



Dorset Council Local Plan



Bridport 2021 Consultation Summary of Responses



January 2023



Dorset
Council

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1. Bridport

1.1. Introduction

General comments

Bridport Town Council

- Would like to see closer alignment between the policies set out in the BANP with the emerging policies in the Local Plan.
- BANP area is sensitive to development being washed over by the Dorset AONB. Therefore pleasing to see the text at 36.1.4 and 36.1.5 supporting BANP.
- Expect that all development sites within the BANP area will achieve 35% affordable housing (incl. social rent etc.) in line with HOUS2.
- Paragraph 36.1.4 /5: “Bothenhampton, Walditch” should perhaps read Bothenhampton & Walditch. (a joint parish).

Symondsburry Parish Council

- Bridport cannot be described as urban; it has a small and lively town centre core.
- Bridport Area Neighbourhood Plan area is sensitive to all forms of development being completely within the Dorset AONB.
- Note that Brexit and Covid-19 pandemic are likely to have implications for the homes and employment land needed in the Bridport area and the local environment.

Public response

- General support for the comments made by Bridport Town Council, Dorset CPRE, and Advearse.
- Paragraph 36.1.5 - Fully support the planning proposals and in particular, the need to preserve the green gaps between Bridport and the outlying parishes.
- The housing planned for Bridport totals 1,139 dwellings which is 75% of all the houses proposed for the whole of West Dorset. This is a huge focus on Bridport, which is a small market town.
- The Bridport area’s strategic targets for new homes built (St. Michael’s, Bredy Vets, Vearse Farm etc.) have been woefully missed.
- The live UK birth rate has dropped 15.3% since 2012 (ONS) so it is not clear why we need thousands of new homes in Bridport.
- Bridport can show there are already vacant employment properties.

Neighbourhood Plan

Symondsburry Parish Council

- Support of the Bridport Area Neighbourhood Plan through the text as a “made” document is acknowledged and noted.
- Notes and welcomes reference to the Bridport Area Neighbourhood Plan in the introductory part of the chapter.

Public response

- Encouraged that the LP has explicitly acknowledged the Neighbourhood Plan’s influence.

- The Bridport Area Neighbourhood Plan’s Housing Needs Assessment concluded that the number of open-market homes needed was zero. The need was for affordable homes, preferably social rented homes.

Mapping

Bridport Local Area Partnership (BLAP)

- The Bridport map on employment is currently rather misleading about employment sites.
- Would like this map to mark ‘important employment sites’ so it aligns with the Bridport Area Neighbourhood Plan (BANP).

Public response

- Figure 34.1 - Note that the town is relatively well contained - good balance of housing and employment - located within the AONB.

Climate change

Environment Agency

- The flood defences in Bridport are ageing and will require upgrading in order to deal with climate change.

Public response

- Suggestion that the proposed plan is not truly compatible with the Climate and Ecological Emergency.

West Bay

Bridport Town Council

- Bridport town centre and West Bay are two important visitor areas, but the tourism development needs of the two destinations may differ.

Bridport Community Railway

Jurassic Coast Railways Limited

- The Bridport Community Railway Project offers the multiple benefits of stimulating regional growth and productivity, providing a service to residents, and making a major contribution to the immediate need to reduce climate change. Its low construction cost compared to heavy rail makes it excellent value for money, and an exemplar rural transport scheme.
- The objectives of the service are: To reinstate the train route from West Bay to Maiden Newton, to build a 21 km single-track line with passing loops following the old route and building new through the centre of Bridport to West Bay and to provide a local service to meet all trains on the Heart of Wessex line between Bristol and Weymouth.
- To achieve these longer-term objectives the route needs to be protected in the Dorset Local Plan.

1.2. Vision for Bridport

Character

Public response

- Bridport's distinct character should be enhanced where possible.
- Many of the ingredients for sustainable places can be found in Bridport, human scale, walkability, independent retail and a wealth of social capital.

Employment and Economy

Bridport Town Council

- Paragraph 36.2.1 amend to read: "Have addressed balance of jobs and housing".

Public response

- The issue of low-income employment in Bridport should be addressed in the Local Plan.
- Approach does not eliminate a low wage problem.
- What would improve wage levels in the area is to allow quality builders to build quality Dorset like housing to attract people with decent incomes.
- Commercially Bridport thrives on independent shops – stimulate that.
- Need to reinvigorate Dorset's towns and villages through re-localising production – make towns generative, restorative, empowering, prosperous.
- Importance of people having purposeful, meaningful work that they enjoy.
- Need to recover the knowledge and capacity on how things are made in our towns, by connecting citizens with the advanced technologies that are transforming our everyday life.
- Not enough has been mentioned about West Bay's unique tourist offer and how it can be protected and improved in a sustainable way.

Highways and access

Public response

- Cycle path should be extended. Public footpaths protected and extended.
- There is a lot of talk about the need to discourage the use of the car in Bridport but without a coherent and developed public transport network, it is hard to see how such an ambition can succeed.
- Bridport suffers from traffic congestion and lacks a proper plan to relieve this problem.
- The concept of 'eco towns' could be used to guide the approach.
- The plan should better reflect and align with the Bridport Area Neighbourhood Plan, particularly when looking at town centre development, car parking, affordable housing and the climate emergency.

Community and infrastructure

Public response

- More community spaces are needed in Bridport town centre for youth, families, and the elderly.
- Lack of and need for post 16/18 college and apprenticeship opportunities in Bridport, the effect of which is exacerbated by poor public transport links to the nearest alternative provision.

- Support the Bridport Town council proposal for supporting the provision of an agricultural college in the Bridport area, and consideration of Vearse Farm as a suitable location.

Sustainable Town

Bridport Town Council

- Would like to see greater detail regarding how the Local Plan defines “a low impact, sustainable town” drawing on examples of Eco Towns.

1.3. Development Strategy

Infrastructure

Chideock Parish Council

- Query whether Bridport actually needs another school when currently there are three primaries including Symondsbury.

1.4. Policy BRID1: Future town centre expansion

General approach

Bridport Town Council

- Wish to see more alignment with the BANP on policy for town centre development. In particular, policy ambitions for the Centre of Bridport - the re development of the Bus Station, Ropewalks Car Park as well as the treatment of Shop Fronts and approach to residential and community uses in the Town Centre.
- The policy ECON3 as applied to Bridport should seek smaller units and mixed development (see neighbourhood plan).

