

Bridport Town Council

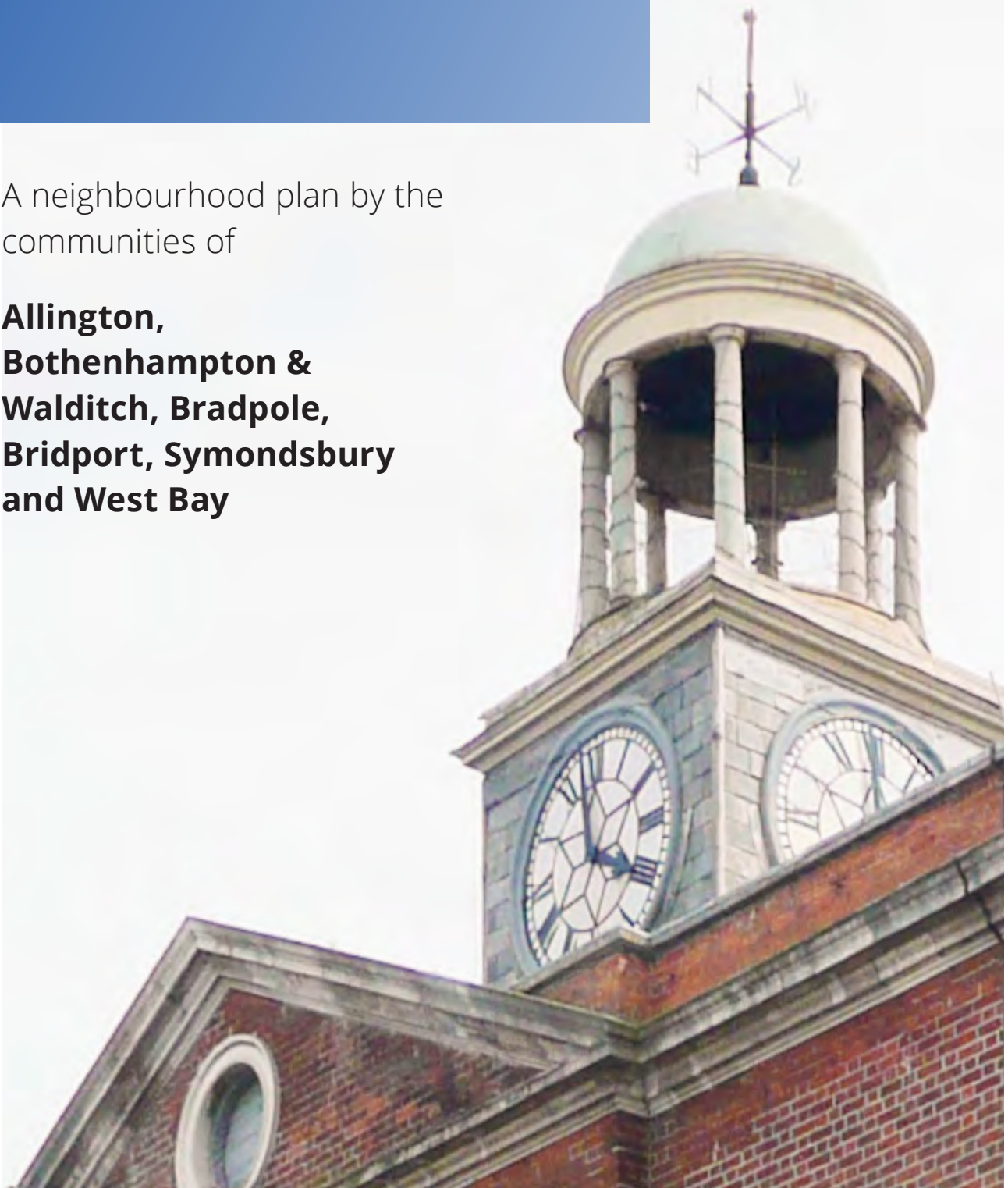
THE BRIDPORT AREA NEIGHBOURHOOD PLAN

Pre-Submission Version
July 2018



A neighbourhood plan by the
communities of

**Allington,
Bothenhampton &
Walditch, Bradpole,
Bridport, Symondsburry
and West Bay**



Please send your comments on the draft neighbourhood plan by Friday 7th September 2018 in the following ways:

/ web www.vision-2030.co.uk and go to the online survey

/ post David Dixon, Project Manager,
Bridport Town Council, Mountfield,
Bridport, Dorset, DT6 3JP

Copies of the full document are available online at www.vision-2030.co.uk with print copies of the document and questionnaire available from Bridport Library, Tourist Information Centre, Bridport Town Council offices and the parish clerks.

Thank you.



Bridport Town Council, working with its four parish council partners of Allington, Bradpole, Bothenhampton & Walditch, and Symondsburry, has prepared this pre-submission version of the plan on behalf of those who live and work within these areas.



This pre-submission version of the Bridport Area Neighbourhood Plan has been prepared by Bridport Town Council, the qualifying body responsible for plan preparation. It has been supported in its work by four partner parish councils that have all contributed to the research and development of the neighbourhood plan. Contact for further information:

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Community Steering Group — Many community volunteers have given their time, energy and knowledge to the development of this plan, especially those involved in the Community Steering Group and the theme Working Groups set up to help research and develop policies contained in this consultation draft document.



The qualifying body has received technical support during the preparation of the plan from Feria Urbanism, a planning and design studio that specialises in urban design, urban planning, neighbourhood strategies and community engagement. Contact for further information:

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Introduction



Bridport Town Council, working with its four parish council partners of Allington, Bradpole, Bothenhampton & Walditch, and Symondsbury, has prepared this pre-submission version of the plan on behalf of those who live and work within these areas. The plan sets out a vision for the area through to 2036 and is supported by a set of planning policies and a series of specific projects. This draft of the neighbourhood plan was produced by volunteers working with appointees of the parishes and town council.

This neighbourhood plan has been informed by the strategic policies in the West Dorset, Weymouth & Portland Local Plan 2011-2031 adopted 2015 with which it needs to be in general conformity. In accordance with the neighbourhood planning regulations, this plan has been prepared through extensive community consultation.

The Government introduced the opportunity for local communities to prepare neighbourhood plans through amendments to the Town and Country Planning Act 1990 and the Localism Act 2011, and through the Neighbourhood Planning (General) Regulations 2012, which set out the requirements for neighbourhood plans.

Relationship with the West Dorset local plan

Neighbourhood plans are policy-based land use plans that need to be in general conformity with the local plan. Currently the local plan for Bridport and the surrounding area is the West Dorset, Weymouth & Portland Local Plan 2015. This adopted local plan forms the main basis for making decisions on planning applications. Weymouth & Portland Borough Council adopted the plan on 15th October 2015 and West Dorset District Council adopted the plan on 22nd October 2015.

The local plan sets out a long-term planning strategy for the area and includes detailed policies and site proposals for housing, employment, leisure, and infrastructure. The local plan covers the administrative areas of Weymouth and Portland Borough and West Dorset District and forms part of the development plan for these areas.

The local plan guides development in the area until 2036. When adopted, this neighbourhood plan will become part of the development plan for the Bridport area. This means it will sit alongside the local plan and be considered in deciding whether planning permission should be given.

Developing a Shared Vision

“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood” — paragraph 183 of the National Planning Policy Framework.

Each stage of the Bridport Area Neighbourhood Plan process has sought to extend the amount of common ground between residents, business groups and other stakeholders, narrowing down various options through a transparent and open process. At all stages, the neighbourhood planning process has allowed room for dissent and minority views, but the overall aim of the process has been to build a broad-based consensus around the policies and projects.

This process involved establishing a vision statement, a set of themed objectives and planning policies and projects to support these. The planning policy sections are as follows:

- Climate Change
- Bridport Town Centre
- Access & Movement
- Community Facilities
- Economy & Employment
- Landscape & Heritage
- Housing
- Design

The plan concludes with a section on neighbourhood plan projects and actions and appendices on shopfronts and design guidance. In the made version of this neighbourhood plan the individual policies within each theme will be applied to all future planning decision-making process for the Bridport area.

The views of the community are now being sought on this pre-submission draft plan which will inform the necessary revisions before submission to West Dorset District Council and an assessment of the plan by an independent examiner.

Bridport Town Council and the parishes wish to acknowledge the time and effort dedicated by volunteers and employees to help complete the plan to this stage in the process.

Bridport History, Geography & Context

Bridport is the main settlement within the neighbourhood area. It is a market town about 1.5 miles (2.4 km) inland from Lyme Bay near the confluence of the River Brit and its tributaries the Asker and Simene. Its origins are Saxon, and it has a long history as a rope-making centre and of fishing and ship building from West Bay. At the 2011 census, the plan area had a population of 13,568.

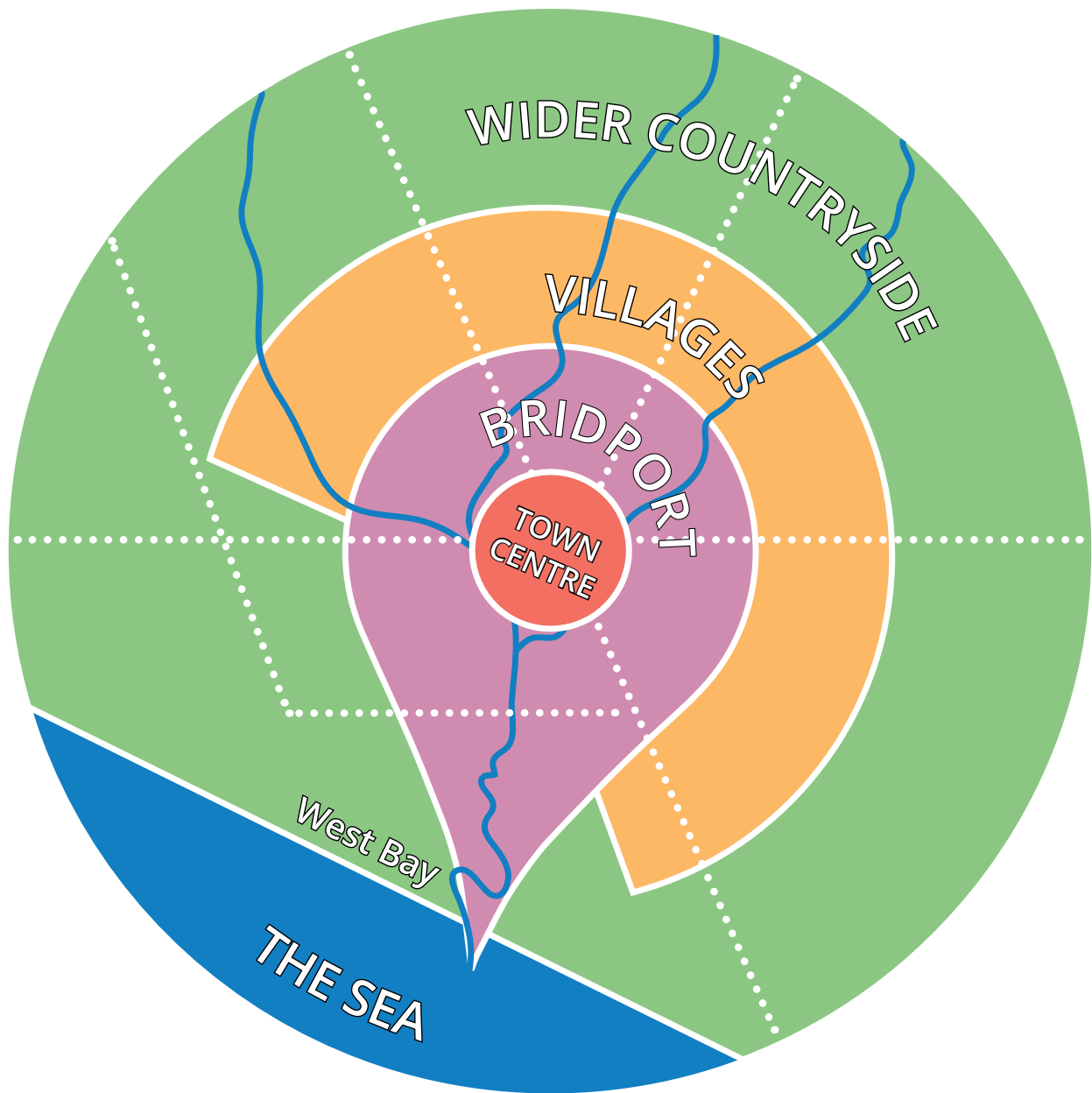
Since the Middle Ages, Bridport has been associated with the production of rope and nets. The earliest official record of this industry dates from 1211, when King John ordered that Bridport make “... as many ropes for ships both large and small and as many cables as you can”.

