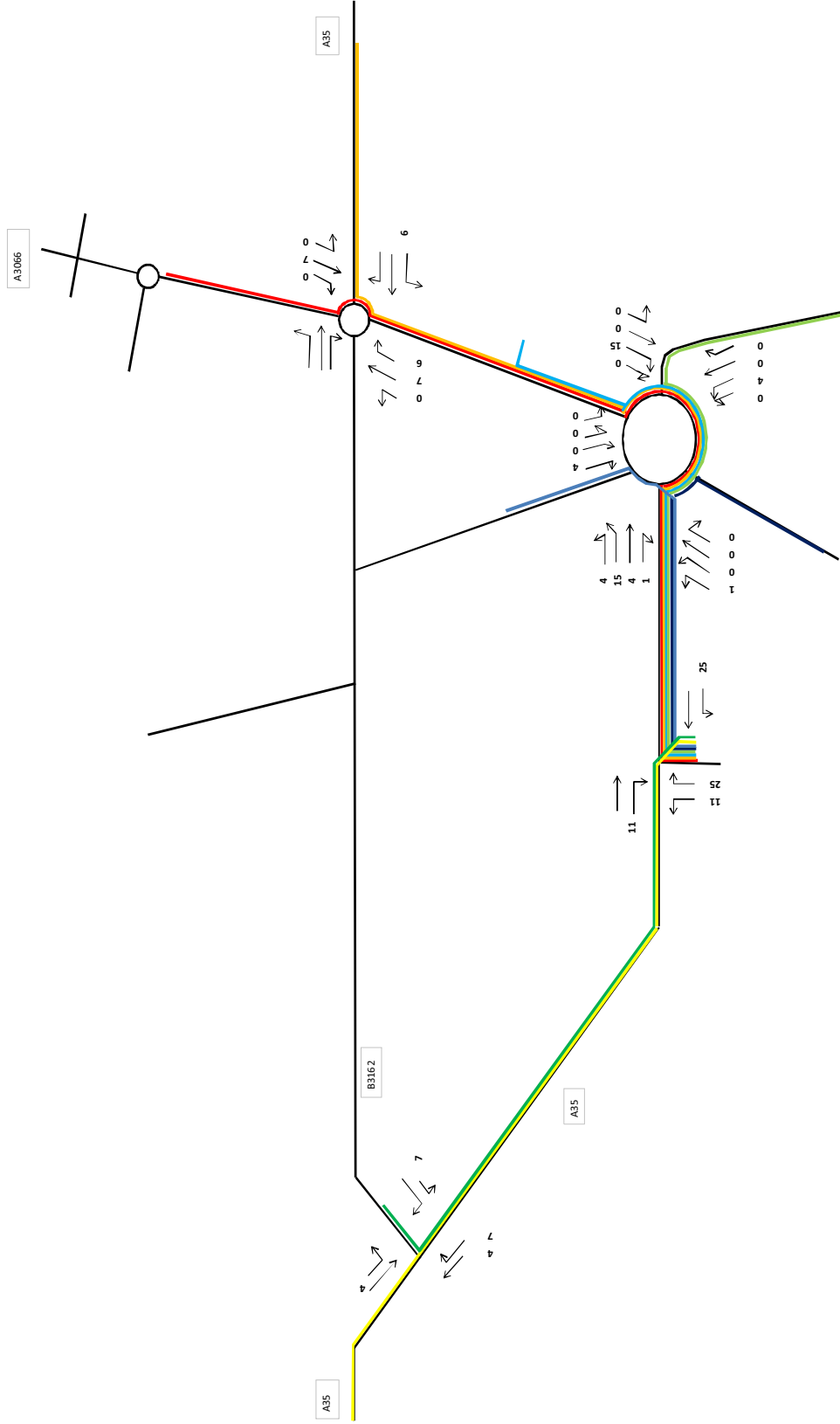
Scale/Date:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-05-047

Project:  
Bridport Joint Service Facility  
Site 16 - Broomhills Weekday Traffic Flows

Figure 18a



Scale/Date:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

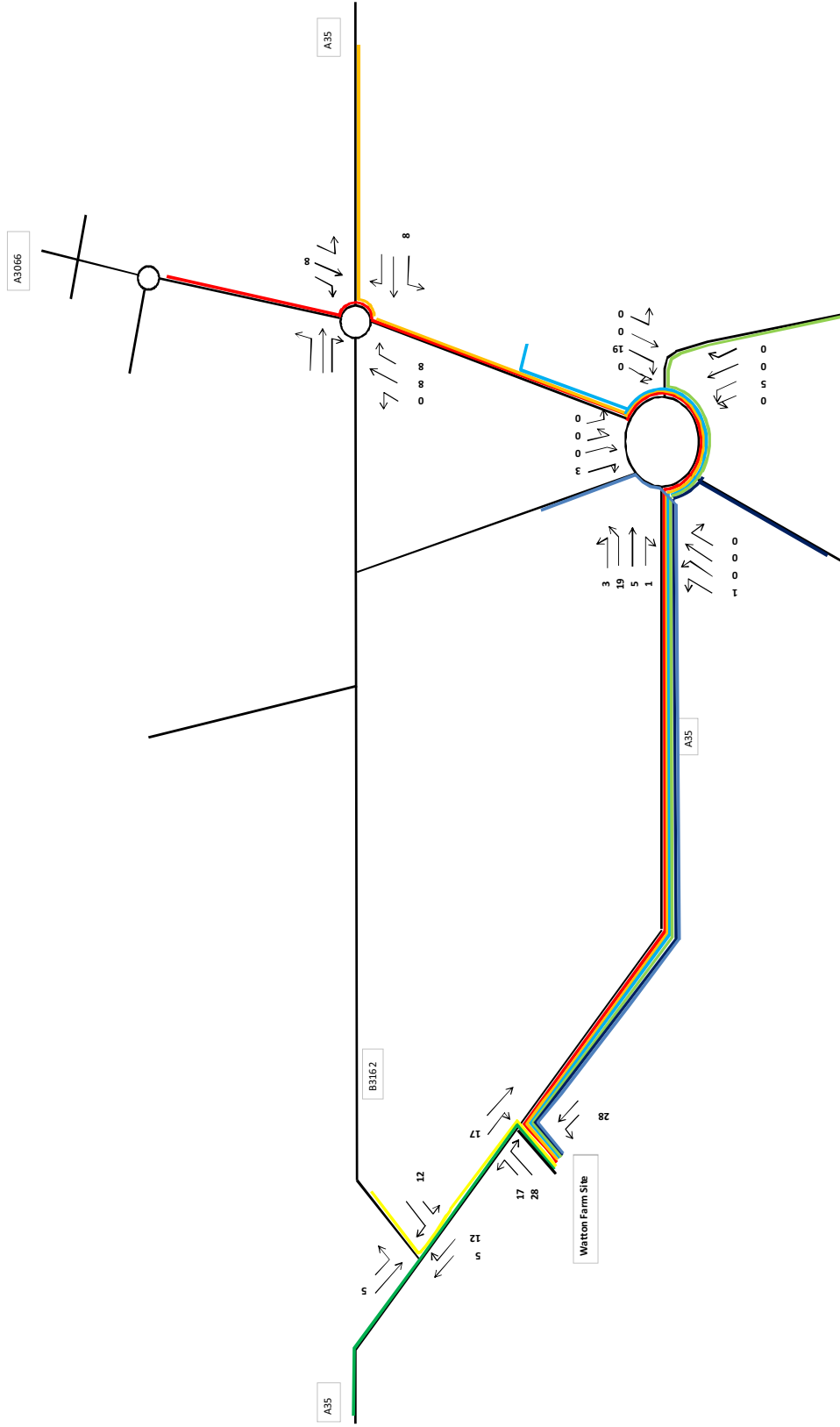
Job No:  
JMA-08-047

Project:

Bridport Joint Service Facility  
Site 16 - Broomhills Saturday Traffic Flows

Figure 18b





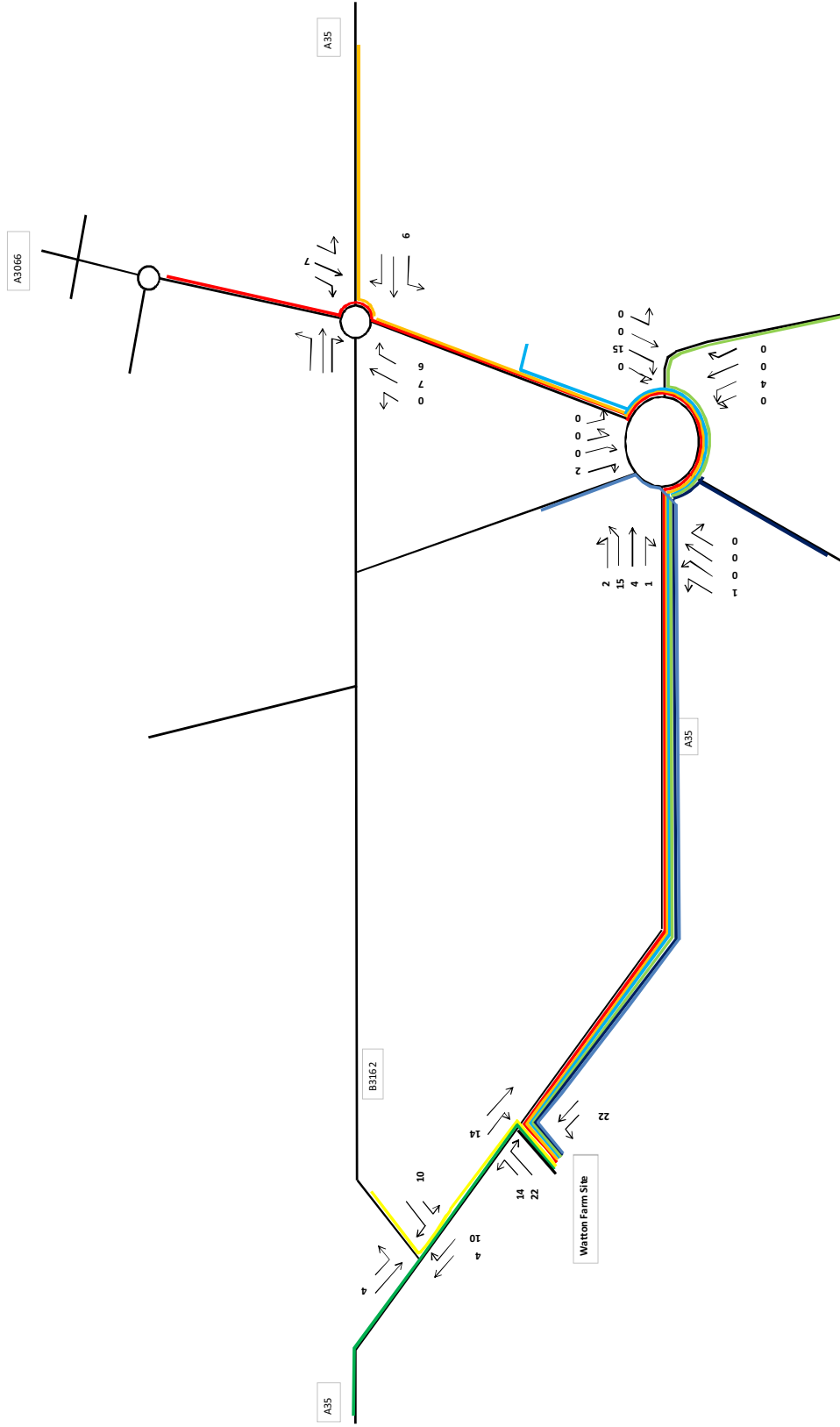
Scale/Date:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-05-047

Project:  
Bridport Joint Service Facility  
Site 17 - Watton Farm Weekday Traffic Flows

Figure 19a



Scale/Date:  
NTS

Drawn by:  
SC

Date:  
Aug 09

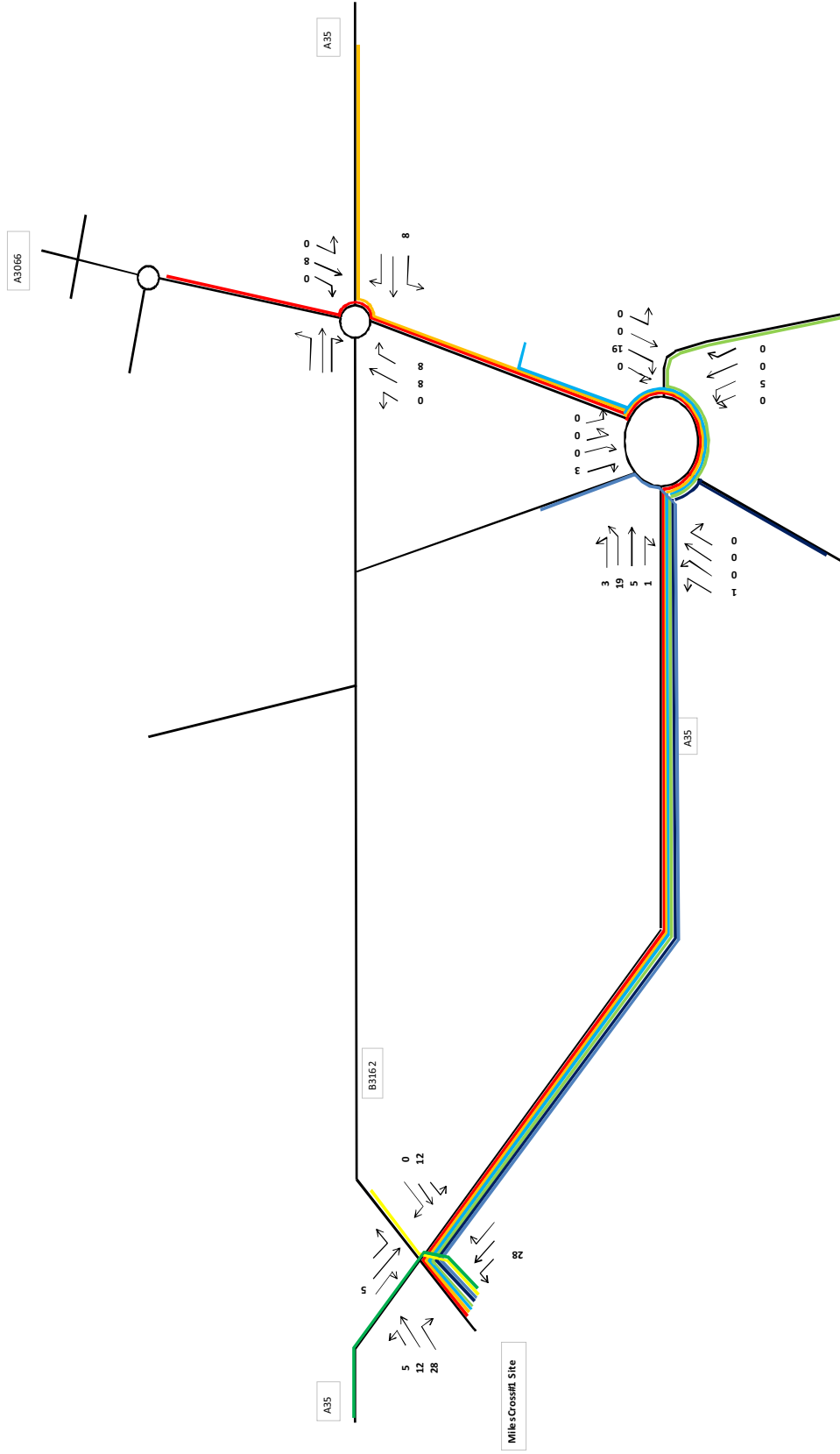
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
Site 17 - Watton Farm Saturday Traffic Flows

Figure 19b

Total Future Ins / Outs  
45



TRANSPORT PLANNING

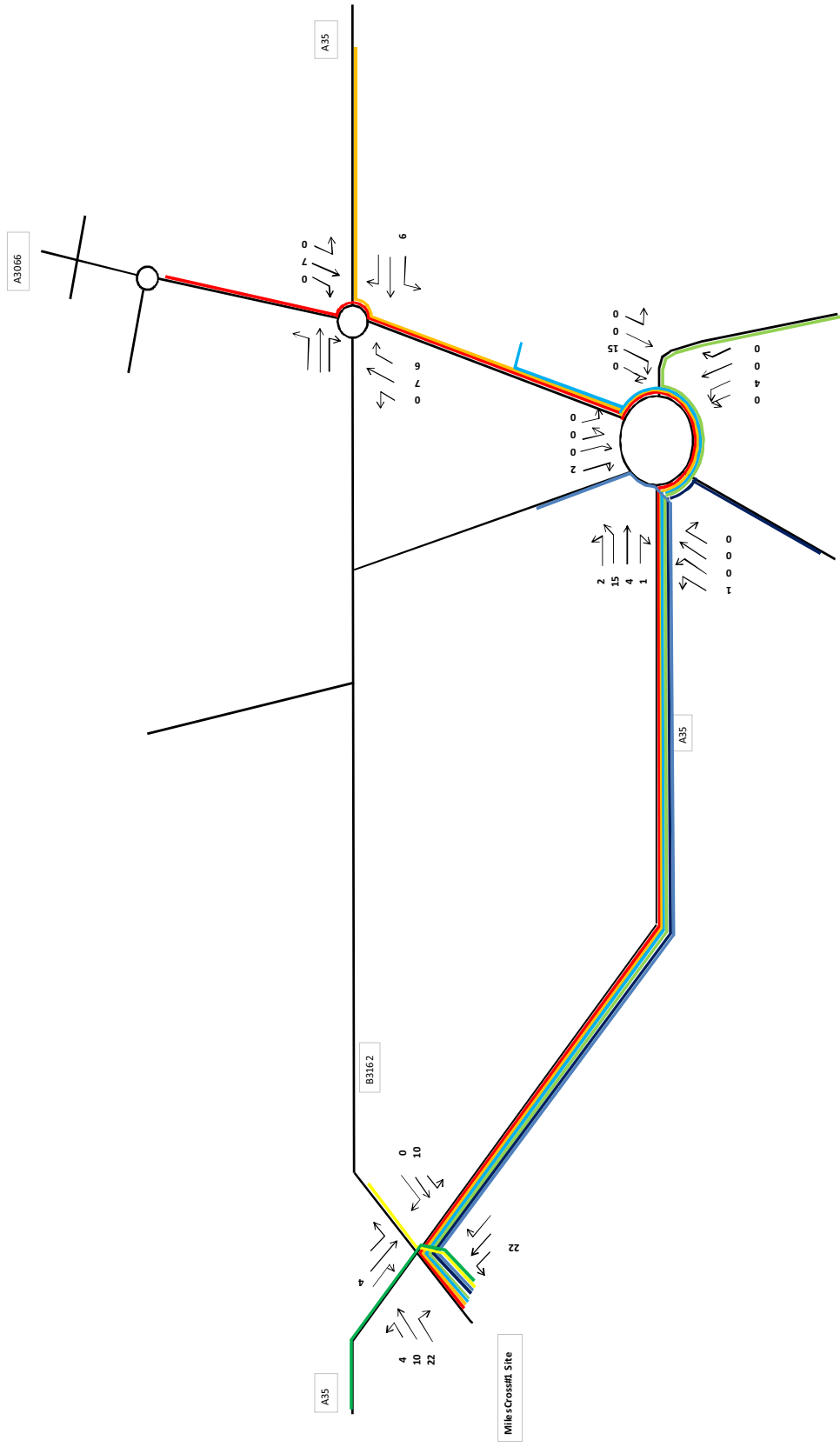
Scale/Date: NTS  
Drawn by: SC

Date: Aug 09  
Client: NPA

Job No: IMA-08-047

Project: Bridport Joint Service Facility  
Site 20 - Miles Cross#1 Weekday Traffic Flows