Symondsbury Parish Council

- General support for the policy and approach.
- Care must be taken in any future development within the town centre so as not to destroy any aspects of the town centre environment and support a sustainable future.

Public response

- Some agreement to more housing but need to retain the carparks.
- The number of independent shops and businesses which dictate the character of the town – a draw for tourists.
- Plan does not respect the current successful mix of independent and national retailers.
- The Plan should focus on preserving and encouraging Bridport’s local businesses and the arts and culture that the town is known for.
- The importance of shopping locally and preserving independent local businesses.
- Importance of the Waitrose store in the town centre - main supermarket in the PSA, attracts shoppers to the town - supporting other shops and services.
- Respondent notes that paragraph 36.4.6 claim that the retail assessment suggests there is capacity for more comparison space during plan period, and considers that this is statement is poorly supported by evidence gathered before the pandemic and is almost certainly redundant now.

- Respondent considers that Paragraph 36.4.8 gives undue emphasis and priority to town centre parking, ignoring BANP's wider proposals for improving physical access by other modes including park and ride.
- Given the environment is a priority, it is strange that Dorset Council have shown no support for the Watton Village project.

The town centre area

Bridport Town Council

- Paragraph 36.4.2 Reference should be made to the Centre of Bridport policy section of the Bridport Area Neighbourhood Plan; in particular Policy COB1 regarding 'Development of the Centre of Bridport'.
- Paragraph 36.4.2: "Barack Street" should read Barrack Street.

Need for expansion

Bridport Town Council

- Paragraph 36.4.4 - Reference should be made to current and potential impact on the High Street from the loss of retail banks. Suggestion that the paragraph should be rewritten.
- Paragraph 36.4.5 - Reference should be made to the BANP assessment of the need for retail space in the Centre of Bridport - Include cross reference with the Bridport Town Centre Health Check Report 2019.
- Comparison should be made with other struggling High Streets, highlighting their reliance on chain outlets which appear less beneficial than independent traders.

Bridport Local Area Partnership

- The wider policy aim to extend considerably the retail area in the town feels increasingly out-of-date.
- It is vital that this Local Plan policy aligns with Bridport town centre policies in the BANP neighbourhood plan.

Public response

- Suggestion that stated demand for additional retail is false post pandemic – need for reassessment.
- Paragraph 36.4.5 - the statement should not pre-judge whether a "convenience store" (i.e. a small supermarket) is appropriate - may bias future planning applications away from a locally owned independent business.
- Paragraph 36.4.6 - The projection that up to 2,730 sqm of "comparison retail" (national chain store) space may be needed is rooted in old thinking.
- Paragraph 36.4.6 - Disagreement with the projected need for comparison retail - change in shopping attitudes means this is unjustified.
- Paragraph 36.4.6 - Para should not mention a figure - could give developers a lever to have a big edge-of-town store built, undermining efforts to reduce private car use and to concentrate shopping on the centre of town.
- Suggestion that the needs of towns are changing - already struggling to adapt to structural shifts in the economy, consumer habits and lifestyle choices.
- Assessments of town centre need should reflect changes in patterns of behaviour such as internet shopping, effects of Covid 19, Brexit, motor habits and out of town shopping.
- Bridport could be affected by out of centre sites.

Car parking

Bridport Town Council

- Policy BRID1, criteria ii - Stronger cross reference with Bridport Area Neighbourhood Plan Policy AM4 on retaining 'roughly equivalent' car parking.

Symondsburry Parish Council

- Car parking levels should remain at the current level at least, due to the poor public transport in the area and the accommodation of tourism.

Bridport Local Area Partnership

- With reference to car parking. The words "a broadly equivalent amount" should also be used in this Local Plan.

Public response

- Need for expansion of parking.
- Vearse Farm development will result in need for additional parking – need for impact assessment in relation to this.
- Alternative equivalent parking options should be agreed prior to redevelopment of existing car parks.
- Parking will need to be provided within the town centre.
- Impact of loss parking on the viability of the town centre.
- Query where alternative parking will be situated?
- Suggestion that increased parking is unnecessary and will be detrimental to the environment.
- Being a market town, with poor bus service, car parking is essential – this represents a challenge.
- Concern with the impact of town centre development on parking.
- Suggestion that in the future out of town parking may need to be constructed – potentially to the northeast of the town beyond Gore Cross and another terminal off Broad Lane.
- Public car parking close to the town centre is important for continued economic success.
- Concern with the lack of Parking in Bridport especially at holiday periods and on market days.
- Paragraph 36.4.7 mentions space for retail (if needed) being provided on the Rope walks car park – this conflicts with the success of the public car park.
- Query the location of the "broadly equivalent" provision of parking.
- Considers it unrealistic for there to be no car parks provided alongside development – needed to meet the needs of outlying villagers and tourists.
- Need for new parking to support EV charging provision.
- Concern that a multi storey car park would be out of place in the Conservation Area.
- Areas surrounding car parks appear under-utilised, but appear to be private car parks.
- Would be prudent to allow that the car parking might be more distant and served by a shuttle bus system.
- Suggestion that retention of parking can be achieved through provision of multistorey parking.

Highways, access, and public transport

Southwest Transport Network and Railfuture Severnside

- Bridport has good bus links to Weymouth, Dorchester, Lyme Regis, and Axminster station.
- Needs improvement of current services, including a 6 day a week town bus service to the development sites and a new transport interchange and bus station.

- Bridport is an important stop on the National Express Coaches network.

Public response

- Plans do not cater for access to and from the town.
- Need for traffic impact assessments.
- Need to focus on walking and cycling.
- Concern with the lack of an adequate bus service serving the town centre.
- Residents who come into town from the outlying villages are elderly and cannot cycle or walk.
- Better transport links between Bridport Town Centre and surrounding area (including Bradpole) need to be formed, potentially along with further car parking, to support expansion of Bridport's Town Centre.
- Total regeneration of public transport offering in Bridport and the surrounding area required.
- Suggestion to reduce the speed limit to 20mph to make it safer for pedestrian and cyclists.