The raw materials needed, flax and hemp, used to be grown in the surrounding countryside, though they were superseded in modern times by artificial fibres such as nylon. Bridport was granted a royal charter by Henry III in 1253 that our town Bridport shall in future be a free borough. Today, the manufacture of rope and nets is still important to the economy of the town.

Bridport's main streets are particularly wide due to previously having been used to dry the ropes, after they had been spun in long gardens behind the houses. Today, these wide streets are home to the twice weekly market, which complements the many independent shops, cafes and pubs in East, South, and West streets.

A Royal Charter was granted in 1594 by Elizabeth I to hold a market and three fairs. The town celebrates the charters each year at the annual charter fair. Other events are held in Bridport including the ropewalk fair, carnival, and the torchlight procession which trails its way down to West Bay (originally called Bridport harbour). The town also holds music festivals, The Melplash Show, a hat festival, and Christmas Cheer.

In the 21st Century, Bridport's arts scene has expanded with an arts centre, theatre, cinema, and museum. Many artists have settled locally. Working in studios scattered around the Bridport area they open their studios to exhibit their work during Dorset Art Weeks and Bridport open studios. The town is twinned with Saint-Vaast-la-Hougue, a fishing village on the Cherbourg peninsula, France.

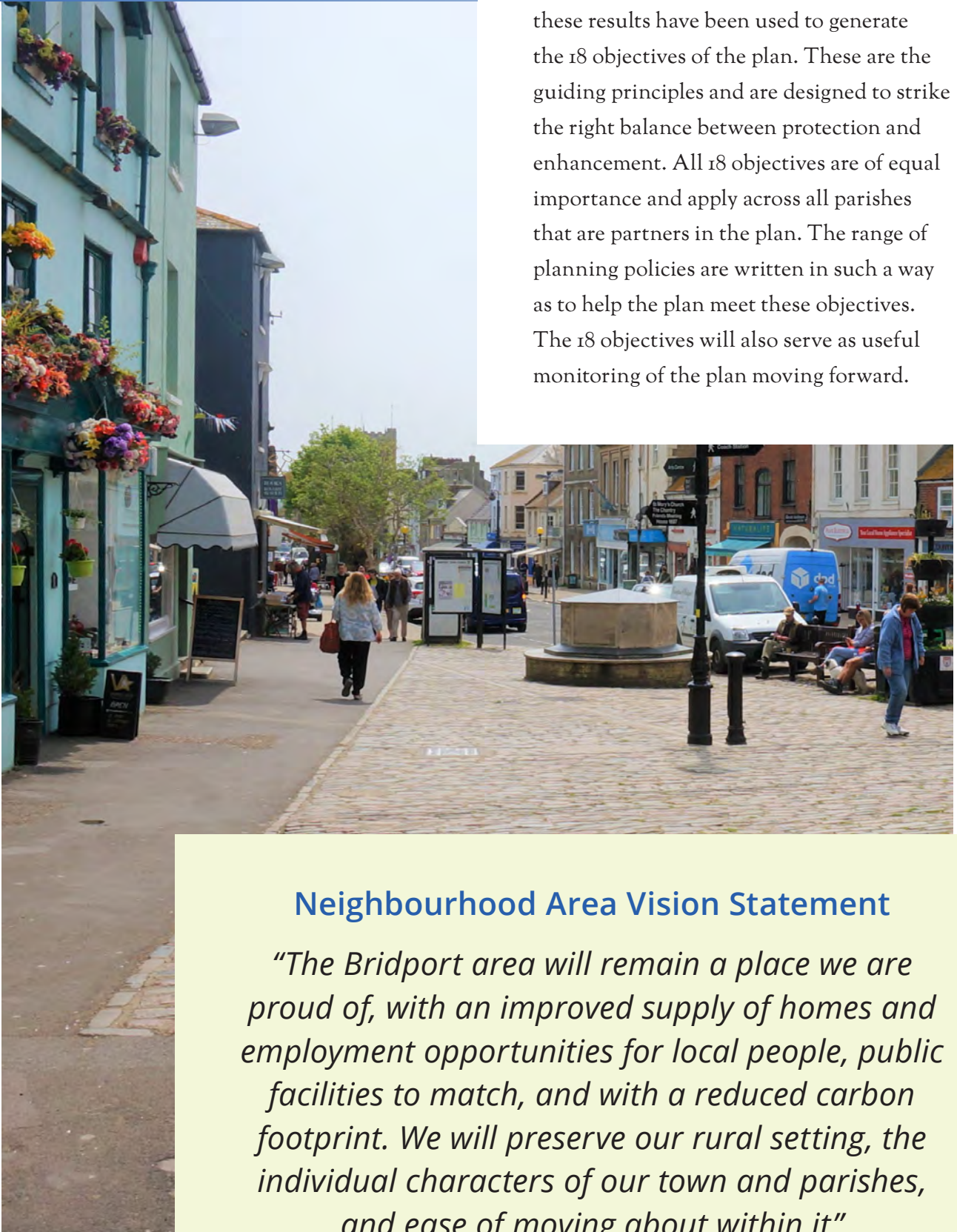


BRIDPORT AREA NEIGHBOURHOOD PLAN — STRATEGIC CONTEXT

This concept diagram highlights the important relationship between Bridport and the surrounding landscape. Acting as a central node, the town is linked to its surroundings by local roads and rivers, which then run to the south coast of West Bay. Moving outwards from Bridport town, the urban areas links to the rural parishes, containing several distinct village communities. The villages themselves border the wider, open Dorset countryside.

Vision Statements

The public consultations revealed a series of issues that are of concern to residents and businesses. This same process also identified the features and characteristics of the area of which people are proud and wish to see protected or enhanced. Together, these results have been used to generate the 18 objectives of the plan. These are the guiding principles and are designed to strike the right balance between protection and enhancement. All 18 objectives are of equal importance and apply across all parishes that are partners in the plan. The range of planning policies are written in such a way as to help the plan meet these objectives. The 18 objectives will also serve as useful monitoring of the plan moving forward.



Neighbourhood Area Vision Statement

"The Bridport area will remain a place we are proud of, with an improved supply of homes and employment opportunities for local people, public facilities to match, and with a reduced carbon footprint. We will preserve our rural setting, the individual characters of our town and parishes, and ease of moving about within it"

Vision for Allington

"Recent new developments have not overshadowed the historic buildings and distinctive character of Allington Parish and any future developments should do likewise, as well as sustainably meeting the needs of our parishioners"

Vision for Bothenhampton & Walditch

"The parish of Bothenhampton and Walditch whilst proud of its distinctive character is fully supportive of the collaborative vision for the future of Bridport and its neighbours as envisioned in this neighbourhood plan"

Vision for Bradpole

"The settlements within Bradpole civil parish will be places where the individual character, identity, heritage, amenity and natural landscape will be preserved, where new development will provide homes to meet the expressed needs of their residents and where opportunities will arise to provide enhanced community and infrastructure facilities accompanied by improved connectivity with the health, social and other public services in our neighbouring parishes"

Vision for Bridport (town centre and West Bay)

"Working in partnership with the other local councils and its communities, the Town Council welcomes the opportunity to safeguard Bridport's heritage, open spaces and town alongside sustainable development that reflects and meets the present and future needs of all who live and work in the area"

Vision for Symondsburry

"Maintaining Symondsburry parish's rural nature is important, but we look to opportunities to support sustainable development for the benefit of our residents"



With a variety contexts to accommodate, this plan has both an overall vision statement and specific vision statements for each of the participating parishes.

Neighbourhood Plan Objectives

The public consultation process has revealed a series of issues that are of concern to residents and businesses. The same process also identified the features and characteristics of the area about which people are proud and wish to see protected or enhanced.

Together, these results have been used to generate the 18 objectives of the Bridport Area Neighbourhood Plan. These are the guiding principles of the plan and are designed to strike the right balance between protection and enhancement. All 18 objectives are of equal importance and apply across all parishes that are partners in the plan project. The range of planning policies are written in such a way as to help the plan meet these objectives. The 18 plan objectives will be useful for monitoring the impact of the plan.



Climate Change

01. To ensure that development in the plan area is explicit as to the contribution it will make to the national carbon target, and that any increase is minimised.
02. To enable the community in and around Bridport to make their contribution to the national carbon target.

Heritage & Landscape

03. To maintain, protect and enhance the unique nature of the area, its heritage, important features, character, and its environmental assets.
04. To enhance and protect the Area of Outstanding Natural Beauty designation, the Conservation Areas, and the Jurassic Coast UNESCO World Heritage Site.

Housing

- 05. To maximize the provision of housing that is genuinely affordable for those in need and of the right mix of house types and tenure.
- 06. To support socially balanced communities through measures that encourage younger people to live here, enable older people to downsize, and cater for a broad spectrum of financial means.
- 07. To ensure that the design of housing developments and the homes within them are responsive to local context and conditions, are energy efficient, adaptable to different residents' abilities, and accessible to public services.

Social & Community Infrastructure

- 08. To protect the excellent community facilities that exist today, including education, health, cultural, sport and leisure facilities.
- 09. To increase the range and availability of community facilities, sports, and leisure provisions where these bring benefits to the community.

Economy & Employment

- 10. To expand the local economy, improve opportunities to start up new businesses and to grow existing businesses.
- 11. To ensure that the local economy is robust and diverse with emphasis on creating skilled, well paid jobs.

- 12. To encourage tourism which uses local services, facilities, and locally produced goods, creating an accessible and attractive destination for visitors and local people.