Figure 20a



TRANSPORT PLANNING

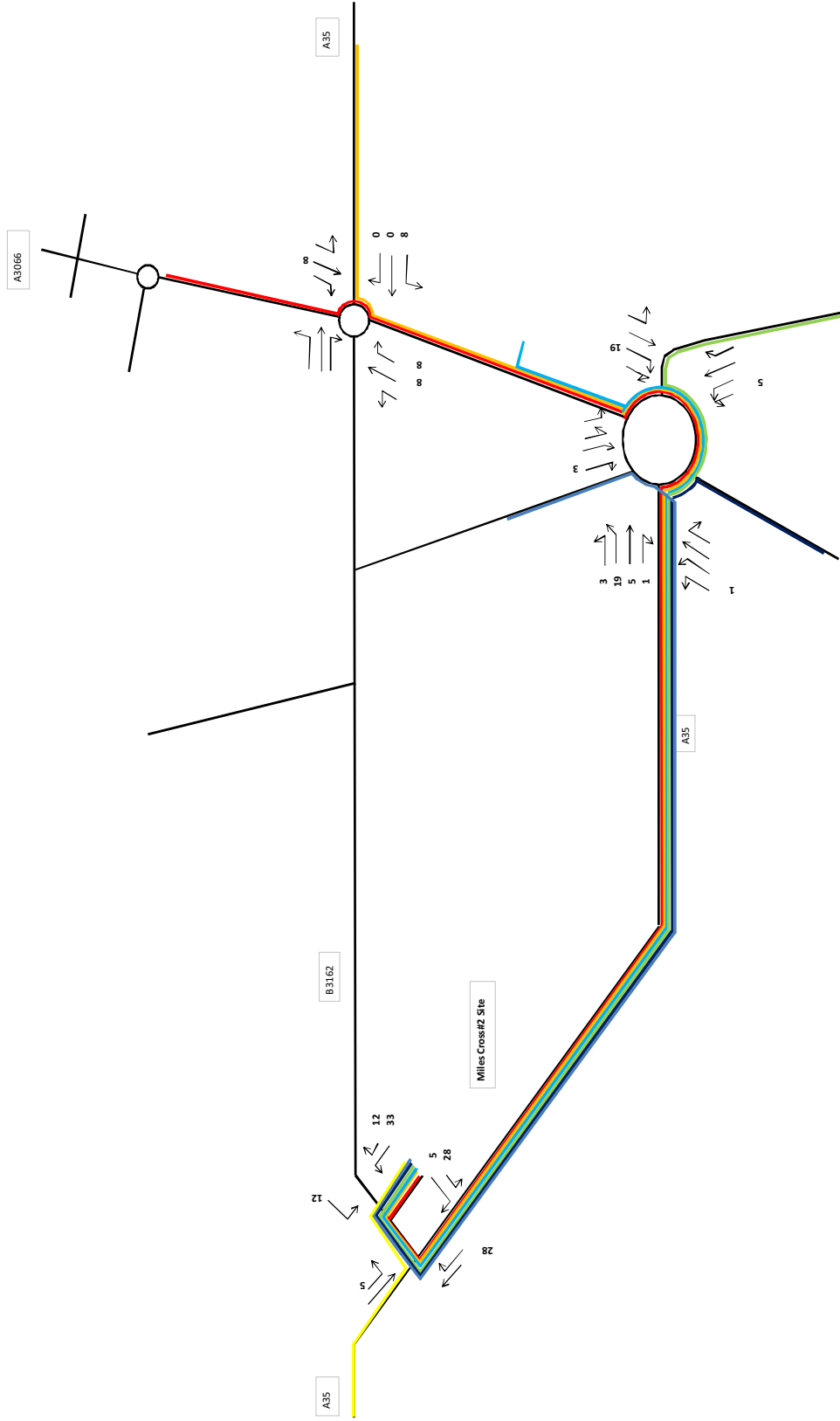
Scale/Date:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
IMA-08-047

Project:  
Bridport Joint Service Facility  
Site 20 - Miles Cross#1 Saturday Traffic Flows

Figure 20b



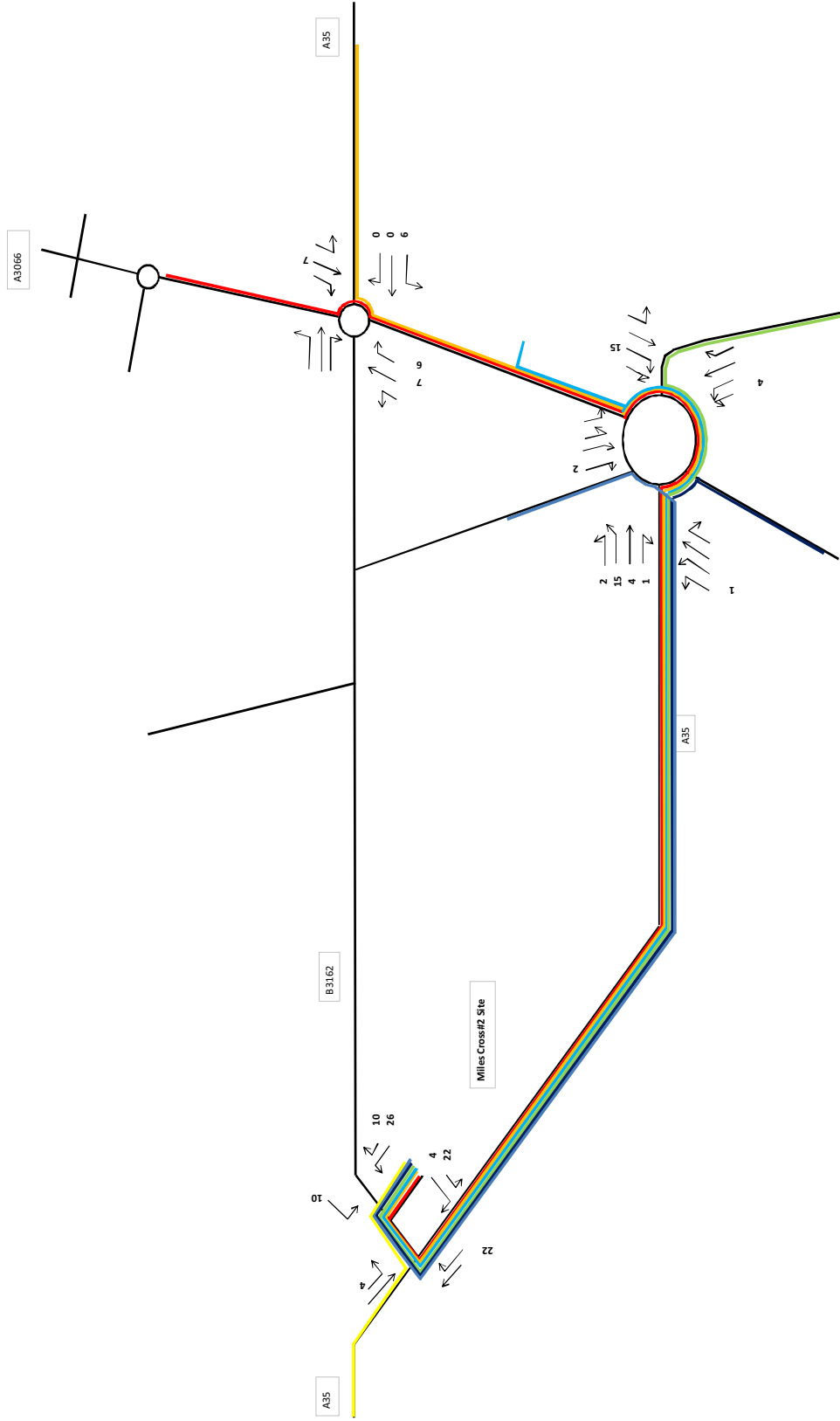
Scales: INTS  
Drawn by: SC

Date: Aug 09  
Client: NPA

Job No: JMA-08-047

Project: Bridport Joint Service Facility  
Site 36 - Miles Cross#2 Weekday Traffic Flows

Figure 21a



Scale/Date:  
NTS  
Drawn by:  
SC

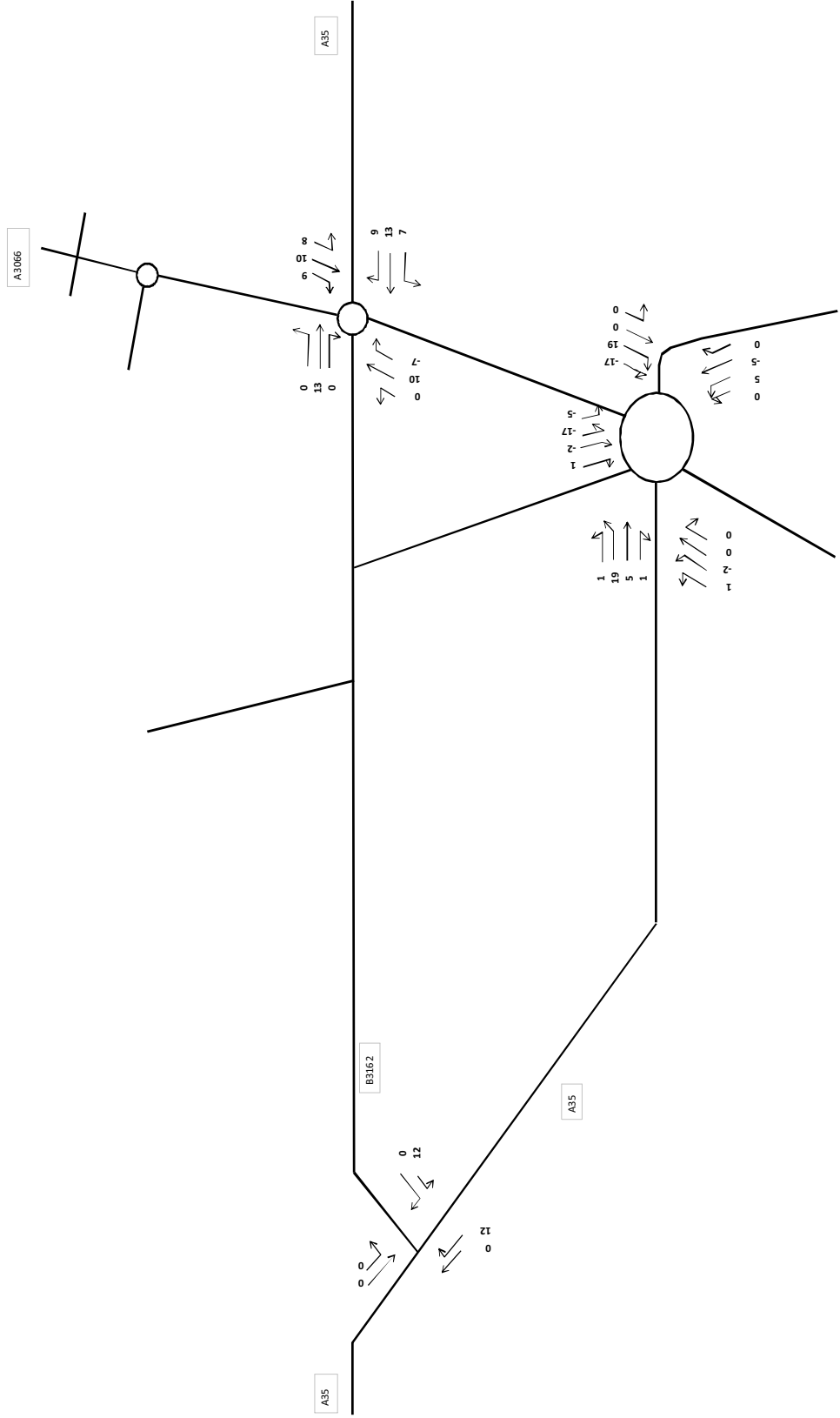
Date:  
Aug 09  
Client:  
NPA

Job No:  
IMA-08-047

Project:  
Bridport Joint Service Facility  
Site 36 - Miles Cross#2 Saturday Traffic Flows

Figure 21b

Total Future Ins / Outs  
45



Scales/Units:  
NTS

Drawn by:  
SC

Date:  
Aug 09

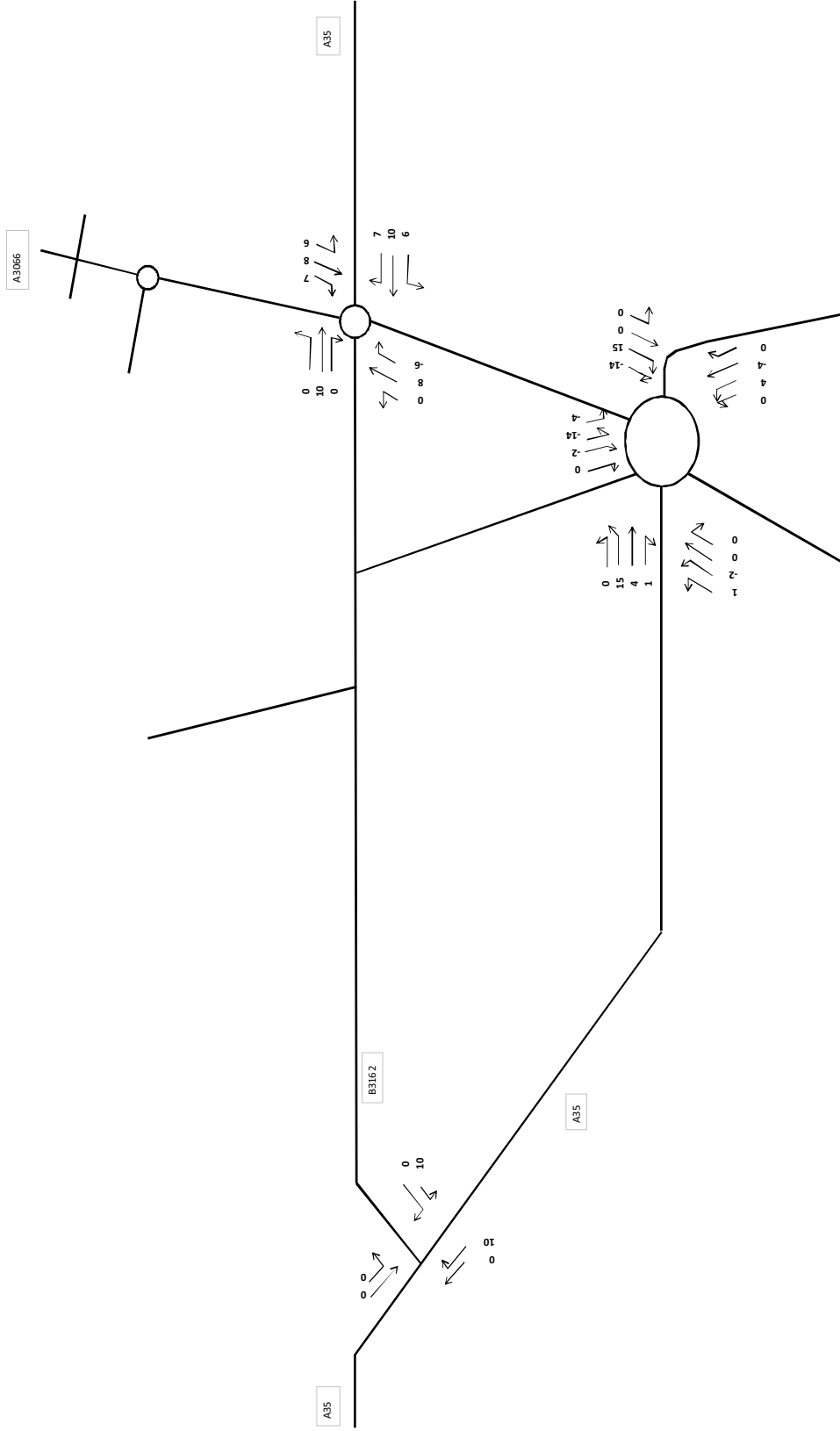
Client:  
NPA

Job No:  
JMA-05-047

Project:

Bridport Joint Service Facility  
Net 'Worst Case' Weekday Change in Traffic

Figure 22a



Scale/Date:  
NTS  
Drawn by:  
SC

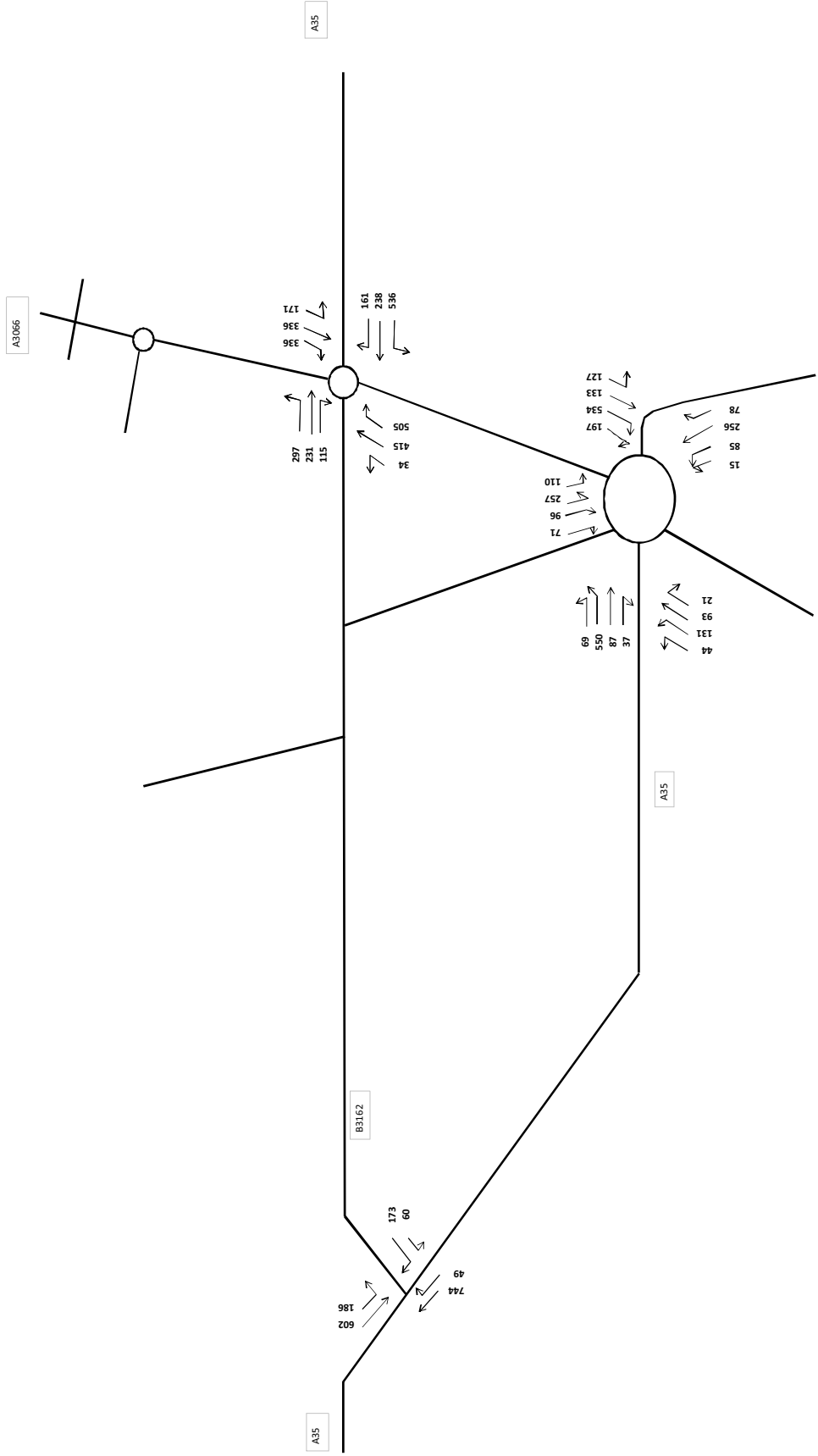
Date:  
Aug 09  
Client:  
NPA

Job No:  
IMA-08-047

Project:  
Bridport Joint Service Facility  
Net 'Worst Case' Saturday Change in Traffic

