### Key Issues
The existing Household Recycling Centre (HRC) in Bridport opened in 1998 on a temporary basis until a new facility could be built, following the closure of the Bothenhampton landfill site. The search for a new site has been ongoing since this closure.

The HRC is small, inefficient and not accessible to all members of the public due to the use of steps to access skips. It is the smallest facility of its kind in Dorset at only 100m x 20m, the first 35m of which accommodates the access road, a small office and staff parking. The HRC is located within close proximity of residential properties.

Due to its size it is not possible to provide the full range of recycling facilities and is unsuitable for redevelopment into a modern sustainable facility.

Bridport and a substantial amount of the county of Dorset is located within the Dorset AONB, so identifying an appropriate site has proven contentious and protracted. The key issues were: the need for the facility within the AONB, the consideration of alternative sites, good landscape design, safe access off the A35 and achieving nil detriment to the functionality of the A35.

### Purpose of the project
Dorset County Council (DCC) has a responsibility to provide adequate and accessible recycling facilities and waste transfer stations across the county. The existing HRC has a temporary permission and is the smallest facility of its kind in the county. Without a facility in Bridport people would be required to travel significant distance to another facility. The new facility would be purpose built, efficient, accessible and would include many elements of sustainable design.

### Description of the project
The need for and scope of the EIA were agreed through screening and scoping opinions from DCC. A multidisciplinary team assessed the proposed site at Broomhills. NPA undertook the Ecological and Landscape and Visual assessments and coordinated the EIA. The proposals are for a Waste Transfer Station and an HRC. The two elements would operate concurrently but with no mixing between the public and operational vehicles. The design includes a photovoltaic array, a green roof, daylight tubes and bat and bird boxes.
Lessons learnt
The need for the development within the Dorset AONB had to be justified. The AONB covers a large portion of the county including Bridport. Through discussions with the client we were able to adequately set out the need argument. This included the proximity principle from the Waste Framework Directive designed to manage waste at source and to reduce the environmental impact of transporting waste.

As set out in the EIA Regulations and local policy, it is important to consider potential alternative sites. 40 potential sites were identified through allocated sites, previous assessments and public consultations. 3 sites were identified as having the most potential. The site at Broomhills was chosen as it was considered to have the greatest potential for successful delivery. Allowing the public to suggest sites which were then assessed allowed local people to have a say in where their new facility could be located.

Careful design of the facility has been critical in ensuring the integration of the facility into the landscape. This included careful consideration of building height and massing, traffic access and circulation, drainage and landscape design.

Lessons learnt cont.
The Highways Agency initially refused to support a site off the A35. Through discussions they reversed their position to only allow the use of an existing access with the need to demonstrate safety compliance and ensuring nil detriment to the existing functionality of the road network. Gaining Highways Agency approval took considerably longer than anticipated.

Whilst there was some early consultation with Council officers, further engagement throughout the process would have been useful in order to determine how involved the officers wished to be in the design process.

These issues have highlighted the importance of early discussions with the council officers and consultees in order to reduce costly changes late on in the process or potential objections.