Access & Movement

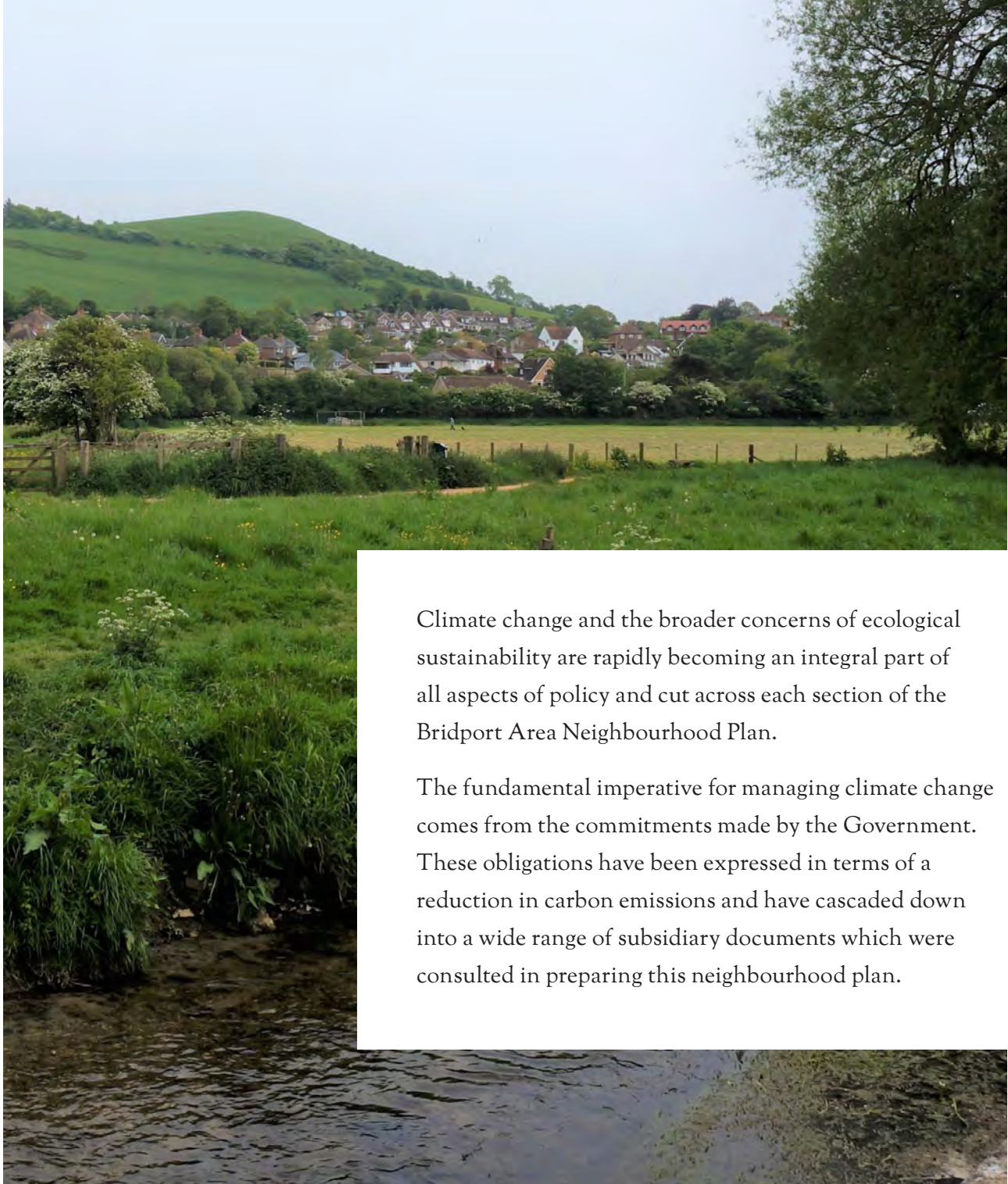
- 13. To make it easier to walk, cycle and use public transport, with the aims of shifting to less polluting forms of transport and improving safety and well-being.
- 14. To safeguard and improve pedestrian movements in the neighbourhood area.
- 15. To safeguard and revitalise use of the bus station as a transport hub.

Bridport Town Centre

- 16. To maintain, protect and enhance the thriving, independent nature of the town centre, its businesses, and its attractions.
- 17. In the short to medium term, to protect car parking capacity in the centre of Bridport and explore options for temporary peak-time/overflow car parking on the Bridport town edge.
- 18. Over the medium to longer term, move towards a town centre less dependent on private vehicle movements.

Climate Change

Draft Planning Policies



Climate change and the broader concerns of ecological sustainability are rapidly becoming an integral part of all aspects of policy and cut across each section of the Bridport Area Neighbourhood Plan.

The fundamental imperative for managing climate change comes from the commitments made by the Government. These obligations have been expressed in terms of a reduction in carbon emissions and have cascaded down into a wide range of subsidiary documents which were consulted in preparing this neighbourhood plan.

Climate Smart Lifestyle Choices

The impacts of climate change are already being felt across the world and the scientific consensus is that without urgent action they will increase in frequency and severity over the coming years. In the 2015 Paris Agreement, governments have agreed to act to limit global warming, further reinforcing the commitments made in the UK's own 2008 Climate Change Act. This implies changes to the way the economy and society are run, and requires action by the authorities, by industry, and by ordinary citizens. People need to find it easier to make low-carbon and climate-smart choices in the way they heat their homes, what they consume and how they travel.

Research shows that people's concern about climate change is on the rise, and peaks particularly in the aftermath of storms and floods. As these become more frequent, increasingly people will want to embrace greener lifestyles that might contribute to slowing down climate change.

Energy Efficiency in New Buildings

The Climate Change Act 2008 sets a long-term target to cut emissions by 80% by 2050 and five year carbon budgets on track to that target. Due partly to economic recession and partly the phasing out of older coal-fired power plants, the UK is currently meeting its carbon budgets, but is not on track to meet the fourth, which covers the period 2023 to 2027. To meet that will require reducing emissions by at least 3% a year, with more measures in future than are currently in place.

West Dorset's emissions are above the national average, due to its predominantly rural nature, with people having to travel further to go to work, schools, shops, and other services. In addition, West Dorset has high numbers of detached, older dwellings, which require more energy to heat.

Houses account for 37% of Dorset's carbon emissions and planning can encourage new homes to be more sustainably built, thereby meeting the need for houses that are cheaper to run. The extent to which the Bridport Area Neighbourhood Plan can call for improved energy efficiency of new development is spelt out in the Ministerial Statement HCWS 488 where planning authorities are encouraged to set requirements for energy performance that stay within the equivalent of Code for Sustainable Homes Level 4.

Housing where costs have been kept low can have high sustainability standards, as shown by the Symene community buildings next to the Bridport medical centre.

Bridport Climate Change Strategy

In November 2007, Bridport Town Council agreed that it would adopt a Climate Change Strategy and in July 2008, Bridport Town Council signed the Nottingham Declaration on Climate Change, which committed it to *“... develop plans with our partners and local communities to progressively address the causes and the impacts of climate change, according to*

our local priorities, securing maximum benefit for our communities”. Bridport Town Council subsequently prepared and adopted a dedicated Climate Change Strategy and an associated Action Plan, designed to deliver the objectives in the strategy. It is envisaged that the strategy will deliver locally and complement the West Dorset Partnership’s Climate Change Strategy and this neighbourhood plan.

Policy CC1 Monitoring Carbon Footprint

A statement shall accompany all new development proposals as to the contribution the development would make to reducing carbon emissions.

Policy CC2 Energy Efficiency of New Development

New development should aim to meet a high level of energy efficiency as follows:

- a) New housing shall achieve a 19% reduction on Building Regulations Part L 2013 for dwellings.
- b) Non-residential developments shall meet the Buildings Research Establishment BREEAM building standard “excellent”.

Policy CC3 On-Site Energy Generation to Offset Predicted Energy Requirements

All new developments will result in energy use during their lifetime, the so-called unregulated energy. A proportion of this shall be offset by local generation, which may take the form of a “Merton Rule” with new development both commercial and residential, securing at least 10% of their total unregulated energy from decentralised and renewable or low carbon sources.

Policy CC4 Neighbourhood Renewable Energy Schemes

Proposals for individual and community scale energy will be supported subject to the following criteria:

- a) The siting and scale of the proposed development shall be appropriate to its setting and position in the wider landscape.

- b) The proposed development shall not create an adverse impact on the amenities of residents.
- c) The proposed development shall not have an adverse impact on a feature of natural or biodiversity importance.

Policy CC5 Flood Risk Assessment

- a) Development proposals that have a flood risk assessment shall include a statement justifying the assumptions made about projected rainfall patterns.
- b) Flood risk assessments should, as far as is practical, remain valid for the lifetime of the development, an important challenge at a time of increasing severity and irregularity of rainfall.

Bridport Town Centre

Draft Planning Policies



Bridport is the town at the heart of the neighbourhood area and its success is of critical importance to the prosperity of its surrounding area. This has been the case since medieval times and continues to do so. Bridport town centre provides employment for many as well as offering a rich mix of cultural and retail activities.

Bridport is renowned for its twice-weekly street market, independent shops, cafés, pubs, and arts and music-based events. Bucky Doo square lies at the heart of the town and hosts regular events. The town centre is enjoyed by locals and visitors alike and preserving Bridport's unique character and vitality is therefore paramount and a key aim of this neighbourhood plan.



Locally-owned and accessible shops and businesses

The extraordinary vitality of the town centre owes a lot to the locally-owned and accessible shops and businesses that bring financial benefit and security to those living and working in the area.

Ever-changing consumer shopping preferences are causing uncertainty for the future viability of small-scale, retail activity in Bridport. The move to internet-based shopping is having wide ranging impacts on high streets across the country, driving shop closures and reducing the range of the retail offer.

In the absence of extensive public transport, access to Bridport by car is the only choice many people have. Places to park cars, in or close to, the town centre is therefore very important. The preferred policy response is to develop policies and projects (including more detailed surveys) that can help underpin the diversity and vitality of the small, independent businesses currently operating in the town centre and to resist developments that undermine this.

The need for good design

Bridport is an attractive and historic market town. The town centre contains many fine buildings of historic importance, a good number linked to the rope and net industries and covered by Listed Building or Conservation Area policies. The continuity and integrity of the townscape provides a valuable backdrop for commercial activity and underpins the appeal of Bridport as a place to live and work.

The cumulative impact of developments that use inappropriate materials and intrusive lighting can erode the historic integrity of the town centre. Therefore, the plan contains a range of policies that address design matters such as these. In summary, new developments in the town centre, together with conversions and alterations of existing buildings, that are unsympathetic to the special qualities of the town will be resisted.

The preferred policy response to this issue is to conserve and enhance the rich built heritage of the town centre. By describing the character of the town centre, the plan seeks to provide businesses, retailers, landowners, and developers with the starting point for new designs that will add to rather than detract from the special qualities of the town centre environment.

An accessible town centre

Bridport is a market town serving a large rural hinterland in West Dorset. For many people the car is the principal mode of travel for journeys into the town from the surrounding parishes. The neighbourhood plan is aiming for more sustainable access and movement patterns into and around the town centre. In achieving these it will be critical to support resilient commercial activity while at the same time addressing the negative environmental and health impacts currently caused by vehicles.

While there is a trend for transport to move away from fossil fuels, any new generation of cars will still cause congestion, continue to present a hazard to other road users and will require parking when not in use.

Town centre traffic congestion is particularly acute during the summer and at other peak times such as market days and for town events. Public transport provision from the parishes into the town centre has been in decline for some years, particularly recently with declining subsidies, and public transport for out of town journeys is currently too infrequent or too expensive to provide a viable alternative to the car for many people.

However, the impacts of motor vehicle transport movements on the town centre will need to be addressed. Because of this analysis, the preferred policy response is to define a long-term ambition for a more sustainable transport future for the town centre whilst responding in the short to medium term to the current challenges of a primarily car-based transport system., the long-term aspiration is that walking, cycling or public transport will form the majority of town centre movements.

St Michaels Trading Estate

This important area of Bridport town centre was formerly the heart of the rope-making industry, that has evolved into a quirky, iconic mix of artist workshops, start-up businesses, vintage, and antique shops. Conserving the historic character of St Michaels whilst retaining the unique blend of artisan activity and entrepreneurial spaces will be vital to help promote Bridport's distinct sense of place.

The owners of the St Michaels Estate have obtained outline planning permission for 92 homes and new commercial space. It will be essential that the current tenants and community interests in St Michaels work with the landowners to deliver a redevelopment that

is in keeping with current uses and values of the area. The redevelopment of St Michaels offers the opportunity to address the access and amenity issues along the River Brit, helping to rediscover the green corridor along the river whilst implementing pedestrian and cyclist connections between Foundry Lane and the bus station.

The preferred policy response is to conserve and enhance the character of the St Michaels Estate, in particular the historic listed and unlisted buildings, whilst ensuring that the current range of arts and artisan activities can continue to maintain the special character of the area and shopping experience. There is also a need to ensure continued access to employment opportunities in this part of the town centre.



The plan seeks to enhance the character of the St Michaels Estate, in particular the historic listed and unlisted buildings, whilst ensuring that the current range of arts and artisan activities can continue.