Figure 22b





Scales/Title:  
NTS

Drawn by:  
SC

Date:  
Aug 09

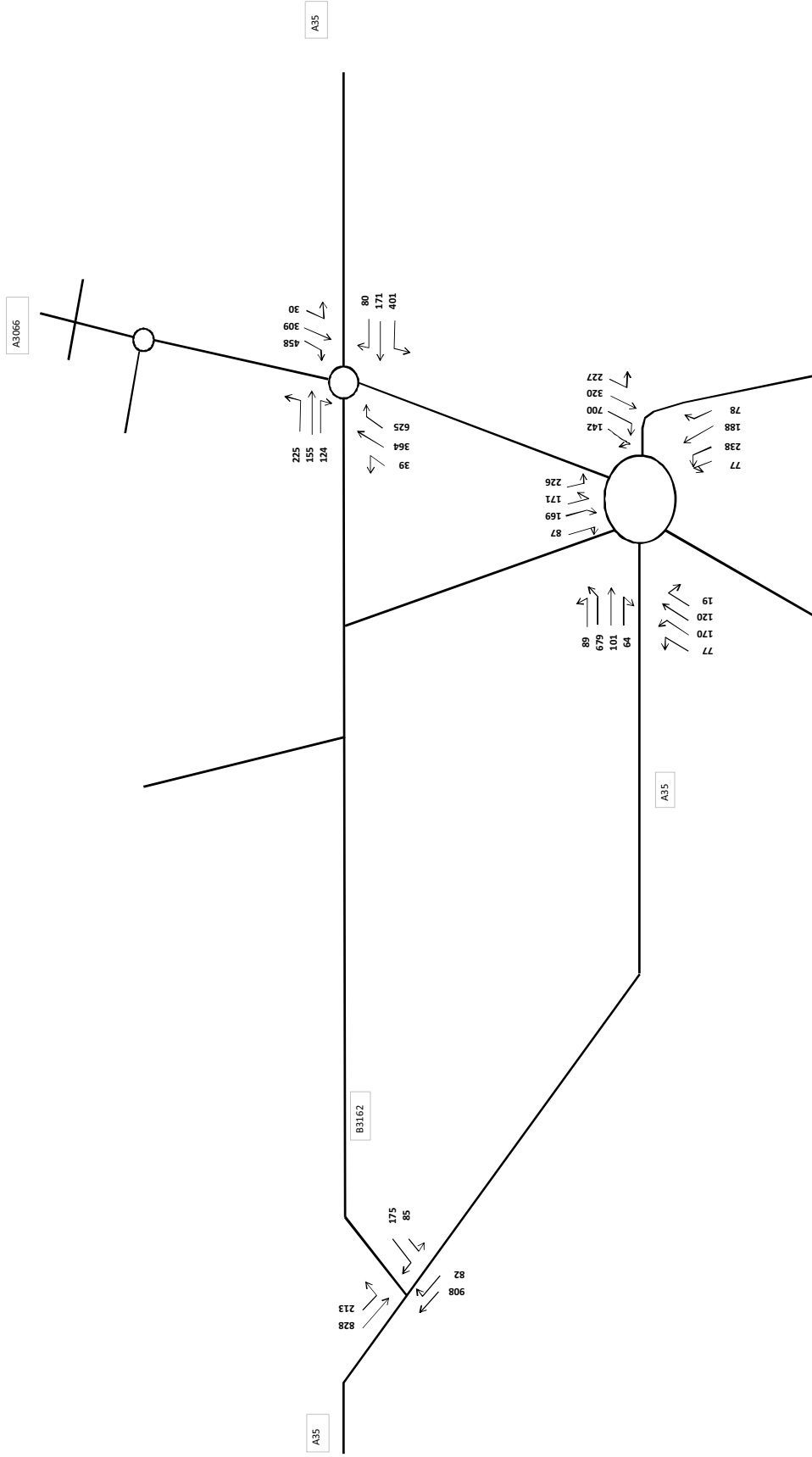
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility

2020 'Do Nothing - Neutral Period' Weekday

Figure 23a



Schedule:  
NTS  
Drawn by:  
SC

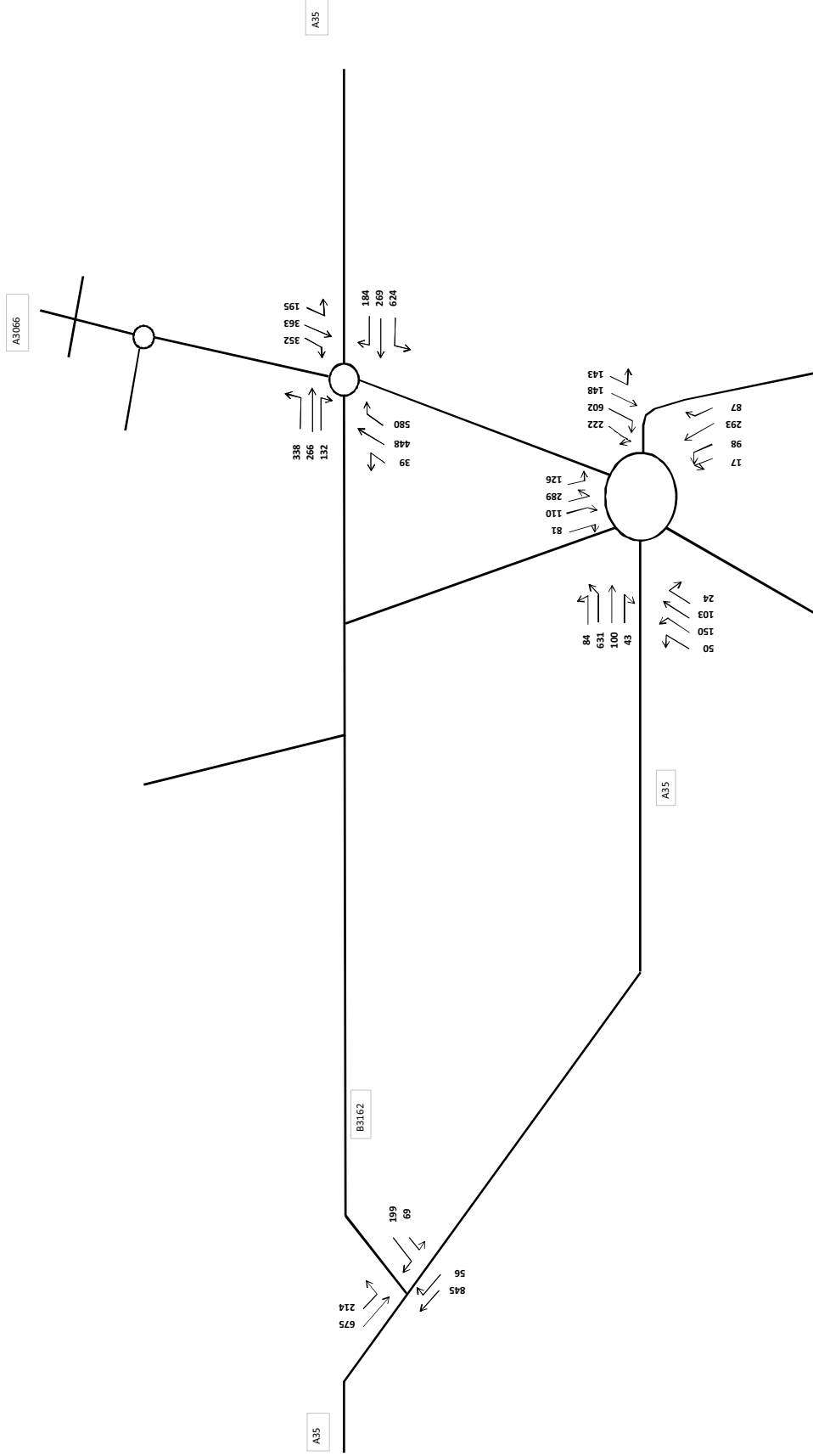
Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
2020 'Do Nothing - Neutral Period' Saturday

Figure 23b

August Uplift (Taken from Average Uplift in ATC Results)  
1.15



Schedule:  
NTS  
Drawn by:  
SC

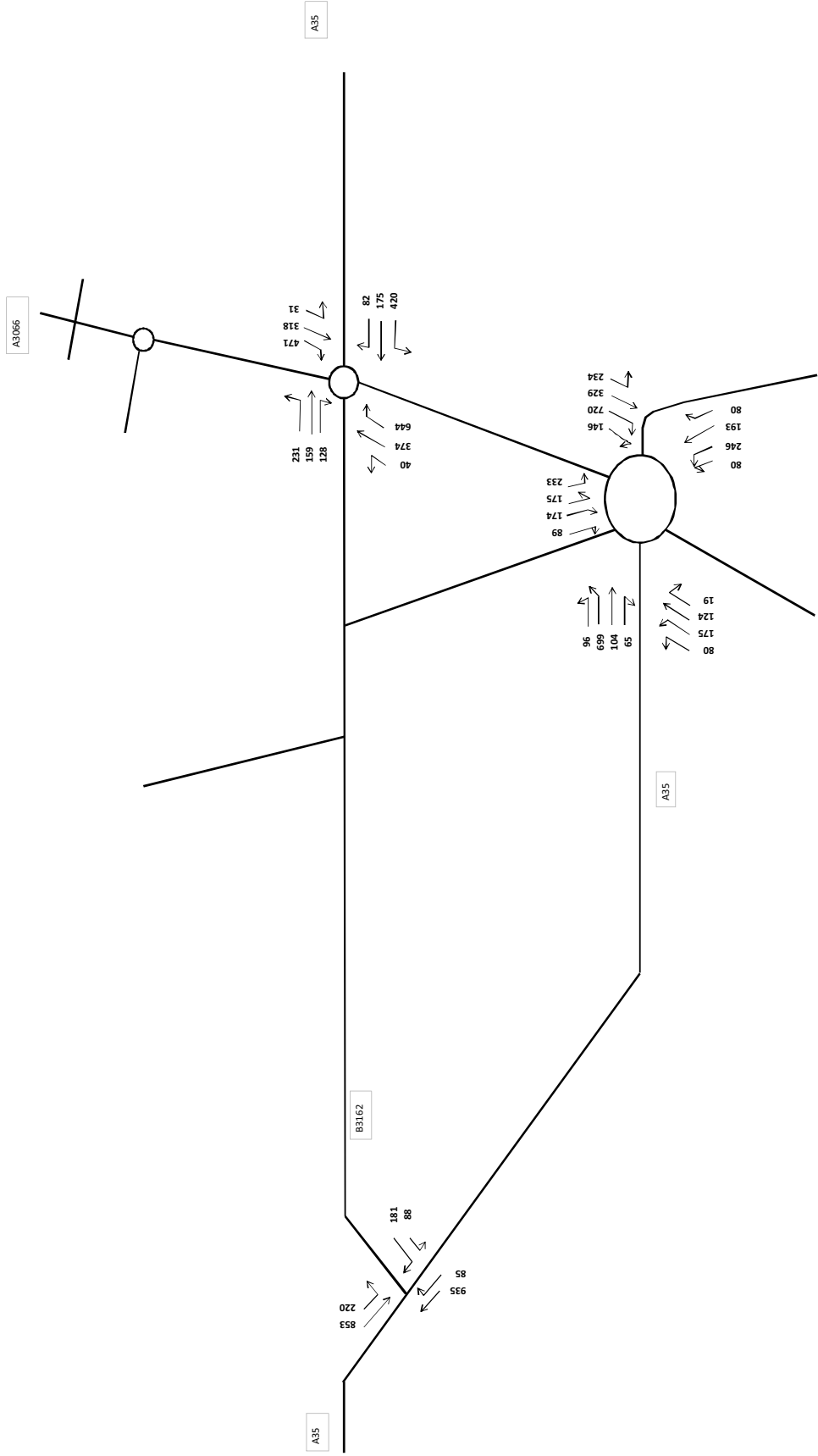
Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
2020 'Do Nothing - Holiday Period'

Figure 24a

August Uplift (Taken from Average Uplift in ATC Results)  
1.03



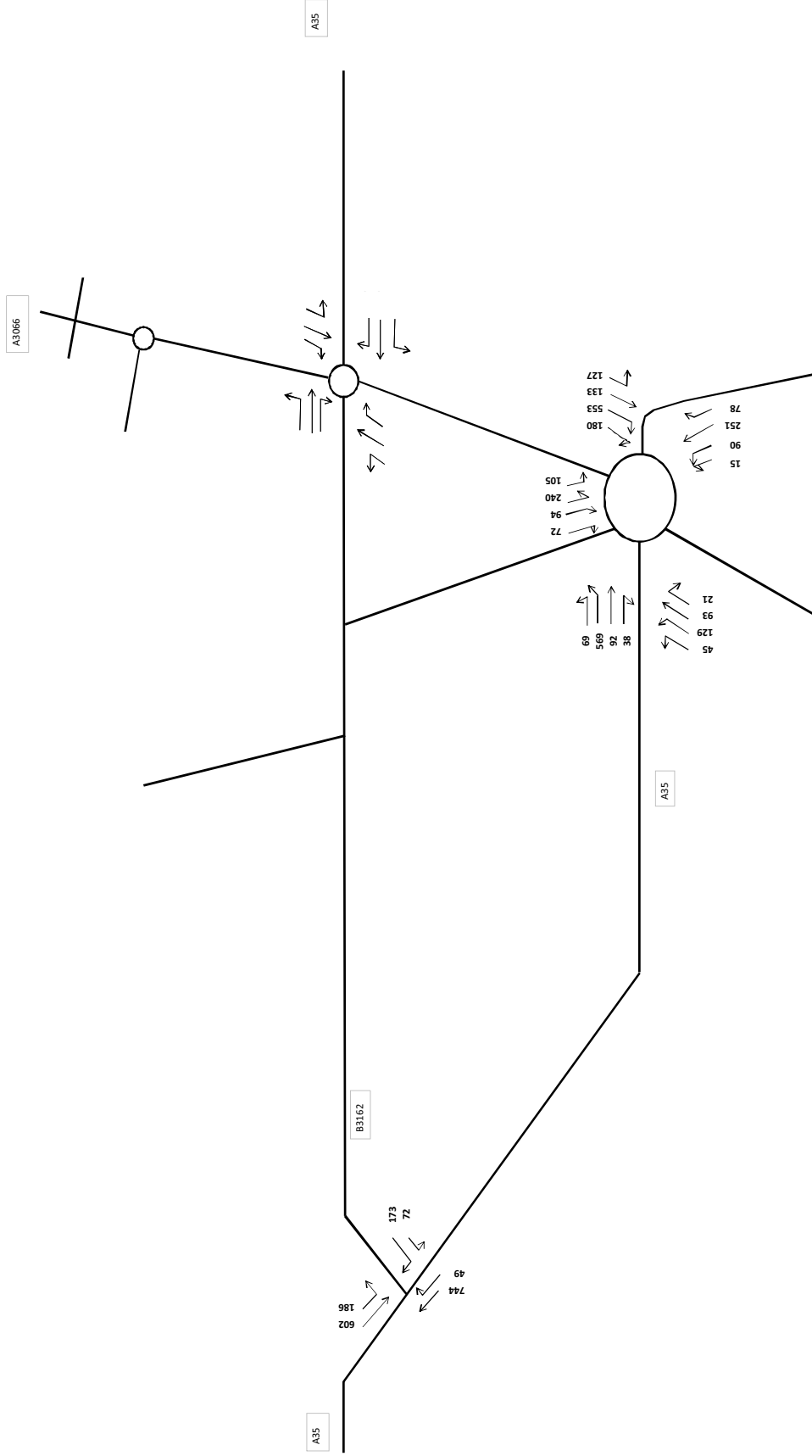
Schedule: NTS  
Drawn by: SC

Date: Aug-09  
Client: NPA

Job No: JMA-08-047

Project: Bridport Joint Service Facility  
2020 Do Nothing - Holiday Period - Saturday