Potential uses

Bridport Town Council

- Paragraph 36.4.8 - Stronger commitment is needed to support use of space above shops for accommodation.
- Paragraph 36.4.11 - The term 'holistic' needs definition and explanation. Suggestion of a commitment to the provision of community buildings and spaces in the town centre.

Public response

- Should encourage use of vacant shops for community use.
- High Streets are struggling generally and a more creative approach to what facilities could be created there is now needed.
- More could be made to bring the empty upper floor parts of shops into housing use.
- Brownfield sites in town could be utilised for provision of community assets or housing.

Coach Station Car Park

Bridport Local Area Partnership

- We support the aim of improving the bus station area and creating a more welcoming transport hub.

Symondsburry Parish Council

- The public transport interchange should be retained and upgraded.

Chideock Parish Council

- Need for a bus station in Bridport.
- Essential to retain a central transport hub that is fully utilised.

Public response

- Bridport transport hub should be more central to the town.

Rope Walks Car Park

Waitrose & Partners

- Waitrose do not agree with the allocation of the Rope Walk Car Park for future town centre expansion given the importance of the car park to the continued success of the town centre.

- Likely impact of development on the viability of the Waitrose store, wider impact on town centre.
- Importance of the provision of step-free parking for Waitrose customers.
- A multi-level car park is likely to be required on the site.
- Concern that a multilevel car park could make Waitrose less attractive to customers – competition with Morrisons.
- Competition with demand for online shopping - accelerated with covid pandemic.

Public response

- Suggestion that Rope Walks car park is well used.
- Support for Rope Walks as a potential town centre expansion site, but there is no obvious nearby location to which to relocate the car park.
- Concern that removal of the car park would result in the loss of Waitrose, which needs a car park.
- Rope Walks car park should not become a Weymouth style Asda multi-storey car park.

Other comments

Public response

- It is possible to develop surroundings at Tannery Road especially if bus depot is surplus to requirements.
- It is important to see support for Bridport leisure Centre.
- Need to consider the need for road improvements.
- Need to assess traffic issues.
- Concern with air quality and pollution.
- More focus on green infrastructure.
- Greater focus on climate change.
- Suggestion of better CCTV coverage for crime prevention.

1.5. Main Development Opportunities

The following sections include summaries of representation received regarding the following policies:

- Settlement wide issues
- Policy BRID2 – Land at Vearse Farm
- Policy BRID3 - Land to the east of Bredy Veterinary Centre, off Jessopp Avenue
- Policy BRID4 - St. Michael’s Trading Estate
- Policy BRID5 - Bridport Gateway Care Village
- Policy BRID6 - Land adjacent to Bridport Community Hospital

1.6. Settlement wide issues

Housing

Bridport Town Council

- Raise the Roof Project is seeking funding for a second phase to further explore design solutions and prototype new local approaches to creating Eco Town.

Public response

- The Neighbourhood Plan should be accepted as the basis for development.
- Concerns with second homes in the area.
- Objection to general development in Bridport villages.
- General concern with the scale of housing development in Bridport in comparison with Western Dorset.
- Principle of Eco Towns should be at the centre of the vision for the town.
- Issues with second homes.

Housing need

Public response

- There is a high level of housing need in the Bridport area.
- Concern that calculated housing need is inaccurate.
- There is no need for any additional homes to purchase.
- A strategic housing allocation that should also meet the housing needs from Bradpole Parish Council area and the requirement for 35% affordable homes should be strictly applied.
- Concern with demand for retirement homes in the area from non-Dorset residents.
- More provision is needed along the lines of co-housing development.
- Reference to the Raise the Roof Project to promote community discussion around what sort of housing future is needed in Bridport – potential to further explore design solutions and prototype new local approaches to creating Eco Towns.

Housing numbers

C G Fry and Son Ltd

- Concern with lack of strategic sites allocated, being a Tier 2 settlement.

Public response

- The housing planned for Bridport totals 1,139 which is 75% of all the houses included in the plan for West Dorset. Given the area this is a huge focus on a small market town.
- General concerns with the expansion of Bridport.
- Local authorities need to resist arbitrary centrally set targets.
- Planned housing is large in relation to Bridport being a small market town.

Affordable Housing

Public response

- The Plan should include solely, or largely affordable housing led projects. A good example is the Watton Village eco housing project.
- Need for affordable housing for young people.
- Key need for affordable housing.
- More affordable housing does not mean that the extra affordable homes will be taken up by those on low incomes. It means you will import more people that are on low incomes because they might be able to afford poor grade housing.
- Concern that more affordable housing will not serve local people.
- Consideration needs to be given to provision to really affordable housing, not just that at 80% of market prices which is still too expensive for those most in need.

- Suggestion of 100% affordable housing.
- Housing needs to be affordable in perpetuity.
- Insufficient land allocated to meet affordable housing needs in Bridport.

Economy

Public response

- Concern with lack of employment in the area for new residents.
- Impact on character of the town and tourism.

Impact on character

Public response

- The council should define the green areas and borders between these parishes and include in the plan where development should not be granted.
- Market towns and villages should be protected rather than allow urban sprawl.

Flood risk and drainage

Environment Agency

- Development contributions towards the upgrading of future flood defences in Bridport should be included in any development.

Pollution and air quality

Chideock Parish Council

- Suggestion that developments such as Vearse Farm should contribute towards measures to reduce Air Quality issues in Chideock.

Public response

- Chideock is the highest polluted village in the UK - more development will worsen this.
- It is inevitable that GHG emissions will rise, recognises impacts on B3162 and fails to demonstrate how active travel will be encouraged along West Road with narrow pavements.
- Need for action to reduce the consequent pollution, vibration, noise levels and other deleterious outputs.

Highways issues

Public response

- Concerns excessive traffic may be created as there is regular congestion at present.
- A35 is dangerous with no suitable diversion routes further exacerbating road congestion.
- Need for road improvements.
- Existing traffic issues.

Access

Public response

- Need for public right of way upgrades.
- No safe cycle parking around Bridport to encourage active travel.
- Lack of Parking in Bridport especially at holiday periods and on market days.

- Need for more sustainable travel around Bridport.