Bridport and its role as a market town serving the neighbourhood area

The planning policies contained in this neighbourhood plan seeks to ensure that new retail and other key town centre uses locate in the centre of Bridport to maintain and enhance its vitality and viability. There is a need to reinforce the role of Bridport and its potential to support a more sustainable pattern of development by ensuring that it is the focus for a range of private and public services to which people need access.

Bridport, as a thriving 21st Century market town, can help regenerate the surrounding area by being:

- a focus for economic development and regeneration including markets for local food and other countryside products;
- a centre which meet people's needs for access to a wide range of retail, professional and public services without destroying the character of the area
- a focus for well-planned and coordinated public transport
- a distinctive place to live, with a mix of fine heritage buildings and the potential to act as a centre of cultural activity.

Bridport Town Centre Quarters

The public realm — the streets, squares, and spaces between the buildings — is an essential asset of community life in the Bridport area. These spaces are where the social life of the town is played out and form the backdrop for the extraordinary vitality and cheerfulness of street life in the town. Strong pedestrian, cycle and public transport connections are vital factors to ensure successful public realm design.

The plan seeks to maintain and enhance these public spaces and to ensure that any development adds to the town's vitality and vibrancy.

The pride which Bridport residents feel in their town is well-placed and is borne out by the town having been highlighted as one of the best places to live by The Sunday Times (March 18th 2018) with a distinctly arty and cultural vibe.

Initiatives that develop the following concept of “civic quarters” in Bridport town centre will be supported, together with the concept of “gateways” at each of the three main entrances into Bridport from the west, south and east.

Describing Core Town Quarters

This section of the plan is an initial attempt to describe the main character areas of the town. More work will be required to refine this and further input from the community is encouraged.

The town centre has grown around the topography created by the River Brit and its tributary, the Asker and on the western edge, the River Simene. The town sits in this Y-shaped valley. Developed over many hundreds of years, the built environment of the town centre in the early 21st Century now comprises four core quarters: Commercial, Arts and Cultural, St Michael's Workshops & Antiques, and Askers Meadows and the West Bay Maritime Quarter. These core quarters transition into the natural environment towards the valley of the River Brit and the Asker, with sports and recreation to the west and leisure and culture to the south and meadow areas and wildlife to the east.

Commercial Quarter

This quarter comprises the retail and food and drink premises on West and East Street, which are more national chain in nature. As the historic centre of Bridport, the style of architecture is mainly Georgian with some modernist additions and contemporary features. The most active time for this area is daytime business hours, in which shoppers and workers populate the streets.

To maintain the vibrancy of this quarter, it is important to retain the aspects which make it an active street, such as outside café seating and attractive retail outlets with active frontages, good window displays and quality signage. A current issue is the pedestrian access across the road between the two sides of West Street and East Street, where vehicular movements can dominate, and it takes a long time for people to cross the street. The carriageway could be narrowed from its current three lane form, wider pavements introduced with slower vehicle speeds the result, to help rebalance the priority.

Arts & Cultural Quarter

This part of South Street is like the Commercial Quarter in the many respects, but features independent shops selling shoes, electrical goods, bric-a-brac, computer kit, new and second bookshops and much more.

This quirky, independent vibe sets it apart from the Commercial Quarter. Saturdays and Wednesdays see the most activity in this area, where the streets are filled with market stalls and live music is played at Buckydoo Square. The quarter is underpinned by the Arts Centre and the Electric Palace, both live venues, film venues, with a café and bar in each building. The Arts Centre features a significantly sized art gallery and exhibition space. The architectural style is similar to West Street and East Street due to the streets' proximity and historic formation around the crossroads, but there are discreet alleyways (the former rope walks) leading beyond the high street. These are an attractive feature and makes it a place to explore.

Unlike the Commercial Quarter, pedestrian access between either side of South Street is far easier, due to the narrower carriageway. This is a crucial aspect to maintain in the future, along with the bustling weekly market and events. A potential forward issue in this area may be the long-term viability of independent shops with rising rental values and the management of clutter on the streets caused by outside displays.

The Arts & Cultural Quarter flows out through a narrow passage way from Bucky Doo square and through the back streets of Folly Mill Lane into the Barrack Street area to the east of the town centre.

Here sits the newly refurbished Literary and Scientific Institute, featuring modern, minimalist internal design and incorporating local artisans work. Alongside this is Barrack Street which is nominally pedestrianised. Very popular restaurants, cafes, a pub and the quirky Lyric Theatre characterise this space along with interesting boutique shops.

The area is very worthy of enhancement. Full pedestrianisation would appear to be welcomed by residents and businesses alike and a full assessment of the benefits and any drawbacks should be undertaken.

St Michael's Workshops & Antiques Quarter

This quarter lies to the west of the town centre, with large antiques shops and many artisan workshops, adjacent to the bus station. The St Michael's Trading Estate which occupies the greater part of the quarter provides a home for nearly 100 local enterprises and is a vital part of the local economy.

The architectural style is a mix of rough and ready outbuildings, large portal framed sheds, and historic brick buildings which have been repurposed from the original rope and net factories to include several studio and retail units. The Red Brick Café overlooking the River Brit is a popular destination, for both artists and workers within the adjacent area and the visitors to the wider town centre. The personal touch of hand-painted signage, colourful bunting and visibly active studios should be retained to ensure the future vibrancy of the area.

The buildings of St Michael's Trading Estate are generally in a poor state of repair and the need for widespread renovation is obvious. The owners plan to redevelop the area with new houses and flats as well as some new work units, though with 25% less work space than now. It is vital for the long-term survival of the quarter as an artisan area that as little working area as possible is lost, and if the opportunity arises for the owners to revise their scheme, that is a goal. To further nurture the growth of local small business, possible future new development in the immediate area could include new workshop and studio floorspace to expand this quarter.

St Mary's & Asker Meadows

The architectural character to the east becomes more rural in nature towards the Asker valley, where residential properties feature mature gardens and terraced cottages line the riverside edge. This marks the transition into the natural environment, used predominately for leisure and observing wildlife. Dog walkers, ramblers and workers on their lunch break can be seen walking across Askers Meadows and relaxing on benches.

The southern edge of the field leads through to the western green spaces, where the two natural environments join at the meeting of the River Brit and River Asker. This western edge is predominately used for sports and recreation by all ages and backgrounds of people, with a skate park, play park, variety of sports pitches and allotments. To maintain the future vibrancy of these natural areas, it is important to promote their individual character as distinct from one another.

West Bay Maritime Quarter

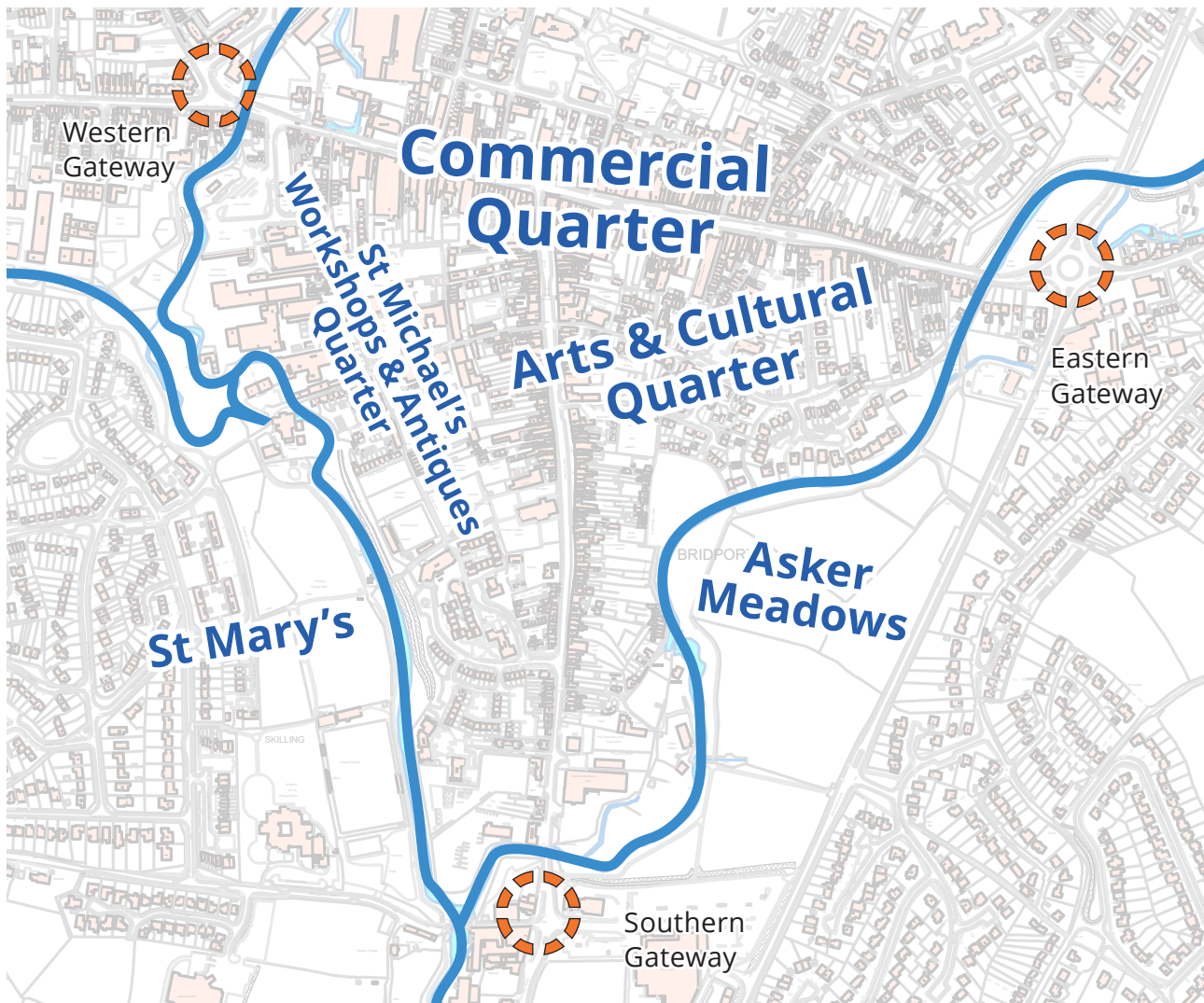
Located at the mouth of the River Brit and at the centre of the Jurassic Coast the Grade II Listed harbour is at the heart of this quarter. The earliest harbour was constructed in 1744 to support the industry and trade of Bridport and the wider area and also saw the development of a significant shipbuilding industry. Commercial fishing was important and remains so today.

The early name Bridport Harbour was changed to West Bay following the extension of the railway to the coastline in 1884, which also marked the birth of the harbour and its beaches as a seaside resort. Since then there has been further development for residential and tourism uses, with the conversion of older buildings into shops, galleries, restaurants and cafes and other tourism related uses.

West Bay was designated a Conservation Area in 1972 in recognition of its numerous landmark buildings and groups of buildings.

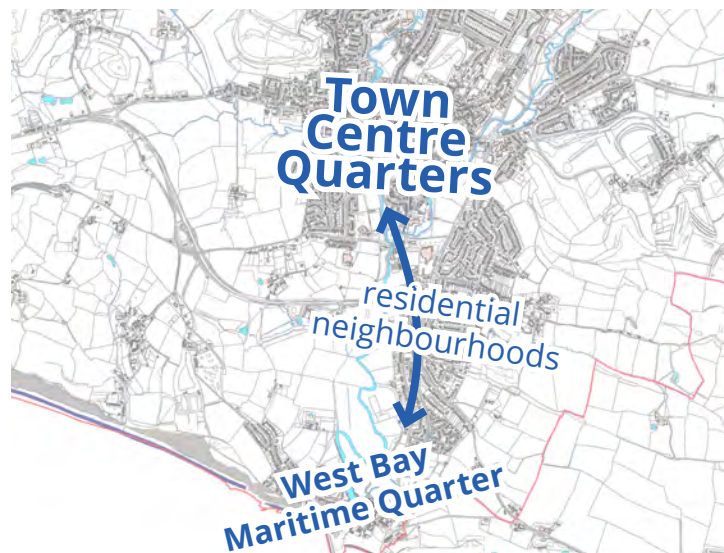
In addition to the beaches and the iconic East Cliff, this quarter provides several activities for residents and visitors - fishing, sailing, water sports and walking (part of the South West Coast Path). West Bay has an acclaimed play area for children, including disabled children, and is popular with cyclists and motorcyclists.