Figure 24b



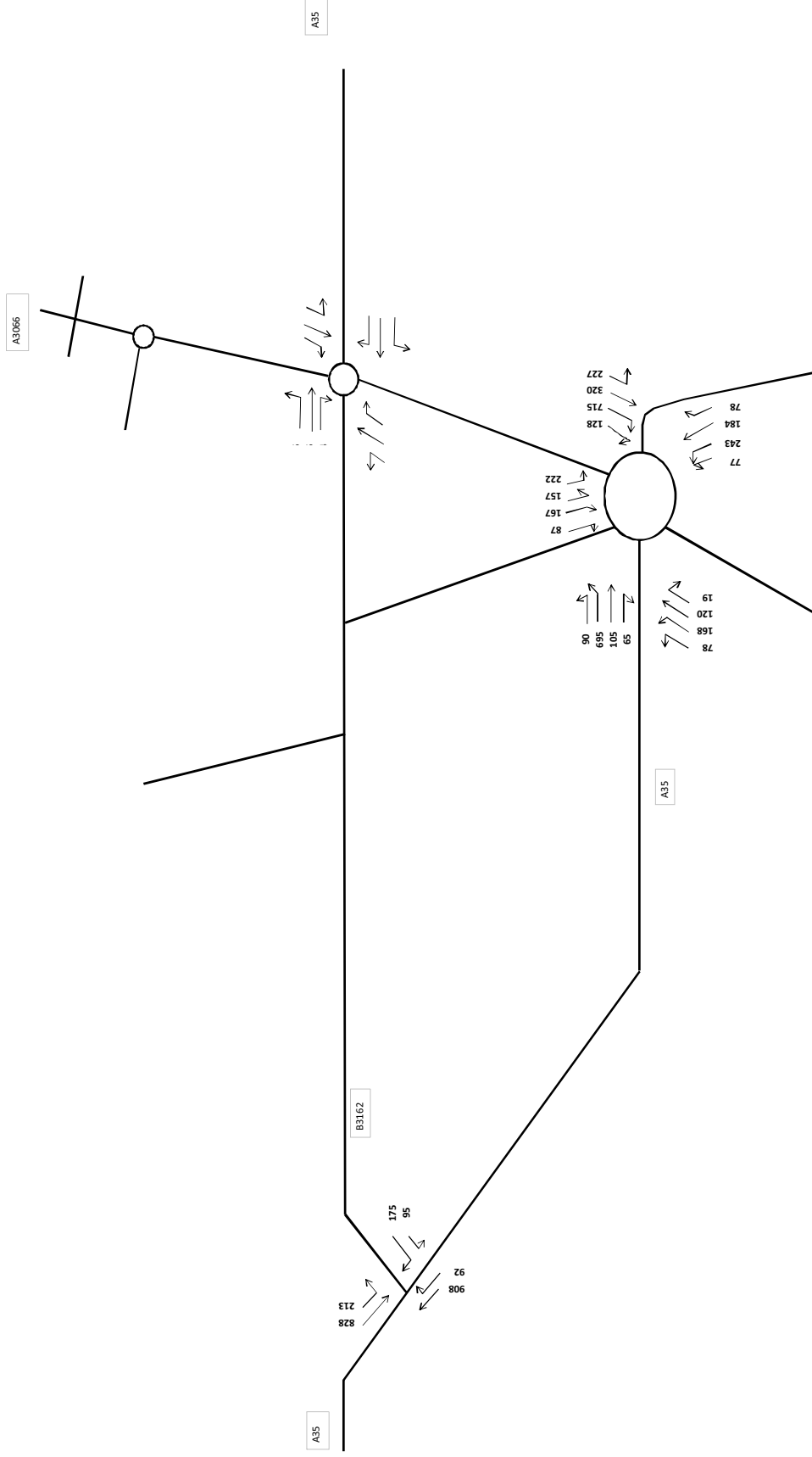
Schedule:  
NTS  
Drawn by:  
SC

Date:  
Aug 09  
Client:  
NPA

Job No:  
JMA-09-047

Project:  
Bridport Joint Service Facility  
2020 'With Worst Case Development - Neutral Period' Weekday

Figure 25a



Scale/Date:  
NTS

Drawn by:  
SC

Date:  
Aug 09

Client:  
NPA

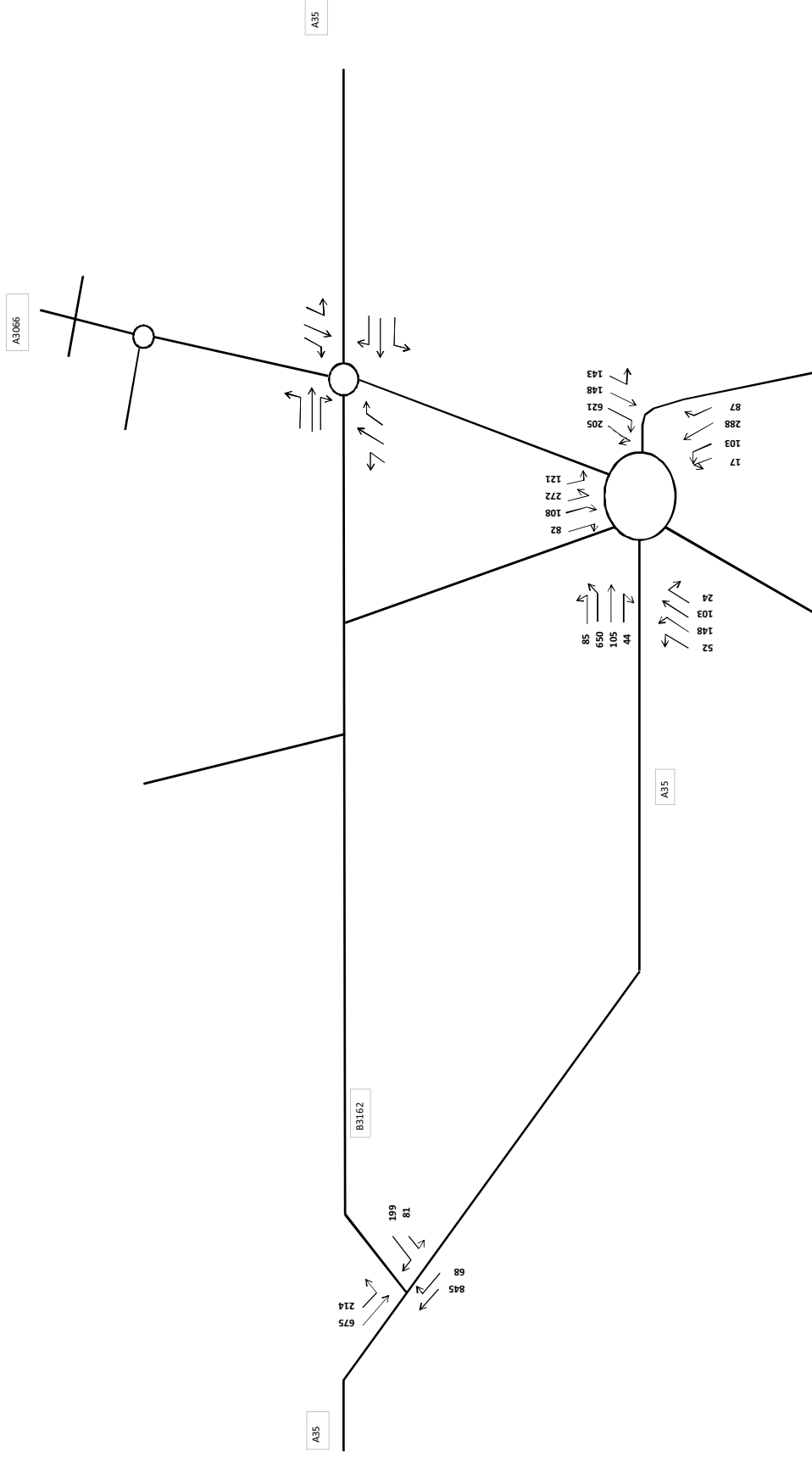
Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility

2020 'With Worst Case Development - Neutral Period' Saturday

Figure 25b

August Uplift (Taken from Average Uplift in ATC Results)  
1.15



Scaled by:  
NTS

Drawn by:  
SC

Date:  
Aug 09

Client:  
NPA

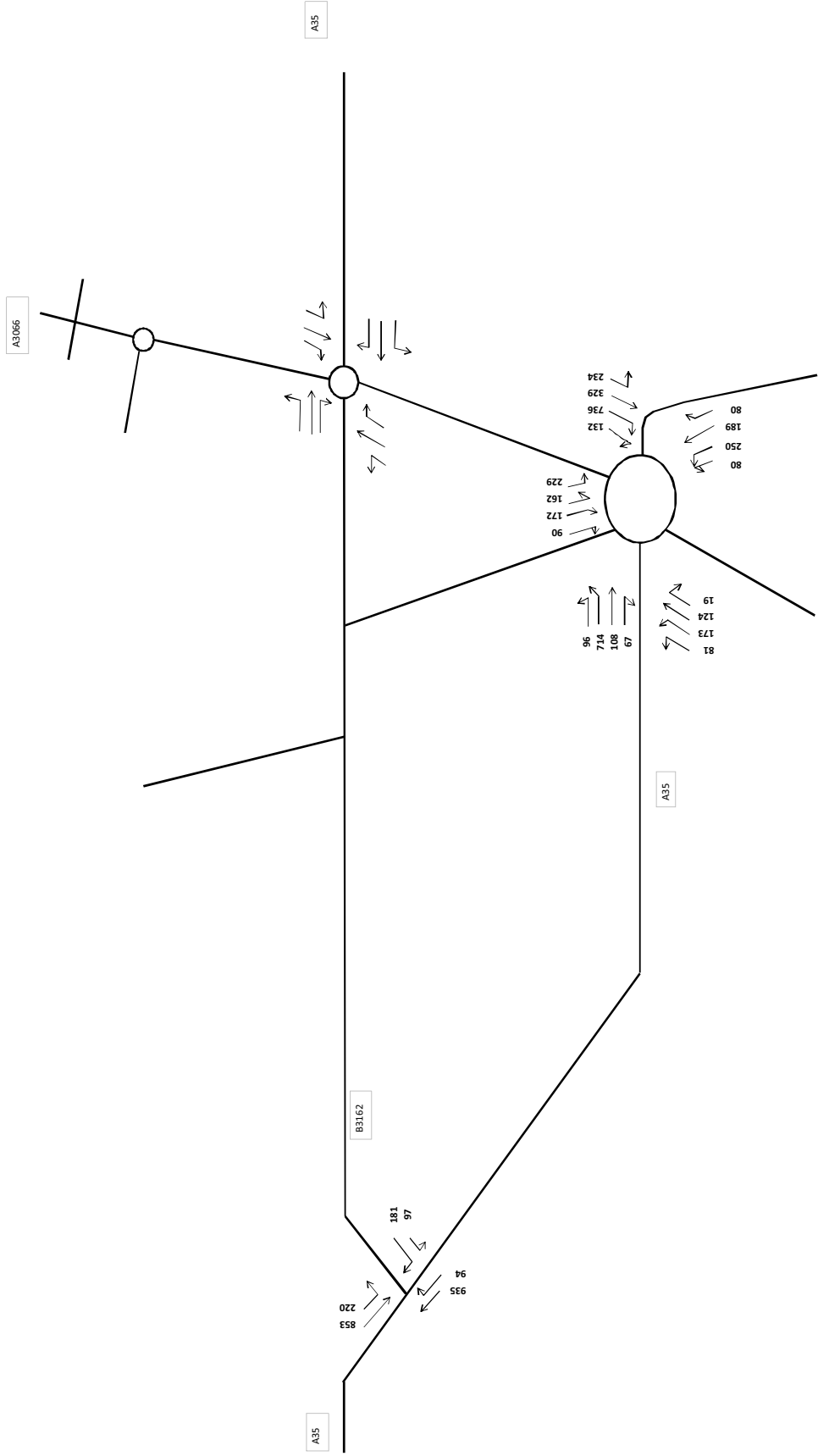
Job No:  
IMA-08-047

Project:  
Bridport Joint Service Facility

2020 'With Worst Case Development - Holiday Period' Saturday

Figure 26a

August Uplift (Taken from Average Uplift in ATC Results)  
1.03



Scalebase:  
NTS  
Drawn by:  
SC

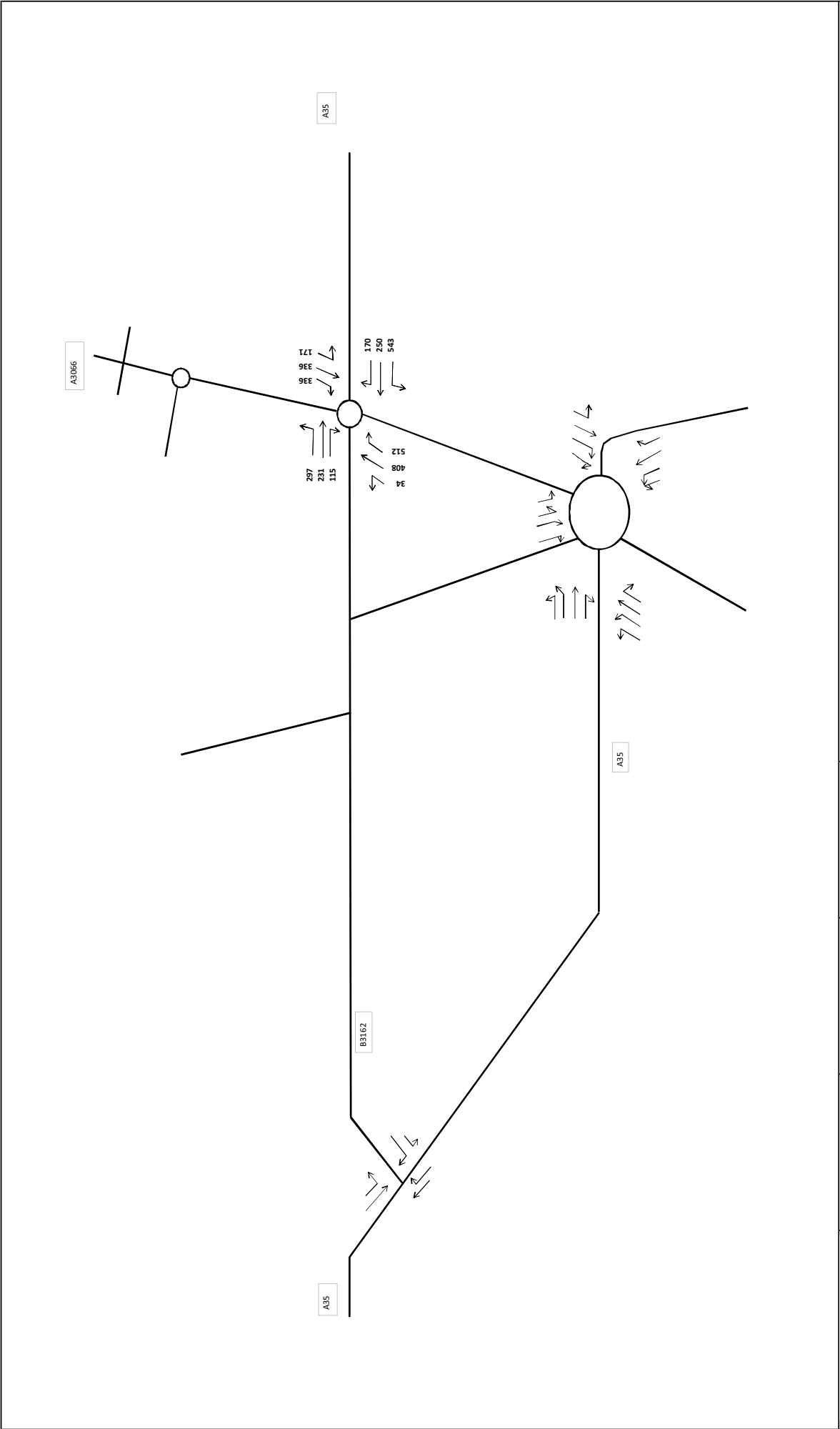
Date:  
Aug-09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility  
2020 -With Worst Case Development - Holiday Period- Saturday