Community

Public response

- Issue of poverty in the town.

Infrastructure

Public response

- General concern with insufficient infrastructure to accommodate development.
- Need for extra medical facilities, GP surgery – development needs to take account of this.
- Capacity issues at the medical centre.

1.7. Policy BRID2: Land at Vearse Farm

General approach

Bridport Town Council

- Supports a rethink of the Vearse Farm Masterplan – with community consultation and the Raise the Roof project.
- Paragraph 36.5.7 - “Only detailed matters” this statement is dismissive of the importance of the detail to the Bridport community, including issues of access provision.

Bridport Area Neighbourhood Plan Joint Councils Committee

- Development will reduce pressure on other sensitive sites within the BANP area.

Symondsbury Parish Council

- Importance of details of development and phasing (to be supplied at reserved matters stage) on the overall success of the development.

Loders Parish Council

- Support the recommendation of Bridport Town Council for a review of the Planning Inspector’s interpretation in respect of the Vearse Farm development.
- Concern that the approved development is evidence of a dramatic disconnect with the Climate & Ecological Emergency - flooding, scale, AONB, noise/air pollution, heritage assets, pressure on local services.

Chideock Parish Council

- Suggestion that environmental impact assessment must be carried out for the whole Vearse Farm development (both approved and projected) to consider traffic pollution on small residential areas.

Natural England

- No objection.

DC Planning on behalf of Redwood and LVA

- Promotion of land West of Coronation Road within the Vearse Farm Bridport extension area.
- Supportive of the site’s continued allocation for housing and committed to bringing this forward for housing as soon as possible.

- Reference to supporting information previously submitted - Illustrative layouts; archaeological assessments; LVIA and landscape design work; ecology appraisal and mitigation and BMP certification; site accessibility, transport and proximity to facilities; highways, ped and cycle linkages and utilities appraisals; and SuDS.
- The site can come forward as an independent entity or as a vital part of any wider strategic plan.
- The land has positively passed every requisite factor in the Council's 'Methodology Land Availability Assessment September 2019' document, has featured in successive SHLAA publications and there is no doubt that this should continue through the medium of BRID2 in the emerging Dorset Council Local Plan.

Public response

- Suggestion to use brownfield sites instead.
- Additional housing should be removed until detailed proposal is submitted.
- Policy should reflect that additional housing provides for growth in the entire Local Plan area and not just Bridport.
- The Masterplan needs to be entirely reworked – to better meet the Bridport area's needs.
- Need to review the objectives and role of the development given changes in times and needs.
- Additional 170 homes should have been considered at the 2017 OPP as they are integral to the Vearse Farm scheme and the planning committee members were effectively misled by being directed to ignore this intention.
- The Plan places too much reliance on the delivery of this scheme as originally proposed and given the uncertainty surrounding its future there is an opportunity to review its purpose and makeup.

Development size and scale

Bridport Town Council

- Concerns an additional 170 Units would compound the challenge on the town to assimilate the urban extension and cope with the additional impacts on traffic and infrastructure.
- It is wrong to state that the additional housing provides for Bridport growth - the growth is for the entire Local Plan area and the policy statement should acknowledge this.
- Development of this scale has the potential to not only provide housing that is needed, but to create good new jobs in growing industries, invigorate and build resilience in the local economy and enrich local community and civic life.

Symondsburry Parish Council

- Size of the development if built out will reduce pressure on other sensitive sites within the area.

Public response

- Need to justify additional 170 houses proposed.
- Concern that the development is out of proportion with the small market town - will alter its character to its detriment.
- Concern that the development is shouldering the burden of around 75% of West Dorset's target – an issue given that the infrastructure was established more than a century ago.

Care home provision

Bridport Town Council

- Paragraph 36.5.6 - Further clarification and evidence will be required to support the need for a 60-bed care home.
- Concern with how this proposal sits with the current Care Village development in South Street and the policy to locate care facilities within 1km of the Town Centre.

Public response

- Is the care home necessary when a care Village is planned?

Housing

Bridport Town Council

- Serious concerns to the proposal for 170 additional homes.
- Insufficient affordable and social houses being built.

Bridport Local Area Partnership

- It is vital the site delivers the target 35% of affordable housing.

Chideock Parish Council

- Need for more social housing on the site.

Public response

- Objection to the additional 170 proposed houses.
- Insufficient affordable housing.
- Concern with housing affordability.
- Concern that development will not meet the affordable housing need for young people and key workers.
- A need for 2-bed starter homes.
- Need for affordable rental homes.
- Need for strict adherence to affordable housing provision.
- Concern that housing will be bought by wealthy outsiders and retirees.
- Concern with no guarantee of affordable in perpetuity housing, or a ban on second homes.
- Concern with second homes owners.
- Need for a mixed development - especially houses for local families with children who are priced out of the housing market in Bridport and the surrounding villages.

Employment

Public response

- Concern with the lack of employment in the area.

Design

Symondsburry Parish Council

- Suggestion of setting up of local design review panels to work with developers to arrive at successful solutions.

Public response

- Housing should be environmentally and ecologically sound – highest standards in terms of design and energy.
- Suggestion that provision of solar panels should be made mandatory in advance of the land sale.
- Suggestion that buildings should not be over two storeys in height.
- Concern that proposed housing will be sub-standard.
- Query the level of planting is envisaged on the south and west perimeters of the site, how long and to what extent before the site is developed.

Ecology

Public response

- Wildlife and flora must be preserved.
- Concern with loss of green wildlife habitats.
- A site does not have to contain rare species for it to be valuable.

Flood risk and drainage

Bridport Town Council

- Concern with location of the site on a flood plain.

Environment Agency

- All development within this site should account for current and future flood risk, avoiding these areas and leaving appropriate buffers to the main river.
- Modelling of the ordinary watercourses may be required in the SFRA in order to better understand current and future flood risk.
- Surface water should be retained or held back within the site, where possible. A Sustainable Drainage Systems approach should be considered. However, these should be located and designed to take account of flood risk/ ecology/ water quality requirements. Pollution prevention measures should be put in place where required.