The historic Salt House provides an excellent community facility for meetings and for hosting events throughout the year. The new West Bay Discovery Centre, opening this summer, will provide a gateway to West Bay's history.



Bridport Town Centre Quarters

This diagram (above) represents an initial attempt to describe the main character areas of the town. The text labels on the plan have been placed carefully to show where each area is located but none of the quarters have a defined boundary at this stage. More work will be required to refine this plan and further input from the community is encouraged.



The West Bay Maritime Quarter

This quarter is not in the town centre but is a key part of the neighbourhood area and is linked to the centre by residential neighbourhoods. See smaller inset plan, above.

Policy BTC1 Retail, High Street & Food / Drink Uses

- a) Land use classes A1, A2, A3 and A4 uses will be supported where it can be demonstrated that they enhance public and community uses and add to a safe, vibrant, and attractive street scene.
- b) The appropriate location for the protection of and use classes A1, A2, A3 and A4 uses are as follows:
 - 1. West Street.
 - 2. East Street.
 - 3. South Street.
 - 4. Southern end of Victoria Grove and southern end of Barrack Street.

Policy BTC2 Small Business Support

- a) Developments proposals that foster small, local businesses activity in the town centre will be supported.
- b) The enlargement of shop units, or the merging of multiple shop units will be resisted.

Policy BTC3 Support for the Creative Industries

- a) To ensure the continuance of Bridport's status as a destination for art and artisan tourism, new development proposals shall retain existing artists' studios and artisan workshops across the town centre.
- b) Ensure provision of facilities for small business, start-up business by retaining at least 7,951m² workspace at the St Michael's trading estate.

Policy BTC4 Town Centre Public Realm Design & Improvements

Development proposals that improve the public realm across the neighbourhood plan area and in Bridport town centre, will be supported, especially where they improve pedestrian connectivity, encourage cycling and connections with public transport.

Policy BTC5 Development in Bridport Town Centre

Any development in Bridport town centre which meets the following design and planning principles will be supported:

- a) Establish and reinforce the concept of legible “urban quarters” with distinct identities — see plans on page 25.
- b) Improve the town centre environment for pedestrians and cyclists.

- c) Give greater priority to bicycles and pedestrians by reducing the impact of traffic movement from motor vehicles in the town centre.
- d) Enhance the character and appearance of the town centre, considering the heritage and history of the urban area.
- e) Provide an improved setting for the open-air markets and other similar events and festivals.
- f) Does not cause a deterioration in air quality.

Policy BTC6 Shopfront Design

a) The neighbourhood plan will seek to establish and maintain the high quality of shopfronts on South Street, West Street and East Street in Bridport town centre by:

1. Retaining shopfronts of quality, either original to the building, or of a particular value. If this is not physically possible, the replacement should use appropriate design and materials.

2. Requiring all new shopfronts, including signs, to relate well to the original framework and scale of the building within which they are placed. Existing original fascia and pilasters or columns which form the shop surrounds should be retained or reinstated, including where shop units are combined. Materials should also relate well to the building and be of high quality, the use of timber will be encouraged, and the use of aluminium discouraged. If this is not physically possible, the replacement should be of a sympathetic design and use appropriate materials.
3. Discouraging open shopfronts without a traditional glazed screen that break up the visual continuity of a shopping.

4. In new shopfronts, alterations, or extensions, providing wherever possible for separate access to any residential accommodation on other floors, and encourage the restoration of such access if already removed.

5. Provision of suitable access for people with disabilities in new shopfronts, including street numbering on new shopfronts.

6. Provision of storage or refuse bins where feasible.

b) All planning application to alter any shopfront in Bridport town centre should include a demonstration that the shopfront guidance contained in this neighbourhood plan has been considered.

c) In the Bridport Conservation Area, the additional provisions will apply:

1. Encourage the retention of shopfronts where they are original to the building and/or contribute to the appearance and character of the shopping parade or street scene in which they are situated.

2. Require all new shopfronts and advertisements to relate well to existing buildings and street scene, be of a high-quality design with appropriate materials that preserve and enhance the character of the area; the use of wood will be encouraged and aluminium or UPVC discouraged.

3. Normally refuse permission for temporary promotional banners and other forms of temporary advertising where they would detract from the character or appearance of the Bridport Conservation Area.

Policy BTC7 Ropewalks Car Park & Bus Station Car Park

- a) Redevelopment of the car park sites for a mix of town centre uses will only be supported subject to the following provisions:
 1. The current amount of public car parking (i.e. the number of spaces) is retained and reprovided on site.
 2. Redevelopment is accompanied by an improvement to public transport provision between Bridport town centre and the surrounding villages.

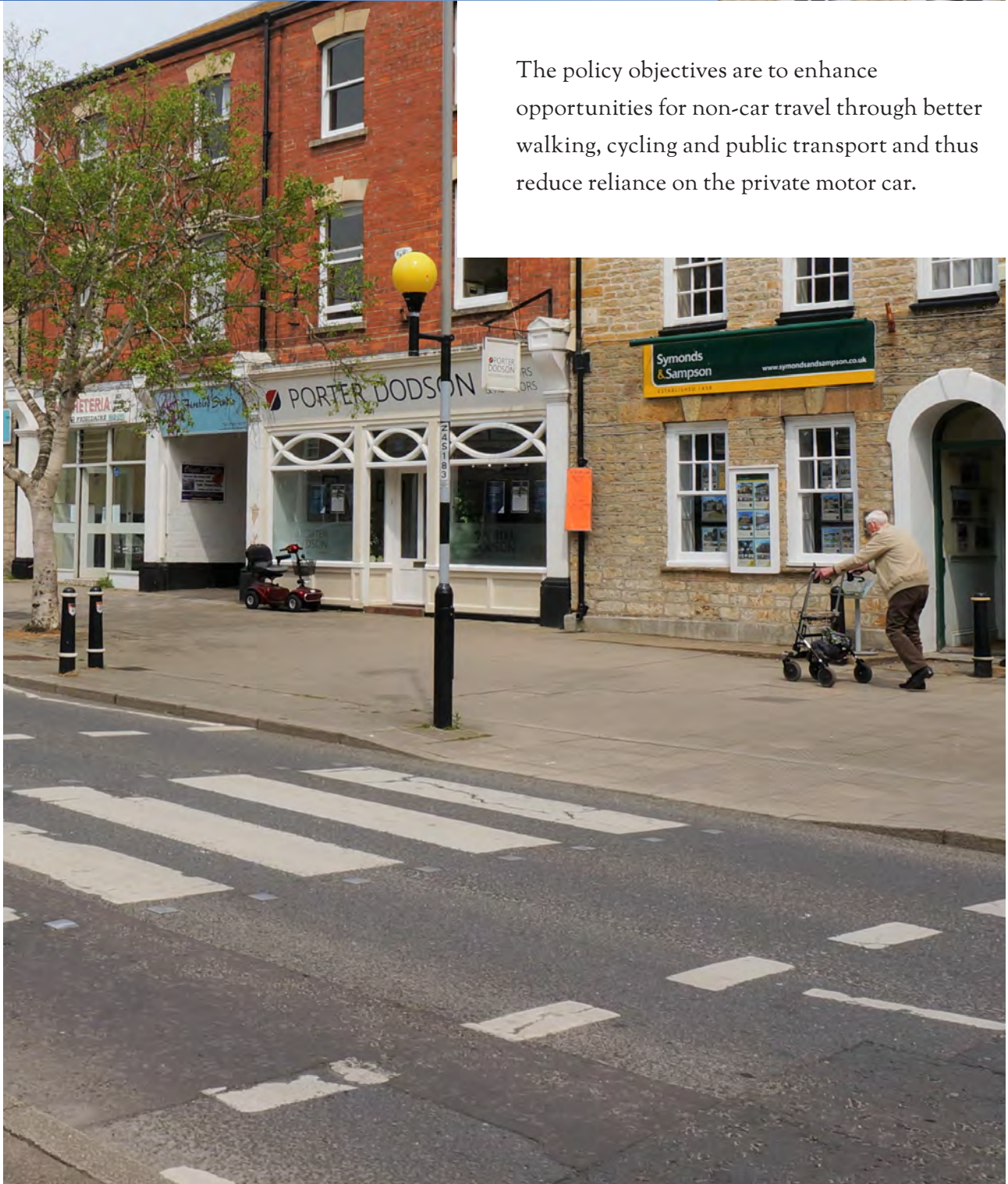
- b) The proposed redevelopment of these sites must be fully described and illustrated through a Design & Access Statement that has been subject to a wide consultation with residents and businesses in the Bridport area, the feedback from which indicates majority support for the proposals.
- c) Redevelopment proposals should, through the design of the ground floor retail units, encourage small, local, and/or independent traders to locate in the town centre. Smaller retail floorplates can often be more attractive to small, local, and/or independent retailers than large format units and therefore redevelopment proposals should include a significant number of such units.

Access & Movement

Draft Planning Policies



The policy objectives are to enhance opportunities for non-car travel through better walking, cycling and public transport and thus reduce reliance on the private motor car.



An accessible town centre

The plan wishes to encourage a modal shift, encouraging the presence of pedestrians, cyclists, and public transport use over that of the private car on the local street and road network. To achieve this aim, the development of better footpaths, and cycle paths, will be encouraged.

The improvement of air quality, associated with reducing pollutants, will be of paramount importance. This can be achieved by reducing the presence of motor vehicles, particularly in the town centre. This may require a review of the current traffic control systems, possibly replacing certain traffic lights near to the town hall with a new shared-space or roundabout.

It is also an aim of the plan to encourage reduced access to the town centre by private motor vehicles to ensure a better quality of life within the centre of Bridport. In tandem with this, there is a need for increased investment in public transport services due to the higher than average older population in the Bridport neighbourhood area.

Bridport is a busy, thriving town and is a centre for shopping and services for the surrounding villages and further afield. In the summer months, and especially on market days, traffic can be particularly heavy leading to major congestion, increased pollution, and extended journey times.

Improving public transport and alternatives to the car have been identified through local consultation as a high priority for the area and this aligns with national planning guidance and the strategic priorities in the local plan.

The overall intention is to make it easier to walk, cycle and use public transport in and around the neighbourhood area, with the aim of reducing reliance on the car. Proposals for development to provide or improve cycle or pedestrian routes and associated facilities will be supported.

Public transport hub

The bus station in Bridport has seen a decline in use by local bus companies and a lack of investment in its maintenance. The site is well used by visiting coaches however due to the suitability of the coach bay parking and easy access to the toilets and town centre. There is a concern that without a re-focus on the use of the site, its further decline will threaten the future of the site.

The West Dorset, Weymouth and Portland Local Plan refers to the opportunity to create a community-based transport hub at the bus station and there is a local wish to see the site being brought back into full use as the main transit area and terminus for commercial buses and taxis and becoming a safe and secure site for the storage of bicycles. This would lead to greater use and viability of the site and will create a safer and more welcoming feel to the area for visitors on arrival to the town. It would also support the national, local and neighbourhood area policy of supporting sustainable transport options by providing a suitable facility.

Policy AM1 Promotion of Active Travel Modes

Proposals for new development which are likely to generate increased movement should:

1. Provide for pedestrian movement as a priority.
2. Make appropriate connections to existing footpaths, cycle paths, rights of way and bridleways to improve connectivity in and between settlements.
3. Enable safe and convenient access to be provided for all people including the disabled.
4. Make possible or not hinder the provision of improvements to public transport and of facilities for car sharing and electric vehicles.