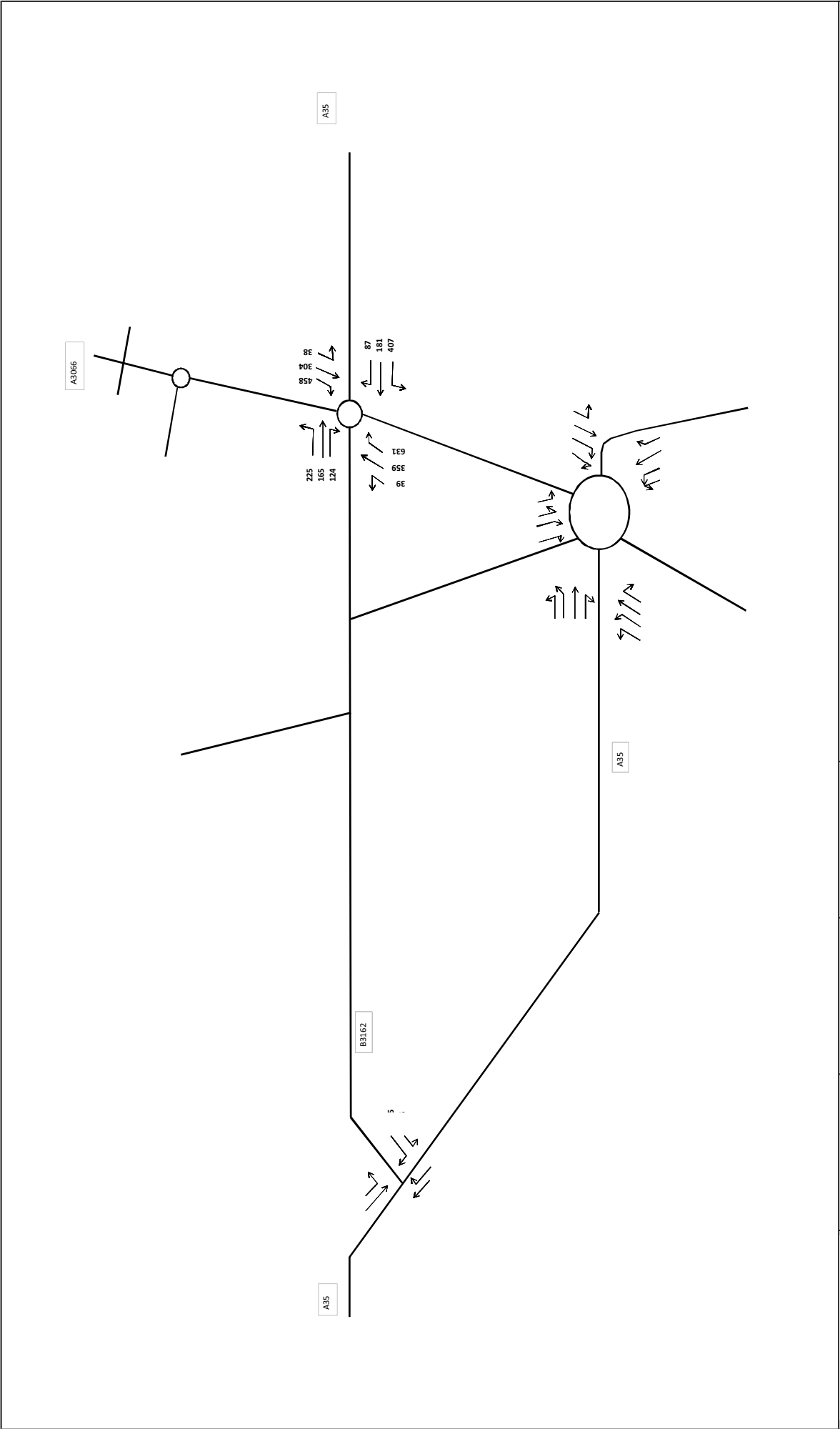
Figure 26b





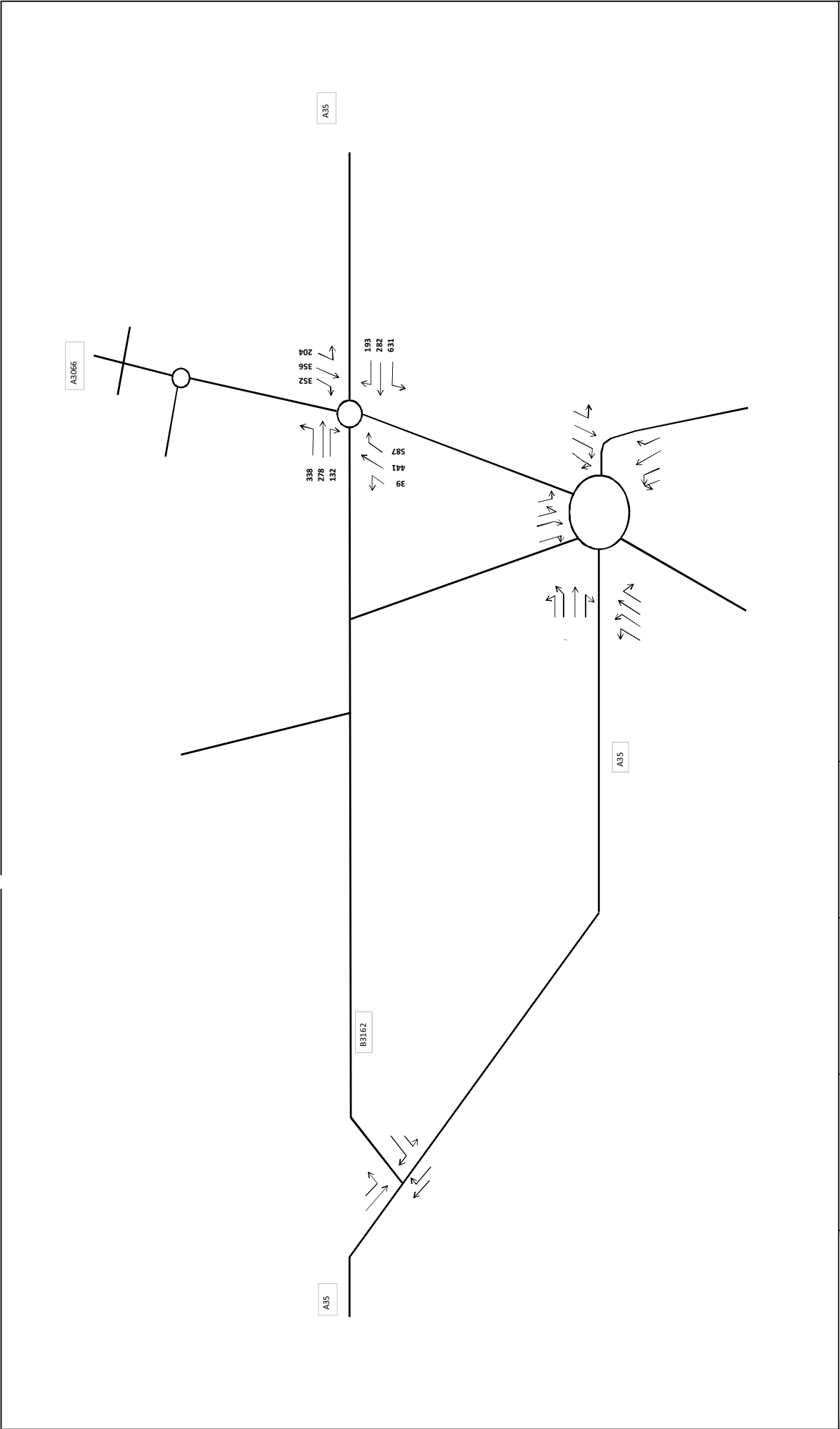
 TRANSPORT PLANNING	Scale/Date: NTS Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Greens Roundabout - Proposed A35(E) Site 2020 Neutral Weekday

Figure 27a



 TRANSPORT PLANNING	Scale/Date: NTS Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Greens Roundabout - Proposed A35(E) Site 2020 Neutral Saturday

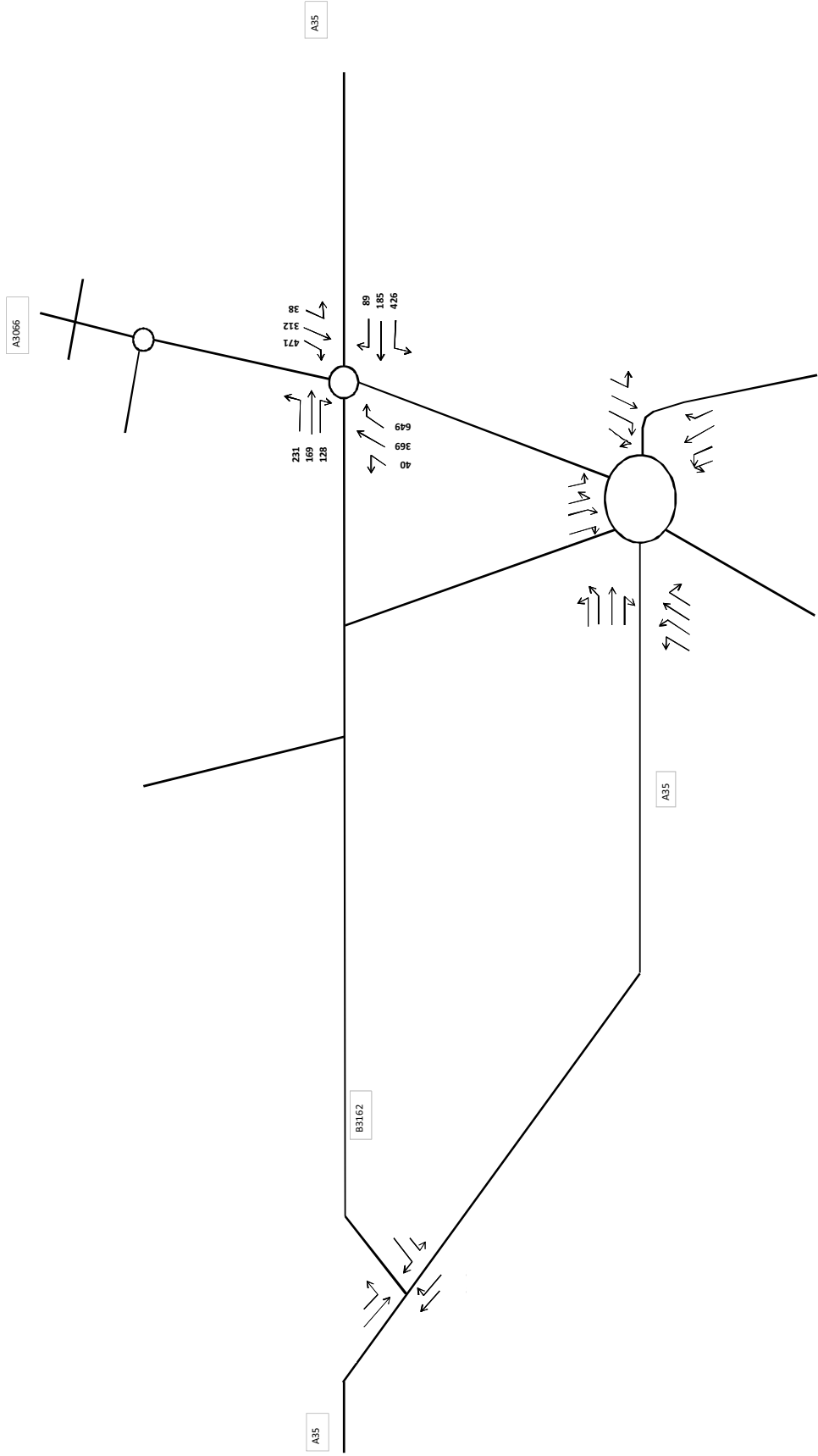
Figure 27b



	Scale/Date: NTS Aug 09	Job No: IMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Greens Roundabout - Proposed A35(E) Site 2020 Holiday Weekday

Figure 28a

August Uplift (Taken from Average Uplift in ATC Results)  
1.03



Schedule:  
NTS  
Drawn by:  
SC

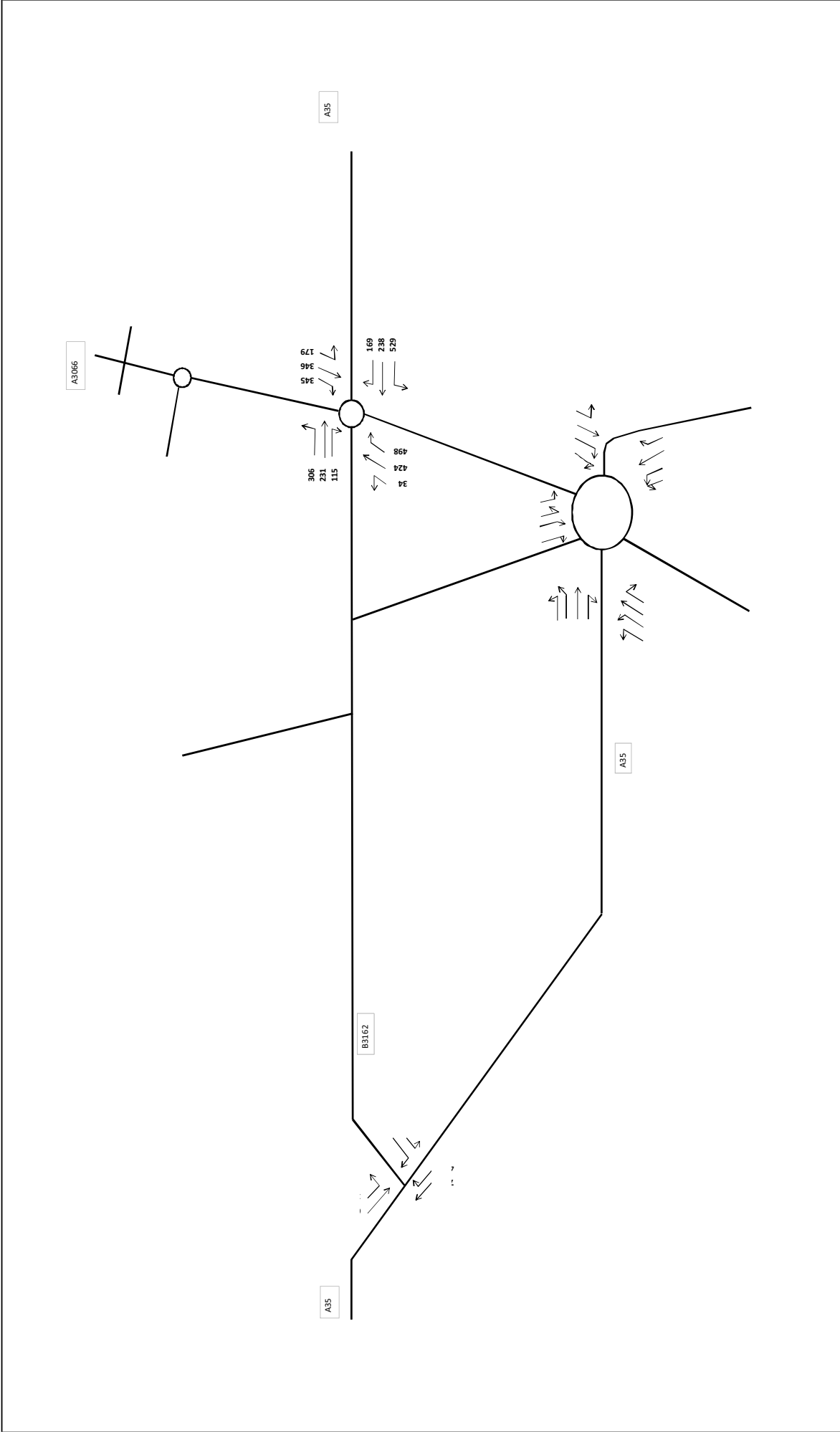
Date:  
Aug-09  
Client:  
NPA

Job No:  
JMA-08-047

Project:  
Bridport Joint Service Facility

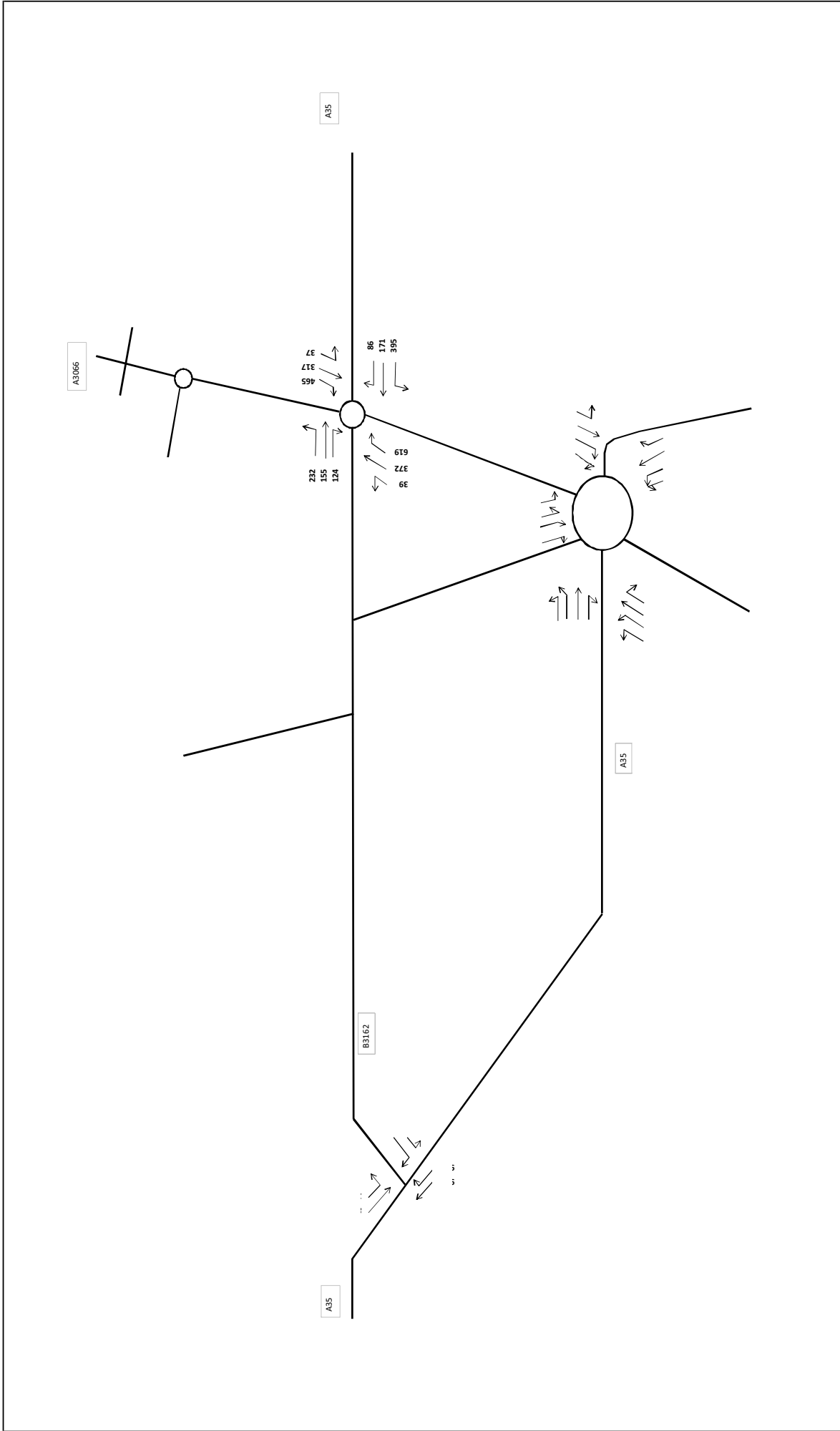
Greens Roundabout - Proposed A35(E) Site 2020 Holiday Saturday

Figure 28b

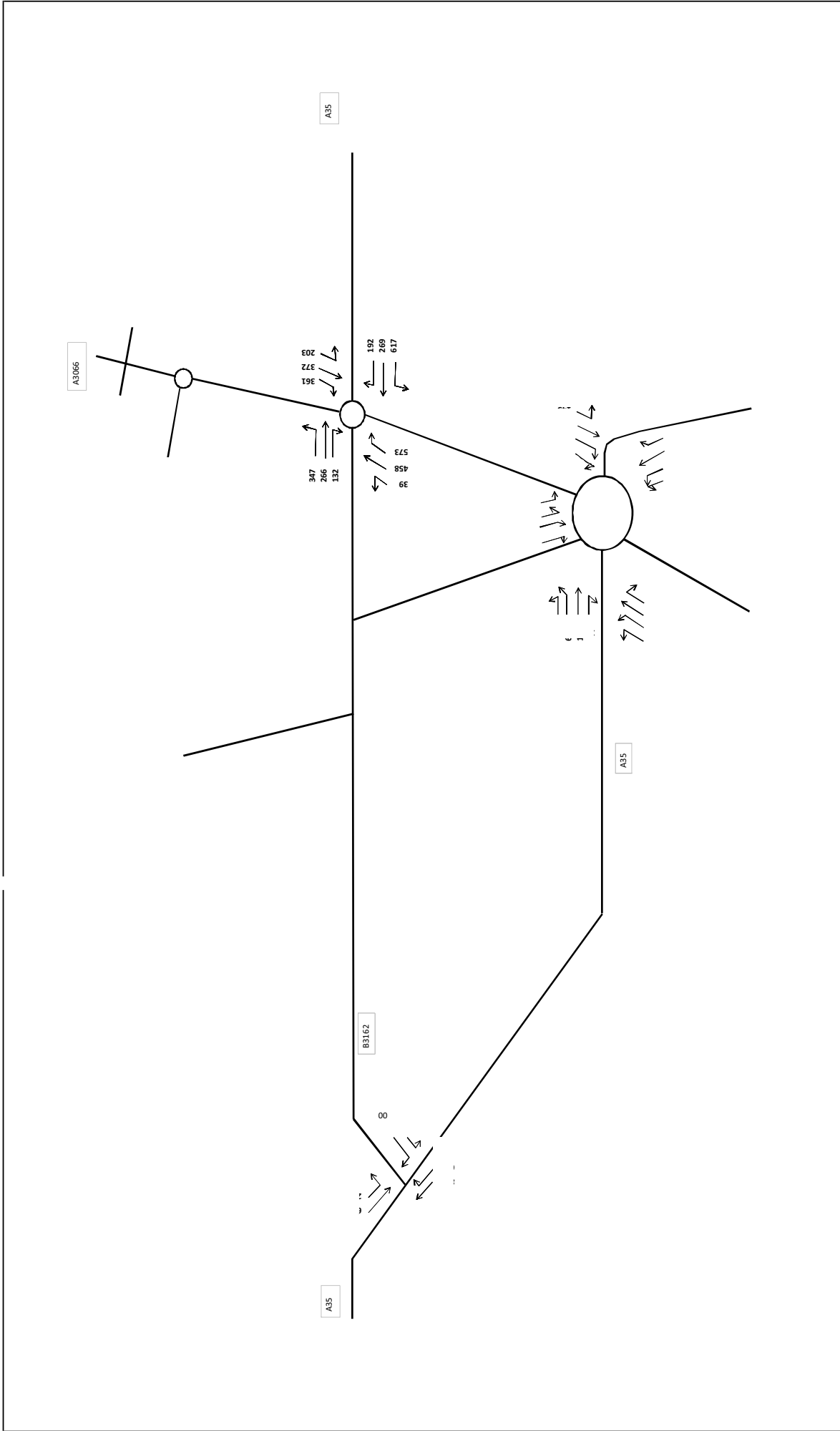


	Scale/Date: NTS Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Greens Roundabout - Proposed A3066 Site 2020 Neutral Weekday