Public response

- The site is prone to flooding.
- Level 2 SFRA is required.
- As the land is on a hill/slope, the natural drainage of the water will be impacted by housing estate.
- Concern with impacts of concrete/tarmac on drainage of the flood plains – increased run off.
- Provision of SUDs is unlikely to be sufficient to prevent flooding.
- Any assessment of flood risk should be done by independent consultants, not paid for by the developers.
- Concern with run-off into West Road and West Allington.
- Suggestion that updated surveys will show a higher water table - increased risk of flooding - more cost of mitigating infrastructure, impact on viability and affordable housing.
- Query whether there is a guarantee that the floodplain of the River Symene and the rising land to the south of the site will remain undeveloped.
- Query what does 'managed appropriately' mean?

Highways issues

Bridport Town Council

- Concern with additional impacts on traffic and infrastructure.
- Reference to the Miles Cross junction should specify a roundabout.
- A new traffic/transport assessment is needed as the one used previously is demonstrably out-of-date.

Bridport Area Neighbourhood Plan Joint Councils Committee

- Concern with impacts of increased traffic.

Bridport Local Area Partnership

- The policy wording should also specify that the planned junction improvement that is required with the A35 will include a roundabout.

Local businesses

- Concern with significant pressure on the A35.

Public response

- Need to address inadequate roads.
- Concern with increased traffic on West Road and lack of capacity.
- No significant road improvements have been identified for West Road.
- Concern with inadequate footpaths along West Road.
- Existing traffic problems at the junction of West Road & Magdalene Lane, which the narrowed section of the road does not help.
- Increased risk to pedestrians and cyclists.
- A new traffic/transport assessment is needed as the one used previously is out-of-date.
- The road at Miles cross is very dangerous and must have a roundabout built.
- Concerns with additional traffic and congestion on the B3162.
- Congestion in the town centre.
- Query when highway improvements and Miles Cross will take place - needs to be prior to any development.

Access

Bridport Town Council

- Accessible and coordinated footpaths are needed.
- Reference to bus routes ignores the reality that bus provision is reducing. This needs to link to a policy to improve public transport for it to be realistic.

Bridport Local Area Partnership

- The text accompanying this policy should refer to the RTPI concept of 'fifteen minute neighbourhoods'.

Public response

- Importance of the land between Dreadnought Trading estate on Magdalene Lane and Vearse Farm across which the VF plan had a path and bridge connecting the VF development to Bridport.
- At no stage was it clear that access to Vearse Farm is crucial to the delivery.

- Need to ensure adequate parking provision in Bridport to accommodate the development.
- Sustainable public transport, walking and cycling must be promoted.
- People will simply not walk or cycle into Bridport and with a lack of public transport will resort to using their cars.
- Clarity needed on where buses will enter the site - query whether there will be an increase in bus service.
- Concern that new bus route won't come forward.
- Increased demand for parking in the area/centre - as a result of planned housing development - majority of the houses are likely to be bought by retirees from outside Bridport who will rely more on vehicle transport for their movement.

Visual, Landscape, and Heritage Impact

Historic England

- Welcome the supporting text that highlights the heritage sensitivities of the site including the need to retain and restore the grade II listed Vearse Farmhouse and associated outbuildings, and the need to design development to take account of impacts on the settings of various heritage assets.
- Welcome the inclusion of criterion VIII in Policy BRID2.
- Would welcome clarification from the Council as to why there are no criteria in Policy BRID2 that cover heritage assets located within the allocation site(s) - should require the retention and restoration of Vearse Farmhouse and the associated, historic outbuildings and the conservation and enhancement of their settings.

Public response

- Policy criteria VIII – Concern with how the criteria will be met due to the location within the AONB on greenfield land.
- Concern with landscape and AONB impact.
- Impact on Colmers Hill.
- Concern with urban sprawl and impact on the character of the town.
- Concern that the development will be visible from a lot of the town.
- Suggestion of a generous provision of street trees to help mitigate visual impacts.

Impact on tourism

Public response

- Concern with the impact of largescale housing development on the tourism of the area.

Green infrastructure

Bridport Town Council

- Concerned about the availability of green spaces in the development if Vearse Farm is developed further.
- The reference to allotments should be strengthened to stress the need for community food provision, a community farm as well as education and learning to address food security.

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Public response

- Need for a full planting scheme.

Amenity and community impact

Bridport Town Council

- New development will compound existing issues of affordability, displacing local industry and further disenfranchising local communities.

Chideock Parish Council

- Suggestion that developments such as Vearse Farm should contribute towards measures to reduce Air Quality issues in Chideock.

Public response

- Concern with the loss of agricultural land.
- Increased car use will mean more air and noise pollution.
- Need for adequate noise mitigation to protect amenity of future occupiers - more account needed in terms of pollution.
- Need for action to reduce the consequent pollution, vibration, noise levels and other deleterious outputs.

Infrastructure

Bridport Town Council

- General concern with infrastructure pressures on the town.

Bridport Area Neighbourhood Plan Joint Councils Committee

- Concern with impacts on infrastructure.
- Critical mass that will be achieved on this whole development will provide the sustainable community infrastructure required.
- Existing S106 agreements will support local community facilities (e.g. Medical & Sports Centres) in line with BANP objective #8.

West Dorset CPRE

- Concern with larger developments and increased strain on infrastructure, environmental impacts, high land values, and failure to address local needs.

Public response

- General concern with the lack of infrastructure.
- Need to impose infrastructure requirements from the start to avoid the market town turning into a holiday town.
- Need for community space, playgrounds, somewhere to play ball games.
- Impact on existing infrastructure such as doctors surgeries, schools and dentists.
- Lack of mention of new medical centre - existing one will not cope.

1.8. Policy BRID3: Land to the east of Bredy Veterinary Centre, off Jessopp Avenue

General approach

Town and Parish Councils

- There have been no development applications since its allocation in 2015 – query the deliverability of the site.
- Allocation is putting pressure on other strategic sites in the area.

Bridport Area Neighbourhood Plan Joint Councils Committee

- Concern whether the allocation can be delivered - lack of application - pressure on other areas.

Public response

- Concern with the piecemeal approach.
- Any housing should be kept away from the riverside and limited to areas near the road Sea Road North.