Policy AM2 Streets for All

a) Proposals for new development which are likely to generate increased movement should:

1. Provide convenient and safe access onto the adjacent roads and this should not adversely affect existing pedestrian movement.
2. Make the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve pedestrian access and connectivity to surrounding areas.
3. Provide adequate parking for residents and visitors, and preferably include proposals that respond appropriately to the local context.

4. Not lead to a significant increase in the speed or the volume of traffic travelling through the area.

5. Ensure residential and environmental amenity is not adversely affected by traffic.

b) Development proposals that cannot meet the above requirements will not be supported.

Policy AM3 Connections to Sustainable Transport

New developments should provide access to public and community transport and connect with the social, community and retail facilities of the villages.

Policy AM4 Foot Path & Cycle Path Network

Support will be given to proposals that improve and extend the existing foot path and cycle path network, allowing greater access to new housing, the town and village centres, green spaces, and the open countryside. The loss of existing foot paths and cycle paths will be resisted.

Policy AM5 Contributions to Maintain and Improve the Network

Developer contributions towards the costs of maintaining and improving the network of footpaths and cycle paths will be sought in appropriate cases.

Policy AM6 Transport Hub Proposal

- a) Bridport bus station and the land immediately around will be retained and enhanced as a local transport hub.
- b) All redevelopment proposals should demonstrate how they will relate to the wider Bridport context, with specific reference to clear and convenient connections with the town centre, the creation of public access leading to the main retail core and with surrounding adjacent areas.
- c) Development proposals for the bus station should make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site.
- d) Proposed development that does not demonstrably optimise the development density of the site in accordance with this policy will not be supported.
- e) Development should enable the successful integration of the bus stations and any new buildings within its surrounding area, and deliver wider benefits to residents, such as access to shared amenity space and high-quality public realm.

Policy AM7 Car Parking Strategy

New developments across the plan area should contribute to the delivery of projects that help implement the car parking strategy for Bridport town centre. This will involve:

1. The rationalisation of surface car parks across Bridport town centre to create an easy to understand system for residents and visitors, while maintaining the current number of spaces.
2. The provision of improved signage and information for visitors arriving by car to the town centre.
3. Improvements to air quality and reducing congestion.
4. Supporting greater use of electric vehicles, more charging points of established regular standards for residents and visitors.

Community Facilities

Draft Planning Policies



This section aims to protect the excellent community facilities including education, health, cultural, sport and leisure facilities across the neighbourhood area. The policies seek to increase the range and availability of these services where these bring benefits to the community. To make sure that these facilities are accessible to all, including those living in the more rural parts of the plan area, these policies need to be implemented as part of a wider package of measures contained throughout this neighbourhood plan, including policies regarding access and movement and Bridport town centre.



Bridport Leisure Centre

This leisure centre is the primary indoor sports facility in the town and is well-used by all age groups, but it requires improvements to cater for the growing needs of the town and surrounding villages, especially considering the large housing development planned at Vearse Farm and the pressures that this is likely to place on several local services. In addition, indications suggest that financial support from the District Council for the management of the swimming pool could be under threat.

Outdoor play areas

The neighbourhood area is well-provided for with its number of outdoor sports pitches for rugby, football and cricket and tennis courts offering residents formal and informal sporting opportunities.

Alongside these are 16 playing fields, parks and community amenity areas which are valued by the communities that surround them.

There is a local wish to see that these areas are safeguarded and where possible, enhanced, particularly for users of different physical abilities.

It is the intention of the plan to protect the existing playing fields and sporting facilities within the plan area. These should be retained and where possible enhanced to the benefit of the local area.

Policy CF1 Protection of Existing & New Community Infrastructure

- a) Existing community infrastructure, and ancillary facilities across the neighbourhood area, will be protected and enhanced.
- b) Change of use applications to remove community uses will be resisted.
- c) Any loss of community facilities shall be supported by evidence demonstrating that the site is not viable and that an appropriate alternate site will be provided elsewhere.
- d) When seeking a change of use from retail to other uses, applicants will have to submit a rigorous and independent evaluation of why the premises is not viable or suitable for retail use.
- e) Change of use applications for social and community uses outside Bridport town centre will be resisted. All applications submitted will have to include an independent evaluation of the premises' suitability and viability for retention as a social or community use and demonstrate that it can no longer be retained, before any change of use can be considered.

Policy CF2 New Services & Facilities

- a) New community services will be supported within the neighbourhood area where a need has been identified.
- b) Proposals for new and improved utility infrastructure will be encouraged and supported where they meet the identified needs of the community and are in line with the wider provisions of this neighbourhood plan.

Economy & Employment

Draft Planning Policies



This policy section aims to facilitate the expansion of the local economy, extending opportunities for established local and for new businesses, ensuring that the economy is robust with high quality jobs and skills. This section has a strong relationship with the town centre policy section but there is an awareness that the economic activity occurs beyond just Bridport town centre. This policy aims to address that wider geographical area. The policy objective is therefore to maintain, protect and enhance the employment activity beyond Bridport town centre.

Demand for employment space

Local research has shown that there is demand for more choice in the area for growing, relocating and start-up businesses and the greatest areas of demand are:

- for leased and freehold properties
- for affordable units for start-ups
- for modern and flexible space with appropriate areas for parking and deliveries

Existing businesses also identified the challenges of employing local people with the appropriate skills for their needs. The local plan contains reference to at least four hectares of land (ref: policy BRID1: Land at Vearse Farm) being allocated for employment uses and there is a local preference that this be focused on B1 (office) and B2 (office and light industrial) given the proximity to residential properties.



Development proposals that provide working spaces which encourage homeworking and creative small businesses will be supported.

Employment Land at Vearse Farm

The West Dorset District Council Local Plan 2015 contains reference to at least four hectares of land (ref: policy BRID1: Land at Vearse Farm) being allocated for employment uses and this neighbourhood plan expresses preference that this be focused on B1 (office) and B2 (office and light industrial) given the proximity to residential properties and the need to avoid disturbance to residential amenity.

The published Vearse Farm Development Master Plan stated that the development will “... make available four hectares of land for employment uses, located on the north west part of the site and ...set aside an area of land for affordable community-led business development such as small start-up units”.

As part of the preparation phase on this neighbourhood plan, representatives of the steering group were consulted on the Vearse Farm Master Plan and commented on the need for modern, good quality and flexible employment space and that part of the employment allocation on site could be set aside for affordable workspace, which is particularly suited to start-up businesses and those with limited resources who are seeking to grow. This particular part of the site might be handed over to a community-based organisation (such as a Community Land Trust) for its management and future development. It was proposed that approx. 0.5 hectares should be set aside for this purpose.

Policy EE1 Protection of Existing Employment Land & Uses

- a) The existing employment uses and premises across the neighbourhood area will be protected and enhanced.
- b) Any loss of employment uses, or premises should be supported by clear evidence demonstrating that the site or premises is not currently viable and that an appropriate alternative site or premises can be identified within the neighbourhood area boundary.

Policy EE2 Provision for New & Small Businesses

- a) Development proposals that provide working spaces which encourage homeworking and creative small businesses will be supported.
- b) In larger-scale developments, a proportion of the housing units should include studios and workshops.
- c) Support will be given for developments on sites that provide for:
 - 1. Start-up businesses by enabling low cost facilities in cooperative clusters.
 - 2. Businesses to operate from integrated home/work locations.
 - 3. Working from home, enabling extensions and small new buildings.
 - 4. Enabling micro-businesses.

Policy EE3 Sustainable Tourism

- a) Subject to the other provisions of this neighbourhood plan, development proposals that can demonstrate a positive impact on tourism in the town will be supported and encouraged.
- b) Pedestrian and cycle routes within the town and to and from the surrounding countryside will be protected and signposted from the bus station and the car parks as part of any tourism-related project or proposal.
- c) Tourism proposals that help reinforce the different character areas and civic quarters of Bridport town centre will be supported.
- d) All large-scale tourism developments, such as accommodation or visitor attractions, will be required to submit a travel plan and encourage visitors to travel by sustainable means.

Landscape & Heritage

Draft Planning Policies



The setting of Bridport and the surrounding parishes within the neighbourhood plan area, and their distinct identities can be found in the green corridors that not only connect local residential settlements but contain a wide range of wildlife that includes badgers and bats of many species. These corridors allow residents to walk from their villages into Bridport along the network of footpaths that exist in the area, thus alleviating the need for a car.

The neighbourhood plan area is dominated by several hills. They are flat-topped with steep sides and can be seen all over the neighbourhood area, adding to the distinct “sense of place” to the neighbourhood area. As well as their inherent value in terms of natural beauty, they are of economic value in terms of tourism and attracting people to the area.

A distinctive landscape

In 2009, West Dorset District Council produced the West Dorset Landscape Character Assessment which recognises the way in which settlements relate to the surrounding landscape and hills, which are worthwhile protecting. The neighbourhood plan wishes to support that assessment through its own set of landscape policies. Local distinctiveness and a sensitive response to local character go beyond aesthetic considerations, and cover issues such as landscape, surrounding hills, footpaths, skylines, townscape settings as well as green corridors.

Green corridor management

The term “green corridors” refer to the network of spaces and linkages by footpaths that are valued for their wildlife and pedestrian connections with the wider neighbourhood area. As such, the green infrastructure network will be given significant protection from development. It is recognised by the community that the active management and enhancement of these features is encouraged as part of safeguarding their future. This support will continue to contribute to a successful local economy through making the area an attractive place to live, work and visit.

Wildlife and biodiversity

It is important for developers to take account of the need to plan for biodiversity to be able to thrive at both local and much larger landscape-scale, through the appropriate protection of key sites, priority habitats and species, and the strengthening of local ecological networks.

The need to avoid coalescence

The town of Bridport and the surrounding parishes of Allington, Bradpole, Bothenhampton, Walditch and Symondsbury, are characterised by their distinctive landscape and topology. They provide not only unique backdrops to their settlements but identify the relationship between the town and its outlying parishes and their surrounding largely undeveloped landscape. All of this is vitally important in retaining not only their individual rural or urban character, but an important sense of place too.

Whilst it is accepted that Bridport will grow, there is a risk that as development happens, the town and surrounding parishes will coalesce. This will happen, if for example, development were to take the form of ribbon development alongside the surrounding road networks that link the town and the parishes concerned.

In certain locations, it would take only a small amount of development in the green gaps as indicated on the maps provided, for this to happen. Such development would not only undermine the sense of place that now exists in the town and parishes concerned but undermine the distinctiveness of individual communities both in terms of the visual, social, and physical separation that now exists. It would also lead to urban sprawl and encroachment into the Dorset AONB.

These points are recognised in several existing parish plans and village design statements. These include recognising that their sense of place is retained in that residents pay considerable regard to the natural setting of the parish and town.

Policy LH1 Green Corridors, Footpaths, Surrounding Hills & Skylines

a) Development shall not detract from, and where practical, enhance the local landscape character, surrounding hills and skylines. It shall do this by:

1. Being located on sites that do not adversely affect the wider landscape setting.
2. Being designed in such a way as to positively exploit the site features using form, scale materials and an architectural approach appropriate to the site context.

b) Development that adversely affects the character or visual quality of the local landscape will not be supported.

c) Where development may be visually prominent or adversely affect landscape character, production of a Landscape and Visual Assessment (LVIA) will be required.

Policy LH2 Biodiversity & Wildlife

- a) Development proposals will be expected to demonstrate how they will provide a net gain in biodiversity, habitats, and species on the site, over and above the existing biodiversity situation.
- b) If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then planning permission will not be supported.
- c) Support will be given to development proposals that can demonstrate a net gain in biodiversity.