Figure 29a



	Scale/Date:	NTS	Date:	Aug 09	Job No:	IMA-08-047	Project:	Bridport Joint Service Facility
	Drawn by:	SC	Client:	NPA				Greens Roundabout - Proposed A3066 Site 2020 Neutral Saturday
								Figure 29b




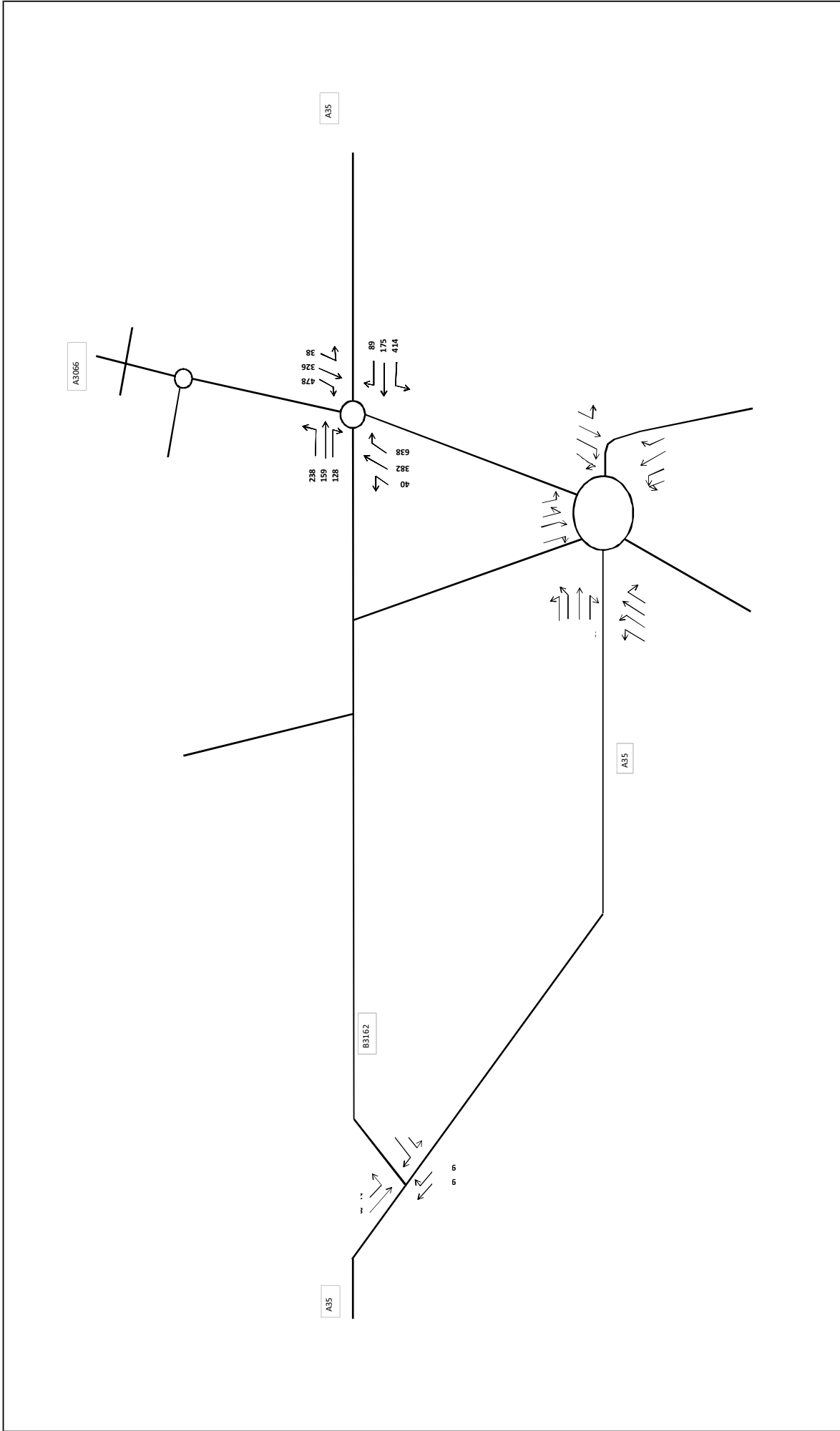
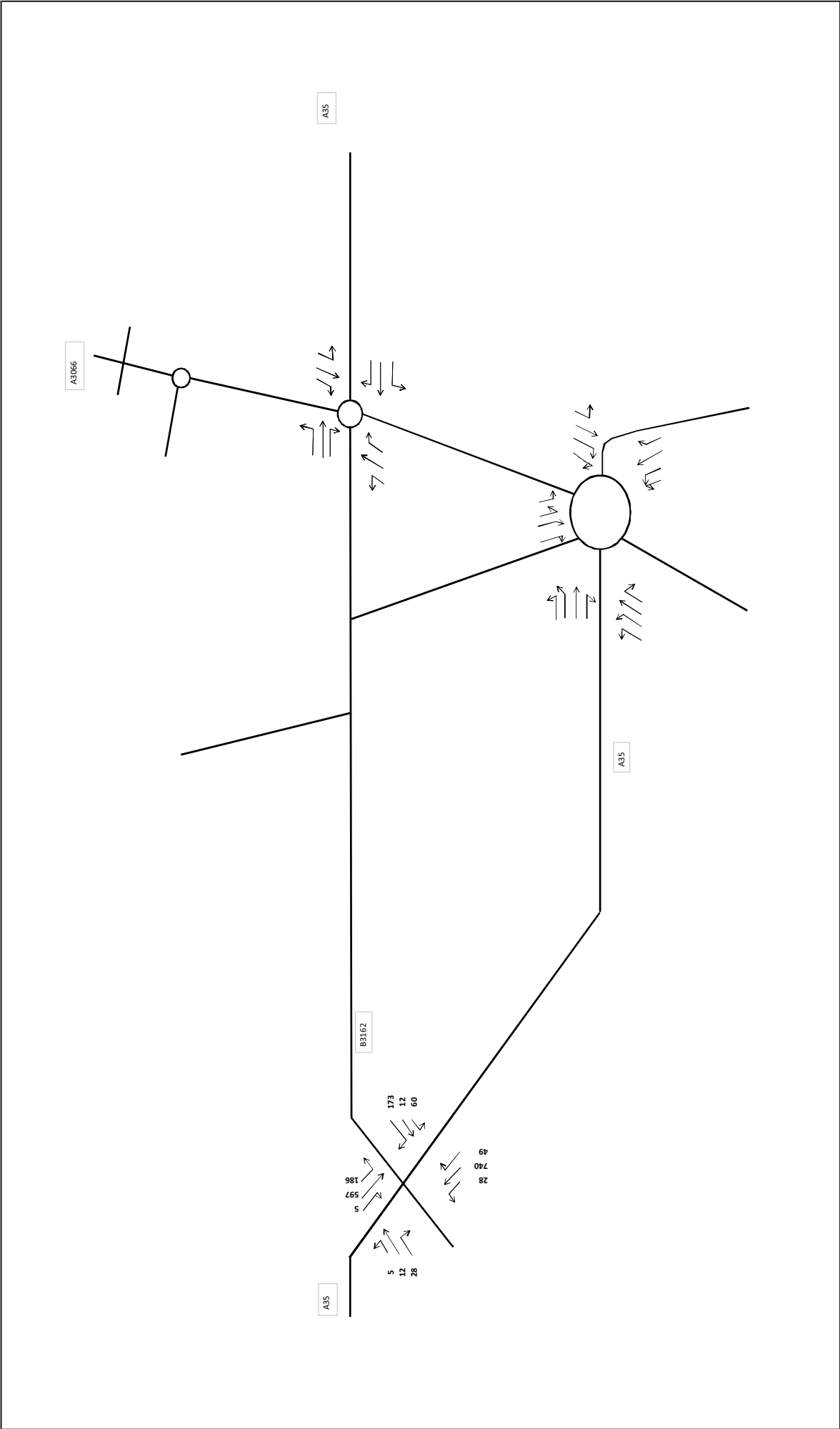
 TRANSPORT PLANNING	Scale/Date: NTS Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Greens Roundabout - Proposed A3066 Site 2020 Holiday Weekday

Figure 30a



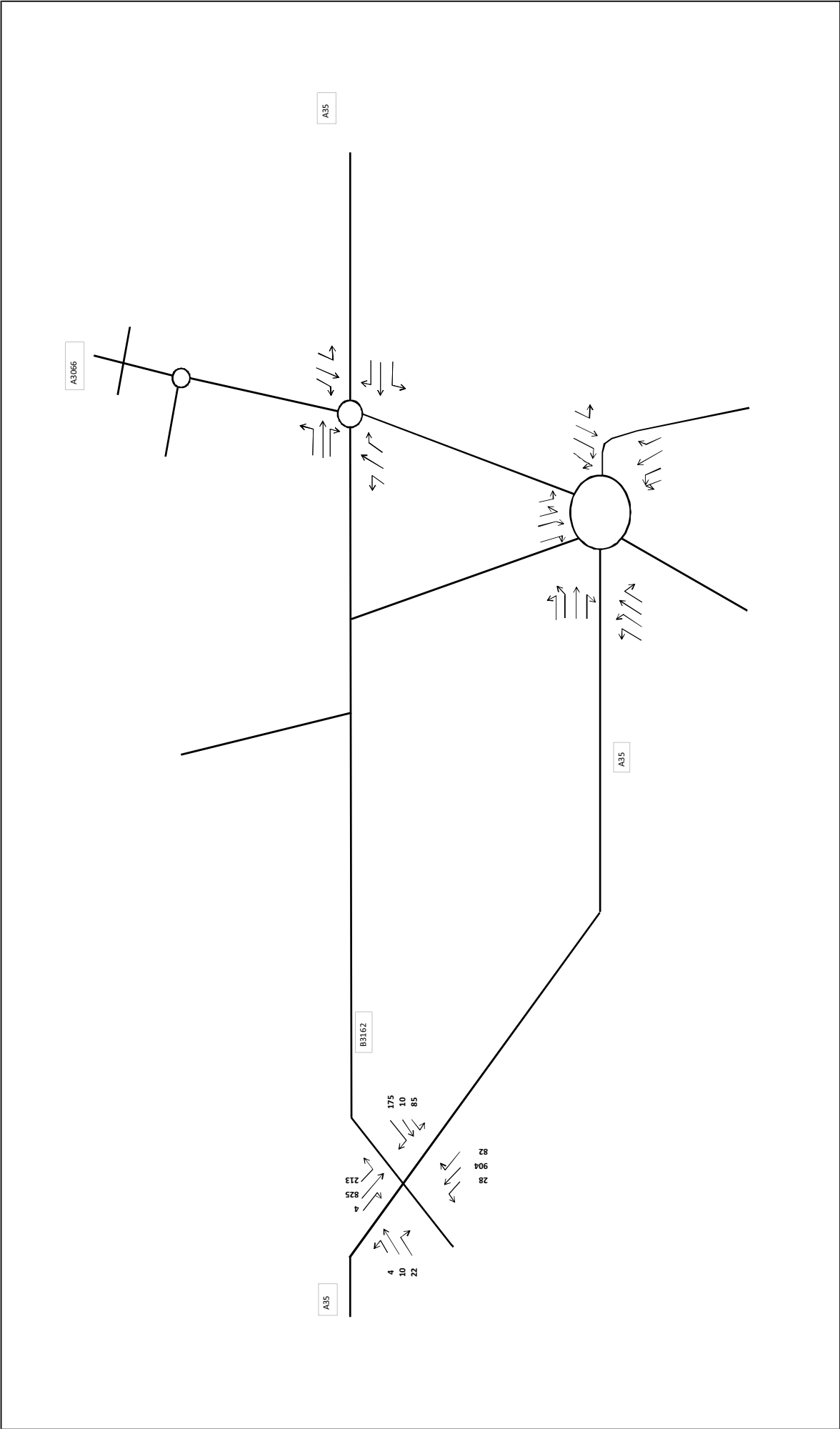
	Scalebase:	Date:	Job No:	Project:
	NTS	Aug-09	JMA-08-047	Bridport Joint Service Facility
	Drawn by:	Client:	Greens Roundabout - Proposed A3066 Site 2020 Holiday Saturday	
	SC	NFA		
				Figure 30b





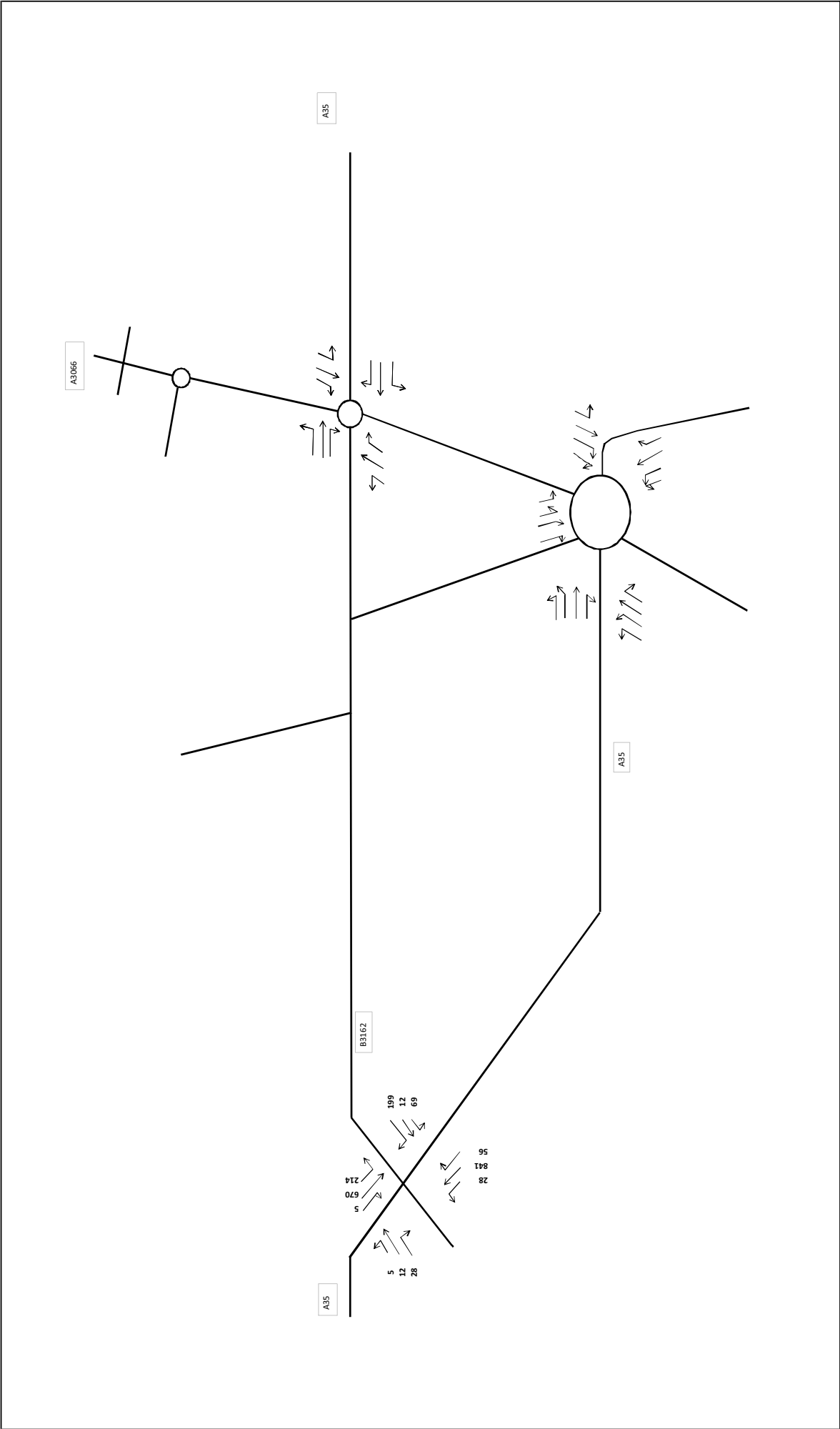
 TRANSPORT PLANNING	Scenario: NTS	Date: Aug-09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Miles Cross - Miles Cross#1 4-Arm Proposed Signal Junction 2020 Neutral Weekday	