Flood risk and drainage

Environment Agency

- Note that there is new modelling outlines for Bridport following updated modelling. Whilst only minor changes, this site should be checked against them as part of the SFRA. All development should avoid current and future flood risk areas.
- There should be a minimum 11m strip left from the Environment Agency flood defences present to allow for current and future access, maintenance and future flood defences required for increased river flows due to climate change.

Public response

- This area is within the river flood plain and should not be developed.

Landscape, heritage, and character

Historic England

- Historic England welcomes the supporting text that draws attention to the presence of heritage assets within and near to the allocation site with significance and settings that should be taken into account in the layout and scale of development. However, there are no criteria in Policy BRID3 that cover these matters. As such, we consider that an additional criterion should be introduced to cover this point.

Public response

- Impact on the beauty of the area – grass and woodland.

Ecology

Natural England

- Natural England has no objection to the policy and welcomes the provision for protecting the site's mature trees and riparian corridor.

Dorset Wildlife Trust

- We welcome the need for the layout of the development to exploit opportunities to enlarge the existing buffer and provide high quality green infrastructure along the river corridor in 36.5.8 and the information provided about the protected species using the bankside habitat.
- We consider policy BRID3 should be amended to reflect the text in 36.5.8. to state “the Asker River corridor will be protected and the layout of the development will exploit opportunities to enlarge the existing buffer and provide high quality green infrastructure along the river corridor.”.

Public response

- The site is an important open area for wildlife - including otters kingfishers and egrets.
- The area as a river corridor is of significant importance for wildlife and its development will be incompatible with other policies within this plan e.g., ENV 1.
- The area should be set aside as part of the river wildlife corridor.
- Potential for rewilding of the area.
- Support the protection of the beech trees and wildlife.

Green infrastructure

Environment Agency

- Welcome that green infrastructure is to be incorporated into the site. This should include areas of wildlife habitat and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Public response

- Importance of the area as a green lung to the town.

Access

Public response

- Public footpaths should be protected.

Amenity and community impact

Public response

- The site is an important open area for recreation.

1.9. Policy BRID4: St. Michael's Trading Estate

General approach

Symondsburry Parish Council

- Support for the approach and wording.

Bridport Local Area Partnership

- Welcome the cross-reference to the relevant BANP neighbourhood plan policy.

Goadsby on behalf of Hayward & Co.

- Generally, Policy BRID4 is supported.

- Viability remains the key to bringing the site forward for development.
- A realistic approach needs to be taken to the range of planning obligations that the development is required to provide; e.g. affordable housing, and the refurbishment / regeneration of the historic listed buildings.

Public response

- Hopefully Vearse Farm will mean that little or no housing provision will be needed.
- Development needs to progress.

Economy

Symondsburry Parish Council

- Policies COB3 and COB4 of the Bridport Area Neighbourhood Plan support the retention and further creation of this space for creative industries which adds to the vitality and uniqueness of Bridport.

Goadsby on behalf of Hayward & Co.

- The key objective is to maintain or enhance the number of job opportunities at the site.
- St. Michael's Trading Estate has a diverse mix of traders and businesses and is at risk of being lost to Bridport and the West Dorset community.
- The Local Plan must recognise the viability issues that adversely impact on the proposals for Bridport's South West Quadrant.

Public response

- Development that does not involve, or deliberately excludes, an employment site should necessitate submission to the Council of details of marketing, pricing and offers rejected.
- Support the protection of the small creative artistic and vintage businesses in this estate, a real asset to Bridport and hope any new plans would encourage more such creative hubs.
- Site provides a valuable opportunity to provide a much needed employment area for the town.

Character and heritage

Bridport Town Council

- Important to retain the character and culture of St Michael's.

Historic England

- Welcomes the supporting text that highlights the historic, industrial heritage of this part of the Bridport Conservation Area and the background to the grade II listed building at 40 St Michael's Lane and attached buildings to rear and north-west.
- Support the criteria in Policy BRID4 that require retention and restoration of buildings of historic interest, encourage the continuation of employment uses and require historic plot patterns and the character of the conservation area to be respected.

Public response

- Blocks of flats are inappropriate to the historic industrial setting here.
- An ideal area for small scale industrial/craft units.
- Development would adversely affect the riverside setting where there is an opportunity to provide a new public amenity, preferably not hemmed in by high density tall buildings.

- Need for low key development enhancing rather than overwhelming its unique historic character.

Flood risk and drainage

Environment Agency

- Note that there is new modelling outlines for Bridport following updated modelling. Whilst only minor changes, this site should be checked against them as part of the SFRA. All development should avoid current and future flood risk areas.
- There should be a minimum 11m strip left from the Environment Agency flood defences present to allow for current and future access, maintenance and future flood defences required for increased river flows due to climate change.

Highways

Bridport Town Council

- Highlight the challenges of vehicular access to St Michael's, via narrow streets not designed for two-way traffic.
- Support the opening up of access to the riverside as a key element of site redevelopment.
- Importance of pedestrian/cycle links with the Vearse Farm development.

Public response

- Concern with the vehicle routes within St Michaels Trading Estate and along B3162 along West Road and West Allington leading to the Town.
- Concern with increase in vehicles on unsuitable roads.
- Concern that vehicular access isn't addressed in the policy.
- Access to and from a redeveloped St Michael's Trading Estate isn't properly catered for.

Ecology

Public response

- Support the protection of the riverside wildlife and flowers.

Green infrastructure

Environment Agency

- Welcome that green infrastructure is to be incorporated into the site. This should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Natural England

- No objection to the policy and welcomes the provision for riverside walk and protecting St Michael's Island and the riparian corridor.

Public response

- Like the idea of opening up the riverside area.

Amenity and community

Public response

- An opportunity to provide a new public amenity.

1.10. Policy BRID5: Bridport Gateway Care Village

General approach

Bridport Town Council

- Stress the importance of adult social care provision.

Symondsburry Parish Council

- Support for approach and wording.

Chideock Parish Council

- Support for the allocation.
- Suggestion that the development should be Council run and truly affordable.
- There is a need for residential care accommodation not just dementia care.

Natural England

- No objections.

Bridport Local Area Partnership

- Welcome this development, recognising that there is a growing need for this type of accommodation in the area.