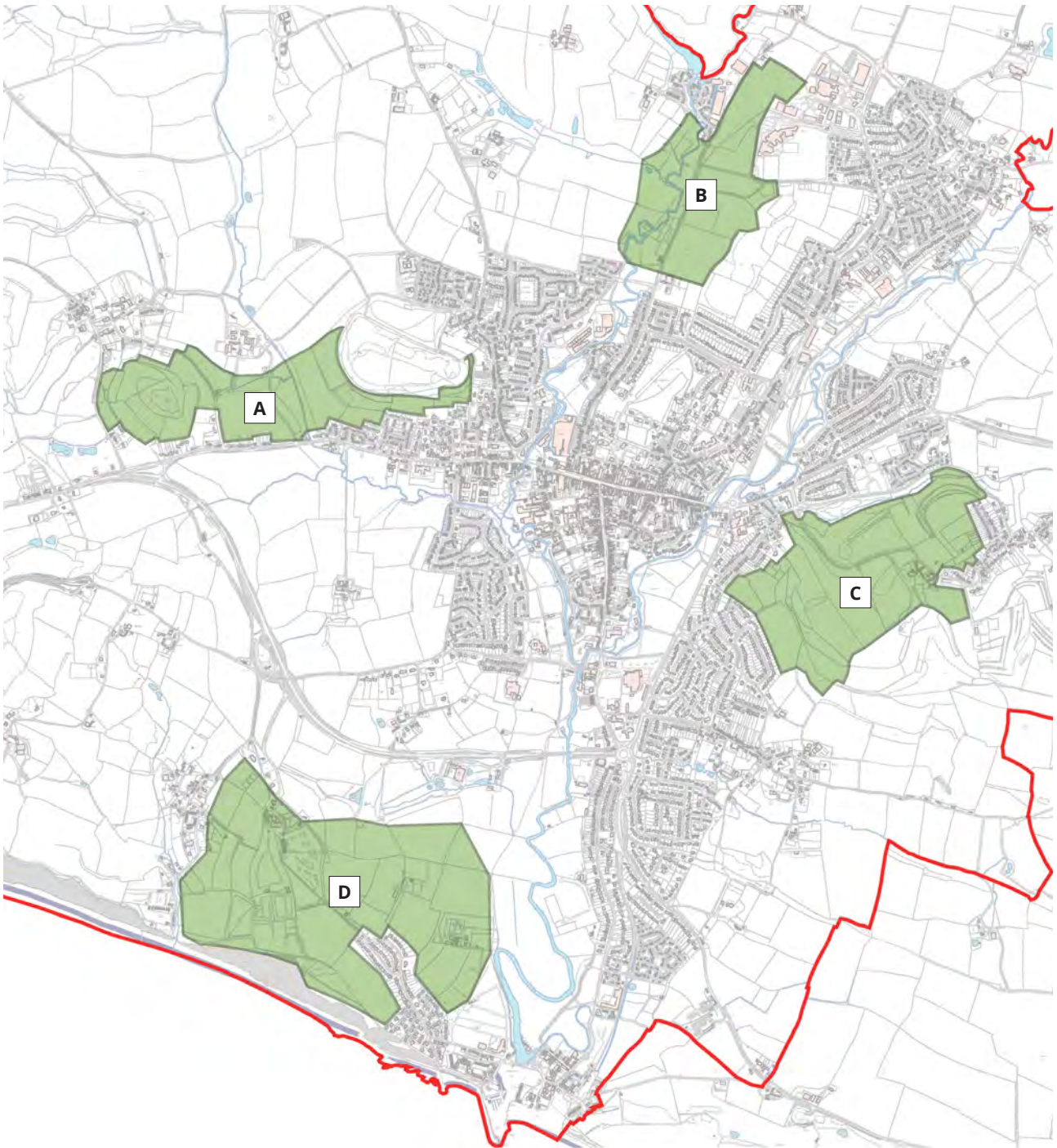
Policy LH3 Anti-Coalescence Measures (Green Gaps)

- a) To retain the distinctive identities of the existing individual settlements within the parishes of, Allington, Bradpole, Bothenhampton & Walditch, Symondsburry, Bridport and West Bay, and to prevent them merging together, development proposals within the green gaps that currently separate these settlements will be resisted. See map on page 51.
- b) Proposals for development across the neighbourhood area will be required to retain the character and setting of the area and should seek to avoid coalescence between the settlements of Pymore, Allington, Bradpole, Bothenhampton, Bridport, Symondsburry, Walditch and West Bay.

Policy LH4 Local Green Spaces

- a) Local Green Spaces in Bridport and the wider area identified on the designated open spaces map (page 52) will be protected from built development except in very special circumstances.
- b) Local Green Spaces in Bridport and the wider area identified on the designated open spaces map will be protected from development except where there is an existing building/structure within the space and the works are needed to maintain its viability/use into the future (e.g. church, sports pavilion); or where the proposed development will be for the benefit of the community and will preserve the particular local significance of the space for which it was designated. Essential small-scale utility infrastructure may be supported so long as the existing use and community value of the space is not detrimentally affected.
- c) New green infrastructure corridors will be sought, to assist with flood protection to add to public enjoyment and health and to create corridors for wildlife.
- d) Proposals for new housing development should include good quality outdoor space, both private and community gardens, and contribute to providing tree cover and improving biodiversity.
- e) Wildlife corridors and priority habitats will be recognised and protected from development proposals that would result in their loss or harm to their character, setting, accessibility, appearance, quality, or amenity value.

Policy LH3 Anti-Coalescence Measures (Green Gaps)



A — Symondsburry West Road

B — Bradpole & Pymore Green Gap

C — Walditch & Bothenhampton

D — Symondsburry West Cliff

— Neighbourhood Area Boundary

Policy LH4 Local Green Spaces (plan)



A — Allington Hill
 B — Asker Meadows
 C — Borough Gardens
 D — Community Orchard
 E — Coneygar Hill
 F — Cooper's Wood and Field
 G — Flaxhayes Play Area
 H — Happy Island
 I — Jellyfields Nature Reserve
 J — Jubilee Green
 K — New Zealand Site

L — Pageants Field
 M — Peter Foote Play Area
 N — Railway Gardens
 O — Riverside Gardens
 P — Skilling Oval Play Area
 Q — The Gore
 R — Walditch Village Green
 S — Watton Hill
 T — Wellfields Drive Green Area

Policy LH4 Local Green Spaces (reasons for designation)

Site Name & Reference		Paragraph 77 NPPF Local Green Space Criteria				
		Beauty	History	Recreation	Tranquillity	Wildlife
A	Allington Hill					
B	Asker Meadows					
C	Borough Gardens					
D	Community Orchard					
E	Coneygar Hill					
F	Cooper's Wood and Field					
G	Flaxhayes Play Area					
H	Happy Island					
I	Jellyfields Nature Reserve					
J	Jubilee Green					
K	New Zealand Site					
L	Pageants Field					
M	Peter Foote Play Area					
N	Railway Gardens					
O	Riverside Gardens					
P	Skilling Oval Play Area					
Q	The Gore					
R	Walditch Village Green					
S	Watton Hill					
T	Wellfields Drive Green Area					

Housing

Draft Planning Policies

What the area needs most is housing which local people can afford, both to buy and for secure rent, rather than for open-market sale. Although there is a supply of new homes, evidence shows that three-quarters of households would need to triple their income to buy a modest house on a mortgage, and that to rent privately would take over half their income. Therefore, the priorities of the housing policies in this neighbourhood plan are clear: to improve the supply of homes both to rent and to buy which the young and less affluent can access.



Affordable housing

The local planning authority already states that 35% of new homes should be government defined “affordable housing” of different types and neighbourhood plans cannot demand more than this. Instead, these policies aim to ensure that these homes are actually built and are best matched to local need with an emphasis on lower-cost homes to rent. The plan also seeks to reinforce the aim that new homes and housing developments will conform to high design standards in sympathy with its location.

Affordable homes exception sites

Bridport Town Council and the wider parish councils will work with the local planning authority to bring forward the affordable housing exception sites as a means of increasing affordable housing numbers.

In the adopted West Dorset Local Plan, Policy HOUS2 defines affordable homes exception sites as small-scale sites for affordable housing adjoining settlements and that such sites will be supported if there is an unmet local demand for affordable homes, the scheme design is appropriate, and the homes remain affordable.

Joint work between the district and the town and parish councils on affordable housing exception site could establish the option to include a proportion of open-market homes if needed to help fund the development and thereby help provide the overall viability necessary to build the affordable homes needed in the neighbourhood plan area and help achieve a balanced community.

Control of second homes

Through earlier consultations, the community has raised its concerns about the number and the impact of second and holiday homes particularly when there are local people in need of housing which they can afford. In response to this Policy H8 has been formulated, based on similar neighbourhood plan policies that have been established in other parts of the country.

However, the level of evidence needed to support Policy H8 may not be strong enough in the Bridport area. If so, it may not be possible include this particular policy in the final version of the plan, but the Councils are keen to test this through the pre-submission consultation process. On occasion, second homes (and, to a lesser extent, holiday-let homes) deprive the market of much needed housing stock and push up house prices. Based on the 2016 – 2017 council tax records, Dorset County Council demonstrated that only 5% of houses in West Dorset are considered to be second homes but the percentage is likely to be higher in the plan area.

Policy H1 General Affordable Housing Policy

- a) Applicants must provide at least the minimum requirement of affordable housing as required by West Dorset District Council which is currently 35%.
- b) If an applicant proposes to provide less than 35% affordable housing by claiming impaired viability, their claim shall be open to full financial and technical scrutiny by parish/town councils and the public.
- c) Where non-viability threatens the 35% target for affordable housing, the developer shall demonstrate that all options, including innovative and modern methods of construction, have been applied as fully as is practicable.
- d) Starter homes shall not be counted as affordable housing.

Policy H2 Design of Affordable Housing

- a) Affordable housing and open market housing should be fully integrated into all developments in such a way that any quality and location differences are indiscernible (so-called “tenure blind”).
- b) Developments that cannot demonstrate effective integration of affordable and open market housing shall be refused.
- c) Developers shall state in their planning applications where in the site layouts affordable housing will be located, in accordance with the housing need, setting out the size, type and intended tenure of each of the units.

Policy H3 Affordable Housing & Phased Development

Where a planning application is for a development of below the threshold for the required provision of affordable houses (i.e. fewer than 10 units) subsequent planning applications for a further open-market housing development on the same site or adjacent sites (effectively forming an extension of the first or subsequent development) shall be refused if made within three years of the previous application, unless it delivers affordable housing at 35% of the cumulative total were this to equal 10 or more homes.

Policy H4 Housing Mix & Balanced Community

- a) To ensure a balanced community, proposals shall contain an appropriate mix of tenure and household types to meet a range of needs, including homes suitable for the aged, the disabled, those aspiring to home ownership and those wishing to rent at affordable rates.
- b) Applicants shall demonstrate how and why the proposed mix is appropriate to the local context and the socio-economic conditions.
- c) The mix types and sizes of new residential dwellings shall be based on the application of the same principles used in the Housing Needs Assessment.

Policy H5 Housing Design & Planning Application Requirements

a) Proposals for developments of 10 or more houses shall be accompanied by plans, statements, and drawings detailing:

1. How the scheme will help the integration of neighbouring communities, including drawings showing how the integration and connection of the new development with the wider neighbourhood plan area will be achieved.
2. The variety of house size, form, and tenure, and household types to meet a range of needs, including homes suitable for the aged, the disabled, those aspiring to home ownership and those wishing to rent at affordable rates, as described in Policy H4.
3. The programme of community consultation on the scope and extent of the proposed plans both consultations held already and future planned, and how the responses received from those held have informed the proposals.
4. A statement detailing how the proposal will help create a balanced and mixed community within the development.
5. A statement of the planned construction phases and schedule and confirmation that each phase will include 35% (or less if agreed based on a viability assessment) affordable housing. Where more than 35% in any phase is built this can be offset by a proportional reduction in subsequent phases.
6. If the development involves provision of public amenities (e.g.

schools, health-care etc) as part of the scheme, a statement on the phasing and schedule that these amenities will be completed and commissioned shall be provided.