Figure 31a



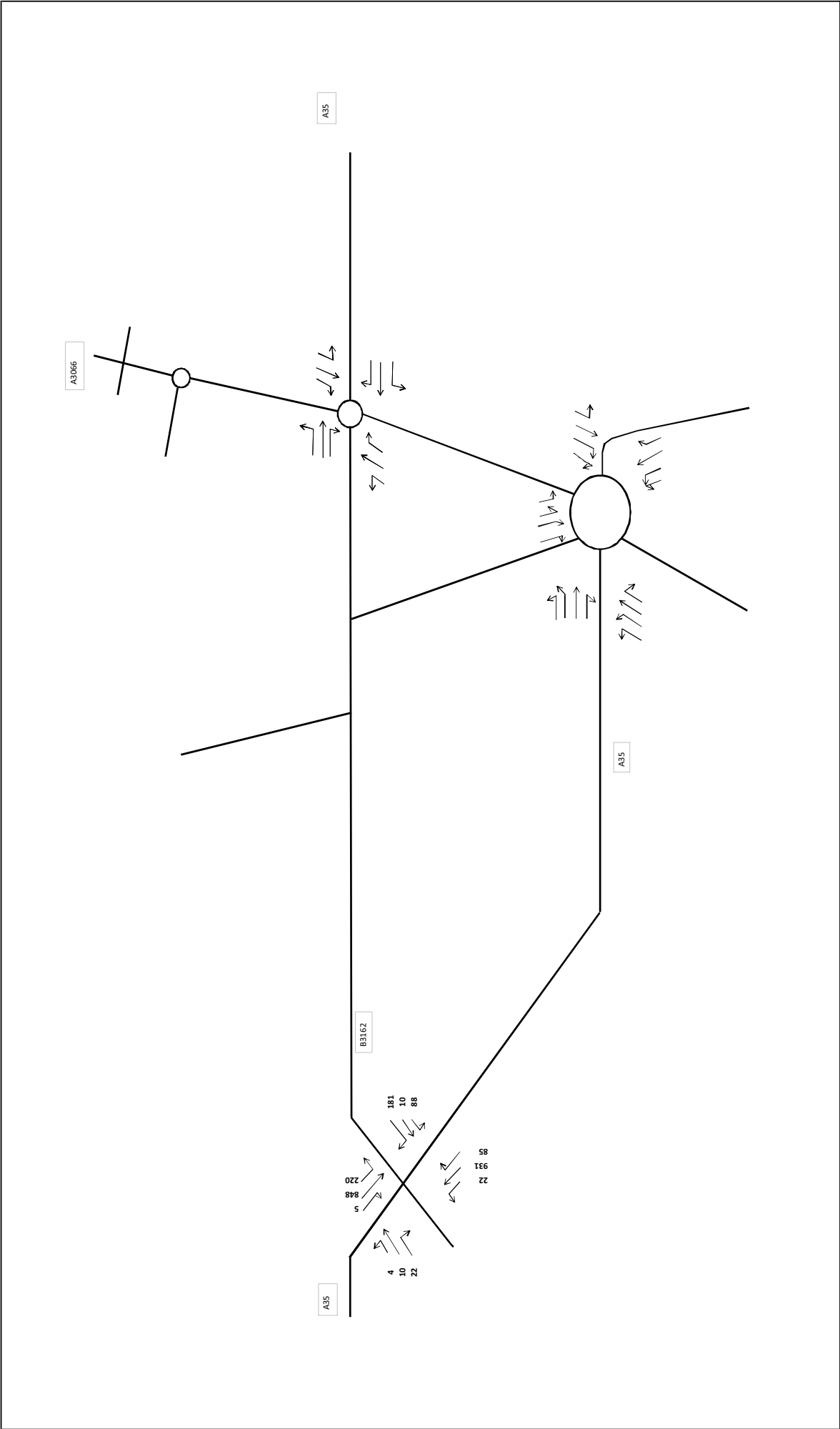
 TRANSPORT PLANNING	Scalebase: NTS	Date: Aug-09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Miles Cross - Miles Cross#1 4-Arm Signal Junction 2020 Neutral Saturday	

Figure 31b



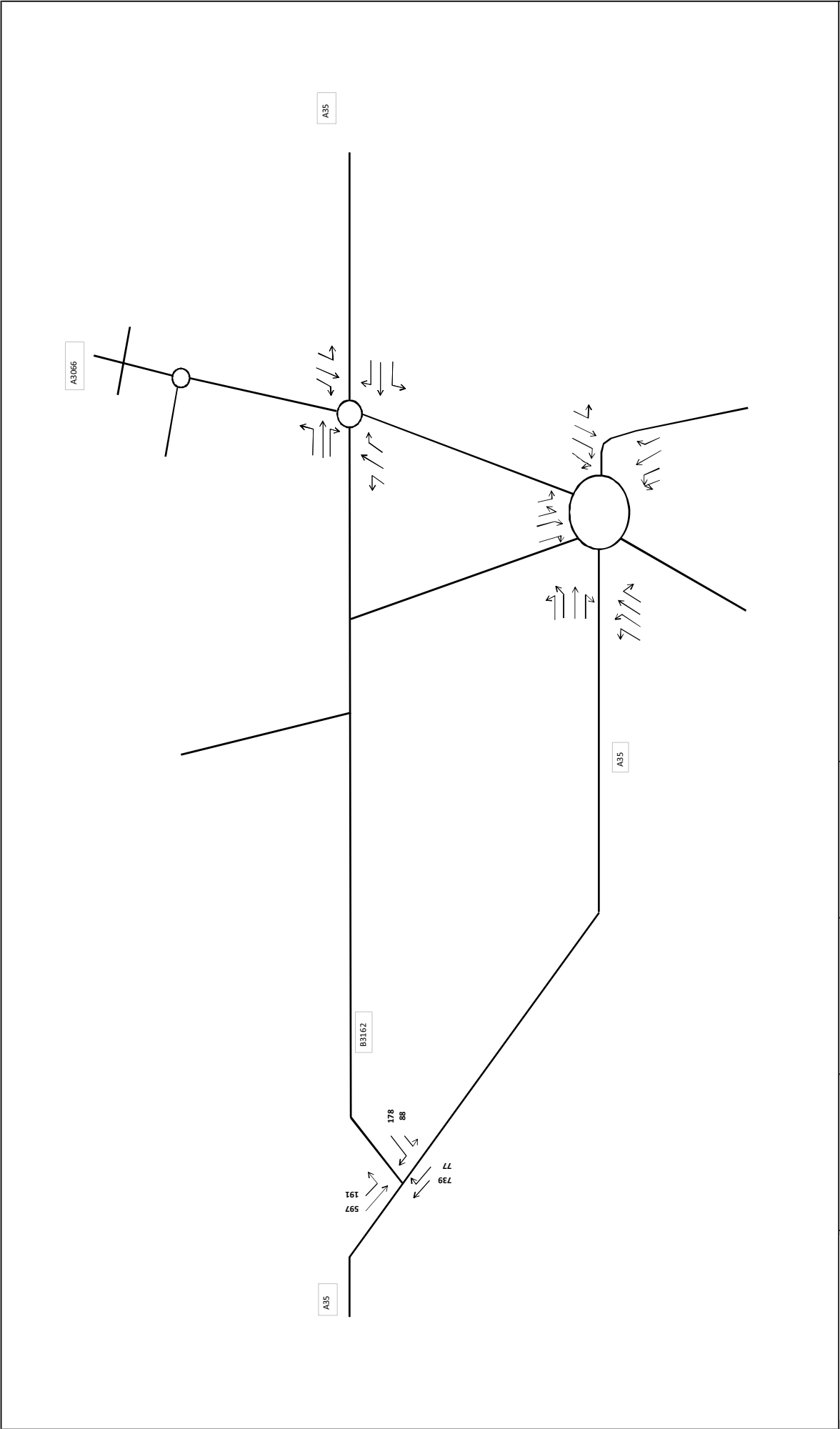
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	Drawn by: SC	Client: NPA	Miles Cross - Miles Cross#1 4-Arm Signal Junction 2020 Holiday Weekday	

Figure 32a

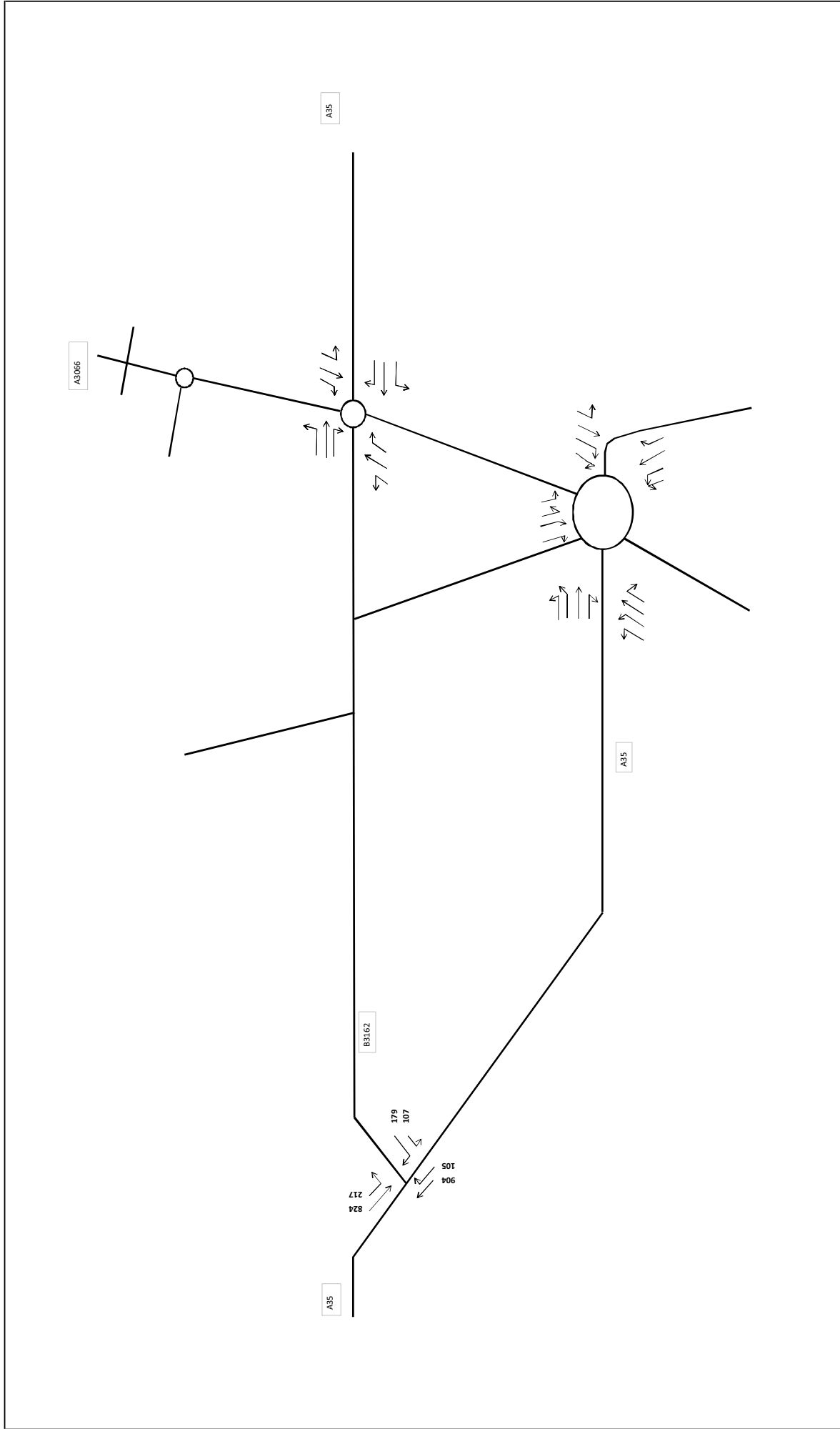


 TRANSPORT PLANNING	Scalebase: NTS	Date: Aug-09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Miles Cross - Miles Cross#1 4-Arm Signal Junction 2020 Holiday Saturday	

Figure 32b



	Scale/Title: NTS	Date: Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility	Figure 33a
	Drawn by: SC	Client: NPA	Miles Cross - Miles Cross#2 3-Arm Signal Junction 2020 Neutral Weekday		




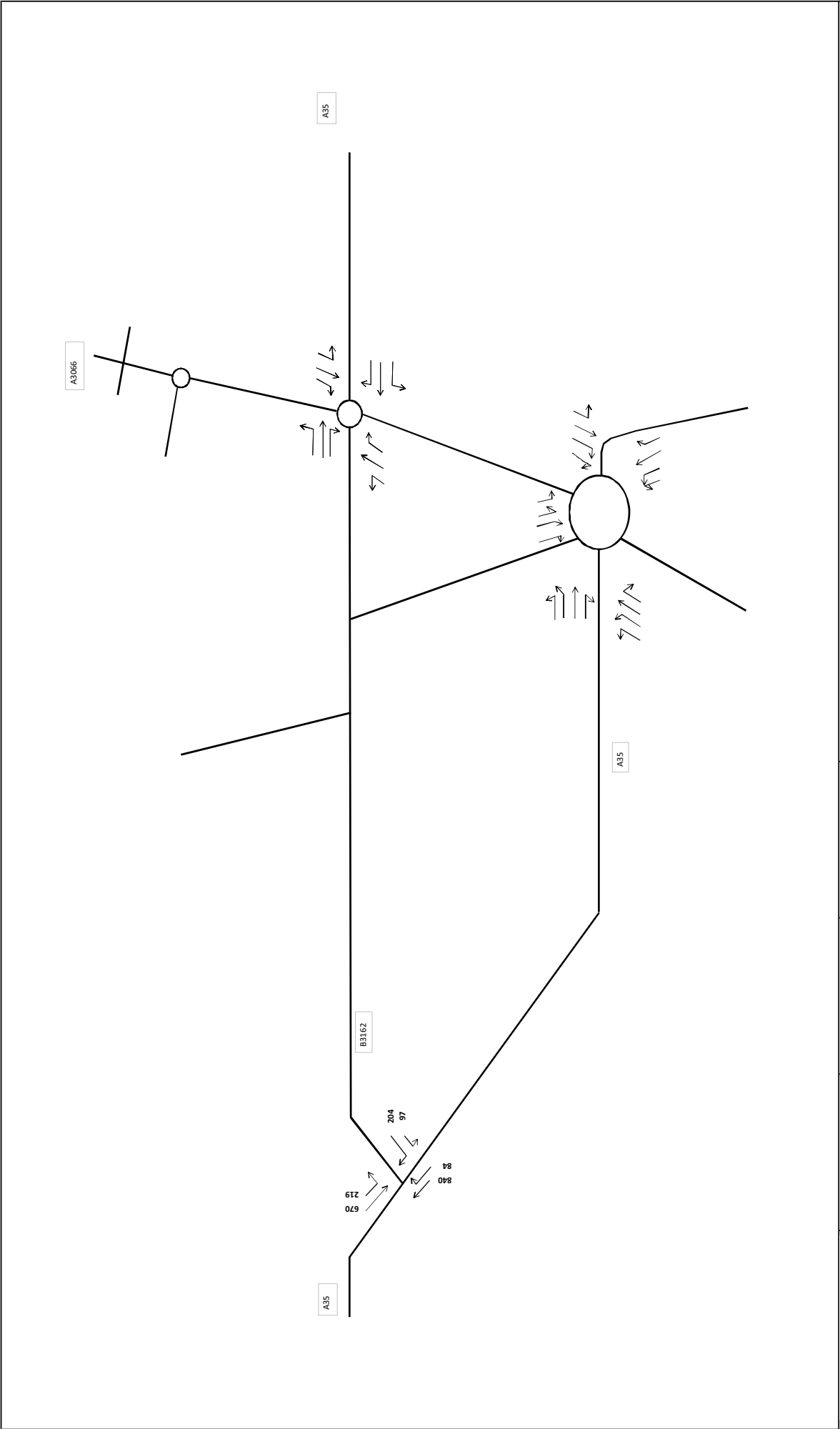
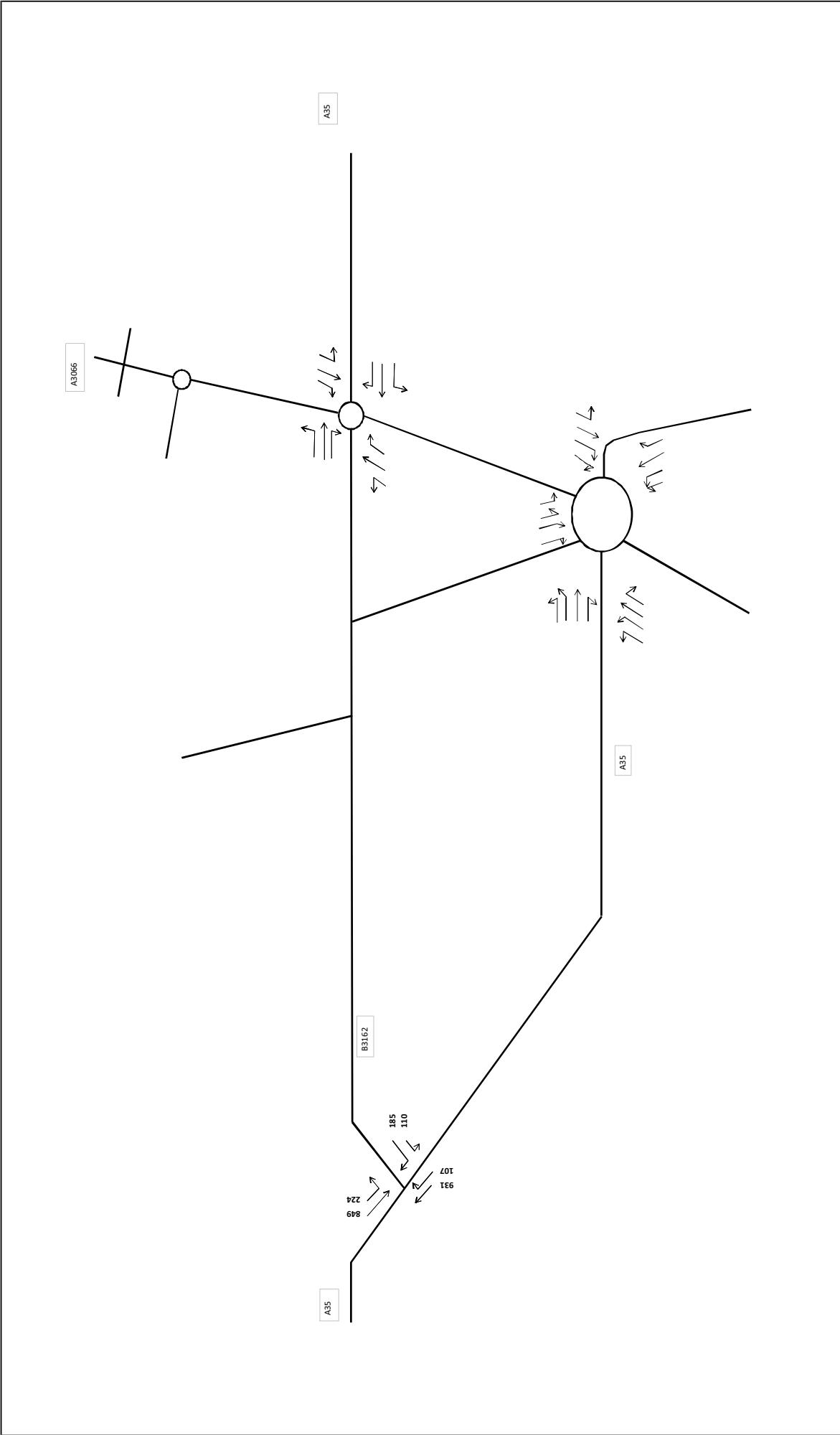
 <b>I M A</b> TRANSPORT PLANNING	Scale/Title: NTS	Date: Aug 09	Job No: IMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Miles Cross - Miles Cross#2 3-Arm Signal Junction 2020 Neutral Saturday	

Figure 33b



 TRANSPORT PLANNING	Scale/Title: NTS	Date: Aug 09	Job No: JMA-08-047	Project: Bridport Joint Service Facility
	Drawn by: SC	Client: NPA	Miles Cross - Miles Cross#2 3-Arm Signal Junction 2020 Holiday Weekday	

Figure 34a



	Scale/Date:	NTS	Date:	Aug 09	Job No:	JMA-08-047	Project:	Bridport Joint Service Facility
	Drawn by:	SC	Client:	NPA				Miles Cross - Miles Cross#2 3-Arm Signal Junction 2020 Holiday Saturday
								Figure 34b



Our ref: HA 3/10//33  
Your ref: JC/IMA-08-047

James Carver  
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Ian Parsons  
Network Manager - Planning  
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Direct Line: 01392 312555  
10 June 2009

Dear James,

## **RELOCATION OF HOUSEHOLD WASTE MANAGEMENT CENTRE (WMC), BRIDPORT**

Thank you for your letter dated 26 May 2009, in which you summarised the main points of our recent meeting and requested further clarification of the Highways Agency's position in relation to potential sites for the above development proposal.