Public response

- Support for and disagreement with the allocation.
- Support for building homes especially for key workers and care givers.
- Queries the local need for the development.
- Concern that housing is not going to be for local people.
- Concern with the affordability of the housing.
- The site should be used for affordable housing.
- An inappropriate use of this Gateway Area.
- There is already provision for residential care within the town including a care home on site at Flood Lane.
- There is no need for any additional homes to purchase.
- Need for small scale developments of housing in the rented sector.
- No mention of the Sidney Gale House residential home – provides outstanding care, and up until a few years ago the building was going to be replaced.

Flood risk and drainage

Environment Agency

- Areas in BRID5 are at current and future flood risk which is not mentioned or considered within the Local Plan at present.
- The site is unsuitable for development particularly that which increases the vulnerability of the site given the current flood risk present.
- This site must be included in the Strategic Flood Risk Assessment.
- All development in future flood risk areas should also be resistant and resilient to flooding, and include buffer zones to Environment Agency assets (11m) and the main river (FZ2 or minimum

16m) for current and future flood risk management construction and operation and maintenance.

- The flood defences in Bridport are ageing and will require upgrading in order to deal with climate change. Development contributions towards the upgrading of future flood defences in Bridport should be included in any development.

Wessex water

- Redevelopment of these sites must seek opportunities for reduced surface water run-off from site and the incorporation of SuDs for multiple benefits.

Public response

- The site is subject to flooding.

Character and heritage

Historic England

- Objects to the inclusion of this allocation in its current form.
- Welcomes the supporting text's recognition of the need to consider impacts on nearby listed buildings. However, the Council's consultation map shows the presence of two listed buildings in the northern site – the grade II listed wall surrounding the former Quaker Burial Ground and the grade II listed South Mill.
- Part of the Bridport Conservation Area is also within the northern site and any development of this site is likely to impact on its setting as well as the settings of nearby listed buildings, some of which are in very close proximity the proposed allocation sites.
- Consider that the supporting text should be amended to better reflect these heritage sensitivities.
- While we support the intent of Policy BRID5 in requiring development to consider the impact on the historic character of Bridport, we are of the view that this should be reworded to require development to conserve and enhance the significance and setting of the Bridport Conservation Area, the listed buildings on the northern site and nearby heritage assets.
- Would be appropriate to use masterplanning to understand the capacity of these sites and how development should be designed to positively respond to the historic environment issues and opportunities as well as other planning matters.
- Approach should be underpinned by the preparation of a heritage impact assessment.

Public response

- Concern that the proposal is not in keeping with character of the area.
- There should be rows of 2-3 bed-roomed cottages on this site mirroring the brewery cottages on the opposite side of West Bay Road.
- Concern with potential design as an 'institutional box' of a building.

Highways and access

Bridport Town Council

- Vehicular, pedestrian and cycle access are key concerns.
- Bus transport is needed to meet the needs of the development.
- Consideration should be given to accessible foot/cycle routes to the Medical Centre and through Asker Meadows.

- There is a need for a coherent masterplan setting out coordinated pedestrian routes to complement the cycle plan shown in the Neighbourhood Plan.

Symondsbury Parish Council

- Pedestrian needs should be addressed.

Bridport Area Neighbourhood Plan Joint Councils Committee

- Pedestrian needs should be addressed.

Public response

- More thought needs to be given to access by cars, pedestrians and cyclists.
- Connection to enable access to the new cycle path to West Bay.
- Need for sufficient parking.
- Bus service to and from hospital would be a good idea but is unlikely.
- The site is sufficiently far from the centre of town that elderly or infirm residents will need assistance to get there.
- Policy should state a need to provide safe and accessible pedestrian routes to the town centre.
- Unsuitability of some parts of the existing routes for mobility scooters.

Ecology

Public response

- Should create more wildlife places rather than build on them.

Infrastructure

Wessex water

- The northern area incorporates a large underground foul attenuation tank. Significant easements will apply. The southern site has a pumping main crossing the western boundary, easements, and protection measures to be observed.

Public response

- Need for more health care facilities.

1.11. Policy BRID6: Land adjacent to Bridport Community Hospital

General approach

Bridport Town Council

- Welcomes and supports the commitment to community-led housing initiatives.

Symondsbury Parish Council

- Support for the approach and wording.
- Development provides affordable accommodation where the community will have a degree of control over their homes.

Natural England

- No objection.

Bridport Area Neighbourhood Plan Joint Councils Committee

- Welcome development via a CLT, that provides affordable accommodation where the community will have an encouraging degree of control over their homes.

Public response

- Development should be removed from the plan as homes are nearly built.
- Importance of community led housing for the future.
- Need to take into account aspects of community research and involvement.
- There is no need for any additional homes to purchase.

Green Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Infrastructure

Bridport Area Neighbourhood Plan Joint Councils Committee

- Site is under construction, and we presume all necessary infrastructure needs have been considered.

1.12. Omission sites

Land at Dottery Road, North Allington (LA/ALLI/003)

Gladman

- Land at Dottery Road, North Allington, Bridport - sustainable location in which to deliver further housing to meet Bridport's and wider authority's future housing needs, with good access to the wider highway network and public transport links.

Happy Island Way, Bridport (LA/BRAD/001)

A G Jessopp Ltd

- An area of land that numerous Planning Inspectors have concluded could be developed in a sustainable manner. The Inspector for the aborted 2006 West Dorset Local plan gave this site a higher priority for housing than any of the other allocations currently being put forward around Bridport.
- The site could easily accommodate approximately between 70 and 100 houses and the associated recreational space.
- The services and highway access are in place from adjoining development and could easily be used.
- The Landowners are aware of and happy to meet their affordable housing obligations and believe that development could be done in a sympathetic and appropriate manner.

Public response

- Odd that land to the south of Shoe Lane is identified as having potential for development despite it being described as of questionable deliverability.

Jessopp Avenue, Bridport (LA/BRAD/005)

A G Jessopp Ltd

- The site is 0.7 hectares in size and we believe could provide approximately 20 houses if built at an appropriate density.
- It could be developed without impacting on the river valley or green corridor.
- In the 2006 plan inspectors report the Inspector praised the sites good access to the towns facilities and noted its “suburban context”.
- The site was however given a low priority for housing as it was mistakenly shown as being in the flood plain.

Watton Village Project (LA/BRAD/007 & 008)

Public response

- Up to 235 affordable homes, both rented and shared ownership.
- Super eco construction means that solar panels will generate twice the power that the whole development will need.
- There is an in-principal agreement with the County Highways department for a traffic light-controlled junction that will comfortably cope with village traffic without causing congestion on the surrounding roads.
- A new Pelican crossing will improve safe access to the Colfox Academy.
- There will be no vehicular access to Pymore Road.
- This project will carry very low visual impact. On the eastern side only the end of the spine road will be visible from the Kings Head. The western end of the development will be screened by trees.
- Watton Village will be managed by a housing association on behalf of the owners of the development which is likely to be a City institution.
- The properties will remain affordable in perpetuity.
- The landowners will not receive full recompense for the land for a generation.
- Generate a significant sum of Council Tax revenue and substantial funds from the UK Government under the New Homes Bonus Scheme.
- The Watton Village scheme has been dropped, but if such schemes were pursued, developments such as Vearse Farm would not be needed.
- Query why the Watton Village proposed development of 200 energy-efficient affordable homes in Bradpole is not mentioned – would be affordable in perpetuity.

Land at Metz Farm, Higher Street, Bradpole (LA/BRAD/009)

Symonds & Sampson LLP on behalf of Mr John Norman

- Approximately 2.1 hectares.
- This land has access via Metz Farm with a junction onto Higher Street, as well as access via the roadway a short distance to the west between Barrow House and Steeple View.
- Both access routes are within the freehold ownership of our client.
- The land is currently used as farm land and immediately abuts the built up area with development having recently taken place at Metz Farm including new build and conversion.
- Land provides an opportunity for a number of dwellings, including affordable housing, as a natural extension to the village.

Land adjoining Lower Walditch Lane, Firch Lane and A35 Dorchester Road, Walditch, Bridport (LA/BOTH/006)

Symonds & Sampson LLP on behalf of Mr John Norman

- This land extends to approximately 11.15 hectares with direct frontage to the A35 along the majority of its northern boundary, together with access from Lower Walditch Lane and Firch Lane to the south and east respectively.
- The land is in agricultural use and abuts housing on part of its southern boundary and to the west.
- This land would be a logical extension to the existing urban boundary.

Land at Walditch Road, Walditch, Bridport (LA/BOTH/007)

Symonds & Sampson LLP on behalf of Mr John Norman

- This parcel of land extends to about 2.5 hectares, situated a short distance from Walditch with frontage to Walditch Road.
- The land is in agricultural use, level and accessible.
- Deliverable as land for housing with associated mixed uses, being suitable, available and achievable.
- All of the land is in hand and unencumbered by tenancy agreements.
- All of the land has road access and good lengths of frontage, with an opportunity to combine market housing, affordable housing and associated amenity areas with the opportunity for habitat creation and enhanced public access where none presently exists.

Land at Broomhills (LA/SYMO/009, 010 & 011)

Savills (Uk) Ltd on behalf of Melvyn and Sally Sparks

- Land at Broomhills (SHELAA Sites: LA/SYMO/009, LA/SYMO/010, LA/SYMO/011) should be included within the plan as land that is capable of accommodating mixed use development.
- The land and buildings edged red in the enclosed plan (Land at Broomhills, Bridport, Dorset DT6 5LB OS grid reference: SY 46245 91729) is in a single ownership and is immediately available for development. Excellent highway connectivity to A35 It extends to approximately 12.5 acres.
- Potential heritage and landscape issues can be addressed through sensitive design strategy.
- The majority of the site falls within flood zone 1.

Land at Wych Farm (LA/BOTH/004 & 005)

C G Fry and Son Ltd

- Land at Wych Farm, Bothenhampton (SHLAA refs: LA/BOTH/004 and LA/BOTH/005), which is considered less constrained and less technically difficult to deliver. These sites would be easier to deliver and help with housing need.
- The draft Dorset Council Local Plan does not propose to allocate any new strategic development sites in Bridport. This approach is contested. Given that Bridport is a Tier 2 settlement and a location identified for future growth the lack of new strategic sites in Bridport in the draft DC LP should be reassessed.
- Residential development at Wych Farm, Bothenhampton would achieve the following list of benefits and the Site is therefore an ideal candidate for allocation.
- It is suitable, available, and deliverable as demonstrated above.

- Provides sustainable open market and affordable housing provision positioned close to existing services and facilities in and around Bridport.
- Contribute around 105 dwellings towards Dorset Council's housing targets and land supply.
- Proposes easy pedestrian and cycle access routes into Bridport thereby offering connectivity to services and sustainable transport links.
- Offer significant potential to provide interconnected natural space offering a multitude of public and environmental benefits.
- Preserves the settings of adjacent heritage assets.
- Preserve the landscape setting whilst offering substantial landscape planting, ecological net gain and public open space.

Land North of Gore Lane, Bradpole (LA/BRAD/006)

C G Fry and Son Ltd

- Land North of Gore Lane, Bradpole (SHLAA ref: LA/BRAD/006), which is considered less constrained and less technically difficult to deliver, should be identified as a new site.
- The draft Dorset Council Local Plan does not propose to allocate any new strategic development sites in Bridport. As set out in the accompanying Local Plan representation, this approach is contested. Given that Bridport is a Tier 2 settlement and a location identified for future growth the lack of new strategic sites in Bridport in the draft DC LP should be reassessed.
- Residential development at Land North of Gore Lane, Bradpole would achieve the following list of benefits and the Site is therefore an ideal candidate for allocation. It is suitable, available, and deliverable as demonstrated above.
- Provides sustainable open market and affordable housing provision positioned close to existing services and facilities in and around Bridport.
- Contribute around 300 dwellings towards Dorset Council's housing targets and land supply.
- Proposes easy pedestrian and cycle access routes into Bridport thereby offering connectivity to services and sustainable transport links.
- Offer significant potential to provide interconnected natural space offering a multitude of public and environmental benefits.
- Preserves the settings of adjacent heritage assets.
- Preserve the landscape setting whilst offering substantial landscape planting, ecological net gain and public open space.