As you are aware it is the Agency's role to ensure the safe and efficient operation of the Strategic Road Network (SRN) is maintained and to ensure that the Government aims and objectives are achieved through the mitigation of the impact of development on the network. The following comments are in line with DfT Circular 02/2007 '*Planning and the Strategic Road Network*':

### **Existing Situation and Development Proposal**

Bridport is bordered on 3 sides by the A35(T). This route is subject to congestion during holiday periods, as well as at peak times on weekdays and weekends. The route function, which includes serving holiday locations along the South Coast causes even higher levels of traffic flow during holiday periods, which increases stress on the network. Particular difficulties are experienced at the key junctions on the route. Crown Roundabout and Greens Roundabout both experience delay during peak times due to existing traffic flows, and there are also concerns with the operation of the Miles Cross priority junction.

The existing WMC is located on South Street in Bridport, and this location works to minimise trips from Bridport itself on the A35(T) junctions. The majority of trips to the site (approximately 83.3%) come from Bridport, and these have limited need to use the A35(T) other than those residential areas to the east of the A35(T). The remainder of the trips come from the West (4.4%), North (5.9%) and East (6.4%) of Bridport, and all of these external trips are expected to use the SRN to access the existing site.

The proposed relocation of the WMC has undergone a Review of Alternative Sites and there have been a number of sites put forward for further consideration. A number of the sites have been discussed with you and, in the absence of robust supporting transport evidence, dismissed as a result of their location and potential impact on the network. However we have sought to provide you detailed comments on the three principal sites which we understand you may be pursuing for the delivery of the WMC, which include :

- Miles Cross (off the A35(T)/B3162 West Rd Junction);
- Eype (near to the picnic site on the A35); and
- Broomhills (near to a Nursery/Farm Shop on the A35).

The Highways Agency comments on their suitability (in line with Circular 02/2007) are outlined in turn below. The proposed WMC, regardless of location, is anticipated to generate approximately 600-700 2-way movements per day, with the distribution of trips expected to remain constant. However, the operation of WMCs is such that the most intensive use typically occurs during summer weekends and on Bank Holidays, times of great pressure on the SRN.

However, it is clear that significant transport assessment work is needed to fully understand the impact of the WMC on both the SRN and local road networks. To this end the Agency remains committed to working closely with Dorset County Council to ensure such evidence is developed and is more than willing to share traffic models and expertise where this would be helpful.

## Policy Context

The Agency has a duty to ensure planning is consistent with Government Policy. DfT Circular 02/2007 'Planning and the Strategic Road Network' set out how the Highways Agency, on behalf of the Secretary of State for Transport, participates in the planning process.

The Agency has a number of roles, the most important being to ensure the safe and efficient operation of the network. To enable this to continue in the future, the Agency must consider the potential impact of all new developments on the network. Paragraph 4 of Circular 02/2007 states that:

*"The efficient movement of people and goods on the strategic road network has a key part to play in supporting the economy. The Agency, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient strategic road network in England. Amongst its activities, the Agency is responsible for considering the potential impact on the network of proposals for new developments. Part of this remit is to enable the network to support the economic viability and sustainable growth of regions."*

Another role of the Agency is to help develop Regional Spatial Strategies (RSSs). The Agency takes an active role in promoting sustainable development and advises the RSS process of the ability of the network to cope with the added pressure of development

traffic, as well as the impact of background growth. In addition to this the Agency takes an active role in the production of Local Development Frameworks (LDF) and the various Development Plan Documents (DPD) that sit within such frameworks, submitting representations as a statutory consultee during all stages of plan evolution to ensure the safe and efficient operation of the SRN within each respective area. To achieve these objectives, a number of fundamental measures to limit development impact on the network have been advised. Paragraphs 40 to 45 of the Circular are of particular importance with para. 42 clearly stating that whilst the Agency will adopt a graduated and less restrictive approach to new accesses on the SRN of regional importance (such as the A35) the presumption will nonetheless remain in favour of using existing accesses and junctions.

A series of detailed guidance relating to design standards and mitigation measures associated with development proposals is contained within Paragraph 43 and 53 of Circular 02/2007 and should be considered by applicants when preparing development proposals.

In terms of national planning policy guidance regard must also be given to PPS10 and PPG13 which advises that when determining sites for waste management facilities, waste planning authorities should assess the suitability for development against the capacity of existing and potential transport infrastructure to support the sustainable transport of waste, and products arising from resource recovery, seeking where practicable and beneficial to use modes other than road transport.

### **Development Plan Framework**

The development plan framework for the area consists of the adopted West Dorset Local Plan (2006). West Dorset is at a relatively early stage of production in their Local Development Framework. They produced a Core Strategy Issues and Options Paper which went out for consultation in July 2007. The vision for Bridport identified that the surrounding nationally designated landscape and floodplain will be protected, along with the countryside views and green spaces that contribute significantly to the town's character. Previously-developed land will be the priority for development, including the regeneration of the town's southwest quadrant. There were no site specific provisions made within the Strategy. Work is yet to commence on the West Dorset Waste Core Strategy (or further elements of the Waste Development Framework). The Bournemouth, Dorset and Poole Waste Local Plan therefore forms the waste policy framework for the area.

### **Miles Cross – South of the A35**

The site is within an AONB where Policy Local Plan SA1 applies. The site is not identified within the Bournemouth, Dorset and Poole Waste Local Plan, adopted 2006. However, representations for the inclusion of the site were made during the Waste Local Plan Inquiry, which the Inspector subsequently considered. The Inspector concluded that the allocation at Gore Cross was more appropriate due to the employment designation at this location in the revised deposit local plan. In the

absence of robust transport evidence the Agency objected to the site and the Inspector therefore omitted the site at Miles Cross in favour of Gore Cross.

There is no recent planning history on the site.

The proposed Miles Cross site is located off of the A35(T)/B3162 West Road Junction. The existing junction layout is a 3 arm priority junction. The proposal is to convert the existing junction into a 4 arm roundabout to enable access to the site as part of the proposals for the WMC. The Agency is concerned about the possible delivery of a WMC on this site for a number of reasons.

Firstly the proposed location is immediately adjacent to the A35 and access to the site is proposed by a newly constructed roundabout. Circular 02/2007 paragraph 41 makes it explicitly clear that "there will still be a presumption in favour of using existing accesses and junctions

An at-grade roundabout would interrupt the free flow of traffic along the SRN and create queuing. The route already suffers from congestion at times and the interruption of flow through the addition of another junction will only add to the problems, and is likely to have an adverse impact on the safe and efficient operation of the network.

Traffic routing to and from this site is likely to be significantly different to the routing to and from the existing site. All trips will need to use the A35(T) to access the proposed site, and the majority of those that already use the A35(T) will need to travel greater distances and through more of the 'at risk' junctions than at present. This will have a detrimental impact on the network.

Further considerations have to be given to the likelihood of being able to deliver the proposal at all. Construction of the roundabout (layout shown on drawing IMA-08-047-012) will be extremely expensive (possibly £1m plus ), especially as the levels and gradients at the junction are likely to require significant structures and earthworks, with a consequent question in respect of deliverability.

It is noted that proposals for a roundabout at this location have previously been discounted by the Agency, as it provides little, if any, benefit to traffic using the A35(T), and any safety improvement is questionable - the Agency stands by this opinion. However, whilst the Circular clearly states a presumption in favour of using existing accesses and junctions the Agency nonetheless is open to the development of alternative solutions such as signalisation subject to the findings of a comprehensive assessment confirming that local conditions on the SRN will be no worse throughout the Review Period (para. 35 of the Circular) with the development than if it had not taken place

### **Miles Cross – North of the A35**

This site has been discussed as a potential alternative location to Miles Cross South of the A35(T). Whilst this site would not be accessed directly off the A35(T), the traffic impact would still require significant improvement to the existing junction. There would

still be an increase in local traffic using the A35(T), with the consequent impact at the other 'at risk' junctions.

As with the southern site the Agency is open to the development of alternative solutions at the Miles Cross junction, such as signalisation, subject to the findings of a comprehensive assessment confirming that local conditions on the SRN will be no worse throughout the Review Period with the development than if it had not taken place.

## Eype

The site is adjacent to a conservation area to the east and within an AONB in the adopted West Dorset Local Plan. The site is not identified within the adopted Waste Local Plan and no representations were made for its inclusion during the public inquiry.

There is no planning history on the site.

The proposed site is near the Eype picnic site on the A35(T), for which the existing junction layout is a 3 arm priority junction on the western side of the A35(T). The proposal would convert the existing junction to a left in:left out arrangement and construct a new left in:left out junction on the east side of the road, to serve the movements that would become banned. The Agency is concerned about the possible delivery of a WMC on this site for a number of reasons

Broad Lane running into Bridport is extremely narrow and there are potential safety concerns associated with frequent use of that route – I accept this is an issue primarily for the local highway authority – however it does mean the majority of traffic to and from the proposed site will therefore use the A35(T), increasing pressure on the existing junctions, and critically, increasing the right turn movement from the Trunk Road at the Miles Cross junction which would need to be included in any comprehensive assessment. The use of the SRN for such local trips is likely to have a material impact on the continued function and capacity of the SRN.

There are some questions in respect of the proposed access arrangements, in particular compliance with design standards and the lack of deceleration/acceleration lanes, and the cost of the proposal, and therefore its deliverability, although these would be issues for the design review and Safety Audit process and commercial decisions.

As a note, vehicles travelling east on the A35(T) and wishing to rejoin the carriageway will need to make a sharp left turn onto the existing county road when exiting the picnic site. Redesigning the access would be a requirement and the Agency has no 'in principle' objection to this.

## Broomhills

The site is within an AONB and the south west sector of the site is within a Site of local Importance for Nature Conservation in the adopted West Dorset Local Plan. The site is not identified within the adopted Waste Local Plan. We understand from discussions with you that there is an existing agricultural/nursery operation being undertaken on the

site and to assist our understanding the planning status of the site we have undertaken a review of the sites planning history, a summary of which is outlined below:

- 1/W/06/001395 - Use of land for siting of 1No residential caravan for occupation by staff employed on site (Retrospective Application), and continue the use for a temporary period of 1 year. (Full) - Application was refused on the 06/09/2006. Application appealed by applicant but was subsequently dismissed by Inspector on the 30/03/2007.
- 1/W/03/000305 - Use of land for siting of a twin-unit caravan for horticultural worker (AMENDED DESCRIPTION) (Full) - Application refused on the 08/08/2003.
- 1/W/96/000458 - Construct new access from A35 and park & ride facility (Full) - This application was Refused on 05 November 1996
- 1/W/96/000339 - Construct new roundabout on A35, and change use of agricultural land to sporting and park/ride facilities (Full) - withdrawn
- 1/W/88/001126 - Change of use from agricultural buildings to industrial (Change of Use) - This application was Withdrawn on 25 January 1989

The planning history search has not identified any formal planning permission for the use of the site as a garden centre and unless it can be demonstrated by the landowner that the use is lawful the Agency would have to consider the trips associated with the site's agricultural use only. We would however welcome any further intelligence that you may have on the sites existing and lawful planning use.

The existing Broomhills site junction layout is a 3 arm priority junction. The proposal is to improve the capacity of the junction by providing a ghost island right turn lane and a left turn deceleration lane into the site. The Agency is concerned over the possible delivery of a WMC on this site for a number of reasons.

The site does not benefit from an alternative access route or a material level of traffic flow and consequently the increased use of the site would result in all trips using the A35(T) and increasing traffic through the existing 'at risk' junctions. The use of the SRN for such local trips is likely to have a material impact on the continued function and capacity of the SRN.

In the absence of supporting evidence the illustrative access arrangements shown on drawing IMA-08-047 would seem to have the potential of having a detrimental impact on the safe operation of the SRN. It would seem appropriate to consider a left in: left out only arrangement with a comprehensive assessment of how the banned movements could safely accommodated – demonstrating that local conditions on the SRN will be no worse throughout the Review Period with the development than if it had not taken place.

## Clarification of Further Issues

The Agency's position with regards to sequential preference is that if there are other sites available locally that do not result in increased use of the A35(T), these sites would be preferable as suitable locations for development. Furthermore the Agency would prefer sites which are better located to the existing settlement as many of the sites discussed above are within remote and isolated locations. We understand that there are a number of other more suitable sites available and therefore the Agency has concluded that the 3 sites put forward and detailed above are not preferable as suitable locations for a WMC unless a robust assessment demonstrates that conditions on the SRN are made no worse in the review period as a result of the development coming forward.

Clarification has also been sought in relation to the Agency's position in considering a Park and Ride (P&R) site to be an acceptable form of development to be directly accessed off the SRN. The purpose of a P&R is to relieve traffic from local and strategic routes and subsequently to ease congestion during peak times. Each P&R proposal has to be considered by the Agency on its own merits as they have the potential to generate additional traffic onto the SRN. A full analysis of the trip generation, trip reduction and predicted origins of trips needs to be submitted by every potential P&R development and conclusions drawn individually. Therefore it is not possible to give a definitive answer in this case, without some additional traffic evidence.

The Agency has a duty to ensure that all new developments consider their impact on the surrounding road network and make every effort to mitigate this impact as much as possible. For this reason, it is recommended that developments choose their location with consideration of sustainability and accessibility to the site by modes other than car (in particular by public transport, walking and cycling) and that they submit a comprehensive Travel Plan (TP) with their application. Whilst the development is not likely to generate a great deal of customer trips by modes other than car, the number of staff trips by private vehicle could be mitigated. The TP should be robust, with challenging but realistic targets for managing down traffic impact on the surrounding network. The Agency recommends the Travel Plan be produced with reference to the DfT's 'The Essential Guide to Travel Planning'.

Circular 02/07 paragraph 51 states that "proportional investment may be required in the necessary improvements to the network". Therefore, if there are a number of relatively small developments with modest, but material, impact on the A35(T), a 'ringmaster', not the Agency, could hold funds from the developers to deliver an improvement scheme on the network mitigating the impact of all.

## Transport Modelling

In order to fully assess the likely impacts and operation of a WMC at any of the proposed sites, the Agency would require a Traffic Impact Assessment to be completed and appropriate modelling be undertaken of the area. This should be in the form of both strategic modelling to assess the wider impact of traffic flows, and individual junction modelling to assess each affected junction on the A35(T). The modelling should incorporate, at least, each of the junctions on the A35 corridor between the Miles Cross

Junction and Greens Junction, where an impact is identified, although. This will give the Agency the opportunity to fully assess the impact of each proposed development. Further advice on transport modelling can be sought from the Highways Agency if required.

## Conclusions

The principal concern of the Agency in relation to each of the proposed site is the likely significant increase in local traffic using the A35(T) for access, which would have a material detrimental impact on the function and capacity of the key junctions on this strategic route. This impact would also be likely to coincide with the periods of greatest pressure on the network, particularly during holiday periods. However, further assessment work is required to ascertain if mitigation works are possible/deliverable which would ensure local conditions on the SRN are made no worse throughout the Review Period with the development than if had not taken place.

I trust the above comments are useful and enable you to progress the selection process and the Agency are happy to continue to provide you with further advice on the suitability of sites, scope of transport assessment and mitigation measures where necessary. However in the meantime if you have any questions or require further information please do not hesitate to contact me.

Yours sincerely,



**Ian Parsons**

Network Manager (Planning)  
Network Operations South West - Planning  
Email: [Ian.Parsons@highways.gsi.gov.uk](mailto:Ian.Parsons@highways.gsi.gov.uk)

cc: I McNeill – AECOM  
S Bayliss – GVA Grimley  
J Soldat – Dorset County Council  
I Magwick – Dorset County Council  
S Metcalfe – Nicholas Pearson Associates



Our ref: HA 3/10/33

Your ref:

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Exeter EX2 7LB

Direct Line: 01392 312555

23 July 2009

Dear James

### **A35(T): BRIDPORT HRC TRAFFIC & TRANSPORT - REQUEST FOR ADVICE**

Thank you for your email dated 14 July, in which you asked for advice with regard to the proposed relocation of the Household Recycling Centre (HRC) onto / close to the A35. I understand that your client's team is currently in the process of short listing suitable sites, but in the meantime you wish to establish the extents of the highway network and baseline survey data that you should be using to quantify any impact arising, in order that the Agency may take a view on suitability.

Your assumption that the following junctions would need to be looked at is correct –

- Greens Roundabout;
- Crown Roundabout; and
- A35/B3162 priority junction.

In addition, if the selected site is on another road with a direct connection or strong draw from the A35, that junction should be considered as well.

With regards to the baseline period, you should look at a neutral month and the summer peak for Weekdays and Saturday. You should examine the hours with the highest combination of flows or the network peak plus development, whichever is the worst case. The impact on daily flows should also be submitted to the Agency for consideration.

The Agency undertook a survey of Greens Roundabout in February 2009 and has just undertaken a count at Crown Roundabout, in June 2009. The conversion to summer peak periods should be on the basis of the local ATC data on the A35. The Saturday flows will need to come from additional counts at the junctions, again factored as appropriate for neutral/holiday periods.

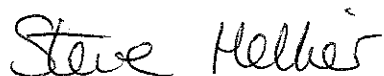
Whilst not available to yourself at this time, you should be aware that our consultant's have recently completed a draft report for Greens Roundabout (now called East Road Roundabout), which will now be considered by the Agency. Our consultants are just about to start looking at the existing situation at Crown Roundabout.

Given the sensitivity of this section of the A35, you should use central growth plus committed development assumptions in your analysis, with a time horizon of 2020, on the basis of a planning application being submitted in 2010. The committed development includes Lidl, SW Quadrant phase 1, Gore Cross Industrial Estate and site WA12 in the Local Plan. This is in accordance with the studies at Green Roundabout and Crown Roundabout. Further information about the assumptions made for these developments can be provided if requested.

In respect of improvements proposed to the relevant junctions at present, the Agency takes the view that these will only mitigate the direct impact of the individual development(s). Therefore, any additional capacity requirements will need to include the existing proposed improvement(s), as well as provide a Stage 1 RSA checked design for mitigating the impact of the HRC.

I trust that these comments are helpful and look forward to receiving further information once your client's team has selected a site. However, please do not hesitate to contact me if I can be of any further assistance in the meantime.

Yours sincerely



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