7. A management plan for the maintenance of public areas around housing and whether this creates potential on-costs to future residents and if so, the intended costs and safeguards against undue escalation.

8. If applicable, the location of serviced plots for self-build homes.

- b) Proposals that employ modern innovative methods of construction to, for instance, reduce construction costs, speed construction, and meet the climate change challenge, will be encouraged.

Policy H6 Custom-Build & Self-Build Homes

- a) The inclusion of serviced plots for custom build and self-build homes, either on an individual basis or for a duly constituted self-build group to organise a collective self-build construction programme, will be encouraged in all residential development proposals.
- b) A minimum of 4% of the dwelling plots shall be made available for custom build and self-build homes on developments of 25 units or more.
- c) Where serviced plots have been made available and marketed appropriately at a reasonable price for a minimum of one year from granting of outline planning permission and have not sold, the requirement on the site shall lapse.

Policy H7 Community-Led Housing*

- a) As an exception to normal policy for the provision of housing set out in WDDC Local Plan, community-led housing may be permitted on sites where development would not otherwise be permitted providing that:
1. the development provides an appropriate mix of dwelling types and sizes reflecting the need identified for the Neighbourhood Plan area and meets demand based on the current housing needs assessment or evidence from local community housing groups.
 2. the land is held in trust as a community asset in perpetuity.

- b) Where a community led development may include government defined affordable housing, the basis for establishing affordable housing need in terms of numbers, type and tenure shall take account of the overall need within the Neighbourhood Plan area not just the need for the parish within which the development is located.

* For the purposes of Policy H7, community-led housing is defined as residential development by a group (for example a Community Land Trust) that builds on land that is held in common ownership or trust for the benefit of the residents.

Policy H8 Principal Residence Requirement

- a) Due to the impact upon the local housing market of the continued uncontrolled growth of dwellings used for second or holiday homes, the sale of new open market housing, excluding replacement dwellings, for this purpose will only be supported where there is a restriction to ensure its occupancy as a "Principal Residence".
- b) Sufficient guarantee must be provided of such occupancy restriction through the imposition of a planning condition or legal agreement. New unrestricted second homes will not be supported at any time.
- c) Principal residences are defined as those occupied as the residents' sole or main residence, where the residents spend most of their time when not working away from home.
- d) The condition or obligation on new open market homes will require that they are occupied only as the primary (principal) residence of those persons entitled to occupy them.
- e) Occupiers of homes with a Principal Residence condition will be required to keep proof that they are meeting the obligation or condition and be obliged to provide this proof if/ when West Dorset District Council requests this information. Proof of Principal Residence is via verifiable evidence which could include, for example (but not limited to) residents being registered on the local electoral register and being registered for and attending local services (such as healthcare, schools etc).

- f) Where the conversion of, for instance, disused farm buildings and barns, in rural areas into housing is not permitted as the site is in an Area of Natural Beauty, such buildings may be converted to holiday homes thereby benefitting the local tourist-based economy and easing the overall demand for holiday homes where housing, including affordable housing, is permitted.

Policy H9 Affordable Home Exception Sites

- a) Encourage the allocation of affordable homes exception sites as a means of increasing affordable housing numbers, by enabling the expeditious processing of planning applications.
- b) The basis for establishing affordable housing need in terms of numbers, type and tenure shall take account of the overall need (the unmet local demand) within the neighbourhood plan area not just the need for the parish within which the development is located.
- c) Allow affordable homes exception site development to include a proportion of open-market homes if needed to help fund the development and thereby help provide the viability necessary to build the affordable homes and at the same time help achieve a balanced community.

d) Where a proportion of open-market housing is required to help fund the development of such sites such proportion may not exceed incorporate a low proportion of open-market homes up to a maximum of 25%* of the development total. If the development is phased then the approved proportion of open-market to affordable homes shall apply for each phase.

* The objective is to ensure that Affordable Home Exception Sites do not become a route to open-market development per se. In the absence of a precedent for setting such an upper limit the figure of 25% is assessed as reasonable.

Design

Draft Planning Policies

New development across the neighbourhood area will be expected to have high standards of design. The WDDC Supplementary Planning Document, Design and Sustainable Development Planning Guidelines (adopted February 2009) shall be a material consideration in deciding planning applications. Housing proposals should also demonstrate how the designs meet the needs of an ageing population and those with impaired mobility. Planning applications shall therefore include the demonstration of meeting Housing our Ageing Population: Panel for Innovation (HAPPI) principles.

“Building For Life”

As well as the provision of the policies in this neighbourhood plan, proposals for new housing will also be assessed against the 12 objectives in the guidance published in the latest edition of “Building for Life” and shall obtain the Building for Life quality mark with at least nine “green” levels (or equivalent). These 12 “Building for Life” objectives are shown, below:

Integrating into the Neighbourhood

1. Connections
2. Facilities and services
3. Public transport
4. Meeting local housing requirements

Creating a Place

5. Character
6. Working with the site and its context
7. Creating well defined streets and spaces
8. Easy to find your way around

Street & Home

9. Streets for all
10. Car parking
11. Public & private spaces
12. External storage and amenity space

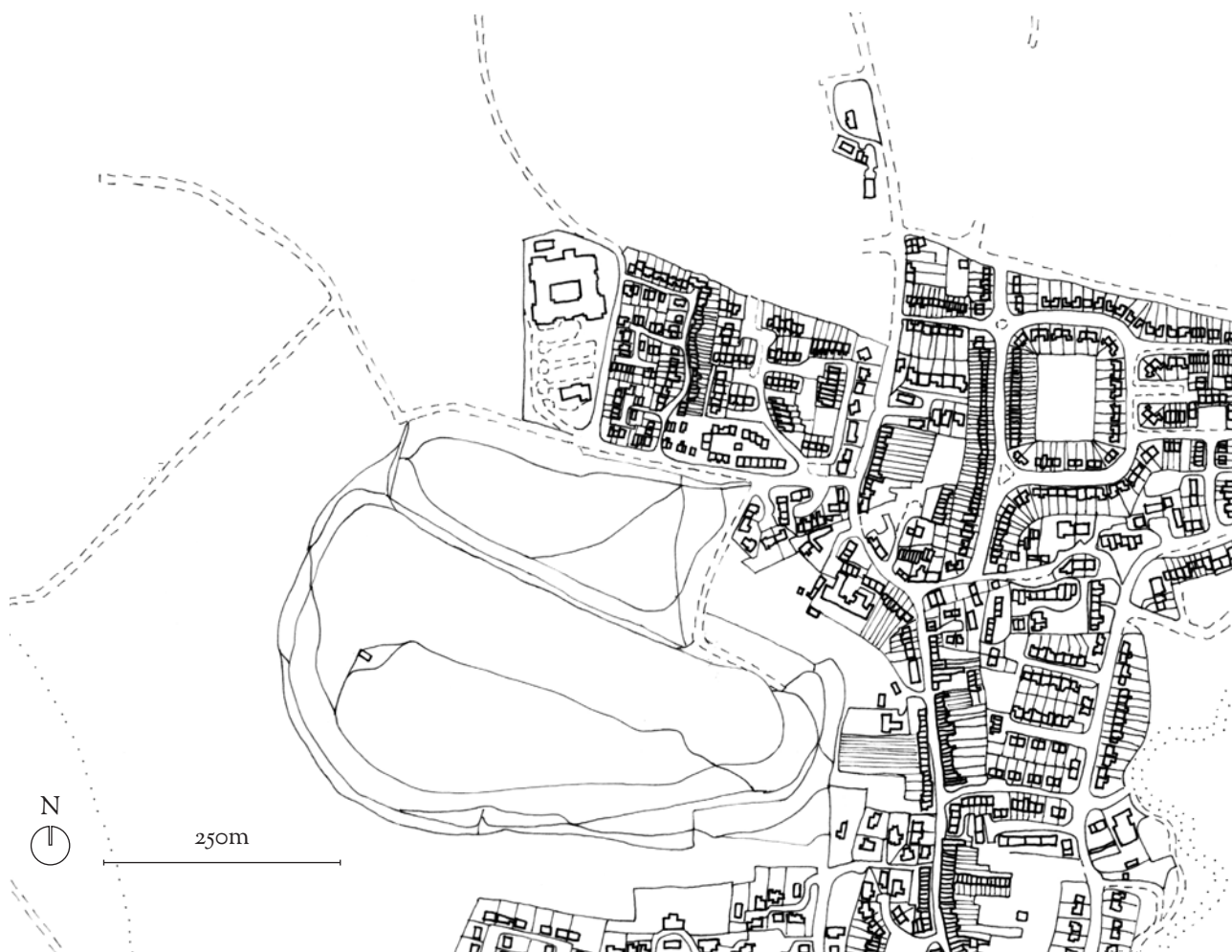
Local distinctiveness

The following section comprise a brief character study of the parishes which join with Bridport to comprise the neighbourhood area.

Presented here are examples of frontages and facades, massing and scale, ground details, materials, boundary details, and roof lines. The images have been selected to inform a more structured discussion on which parts of the parishes work well and could therefore inform the design guidance of future development. However, it is not the intent that any new development should simply be restricted to becoming a reproduction of the design style of existing neighbouring developments.

This element of the plan will establish a baseline from which to provide clear guidance on what should and should not be granted planning permission in the neighbourhood area, based on considerations of the character of the proposed development in terms of layout, design, materials and appearance and whether it is in keeping with, or complements, its immediate surroundings.

Allington



The main settlement of Allington is a small residential addition to the western edge of Bridport. The parish is home to several farms, Bridport Community Hospital, and Allington Hill to the south of the residential area. The north of the main settlement comprises two-storey semi-detached houses on small plots, with tight roads winding between, often ending in dead ends.

The architectural design is characterised by red brick, pitched roofs and front door canopies. There are bungalows to the south, with prominent railings along the sloping land to assist those with mobility difficulties. The settlement faces onto a brightly painted

terrace to its east, formed of houses and a pub, and adjoins a mix of bungalows and two-storey homes to the south. The settlement is set within the landscape and its highest points provide long distance views of the surrounding countryside.

Allington



Many homes feature grass areas in front.

Red brick, 'two-up, two-down' semi-detached homes can be found throughout Allington.



Georgian windows and stone detailing enhance this facade.



Allington Hill is a local landmark and provides long distance views of the Bridport area.

Allington



This terrace of bungalows overlooks Allington Hill.



The Oddfellows Arms lies within a Victorian building and has a large footprint amongst the small residential properties.



Bright paint enlivens the street and an alleyway punctuates the terrace, leading through to a courtyard.



The roof line sits below the horizon, allowing views out to the landscape beyond.

Allington



Bungalows are stepped to flow with the topography of the land and the height of trees behind.



Neatly planted flowers are an attractive feature to the street.



Views to the landscape beyond can be seen throughout the neighbourhood.



A row of brightly coloured terraced houses faces a high stone wall.

Bothenhampton



Bothenhampton has a small historic core in the form of a linear settlement. This is characterised by its steep level changes, with a significant height difference between the north and south of Main Street. Here, the street is split in two with the pathway and buildings raised on the north and the road and southern buildings much lower down. Many stone walls can be found throughout the area, with chunky steps built into the side of the high path. Sunken lanes of a similar form pull one into the village.

Bothenhampton Church is set atop a hill and offers panoramic views of the Bridport Area. The 20th Century saw a large suburban addition to the village, with many winding cul-de-sacs designed for access via car. Bungalows on large plots of land proliferate the area to the west, covering a significant distance from the north to south of the parish. These are largely clad in grey brick and are accompanied by garages.

Bothenhampton



Pedestrians and buildings are elevated above the road on the northern side of Main Street.



The church room stands out due to its smaller scale and red brick.



The letter box and plant pots add a human element to the street.



Pitched roofs break up the mass of this residential neighbourhood.

Bothenhampton



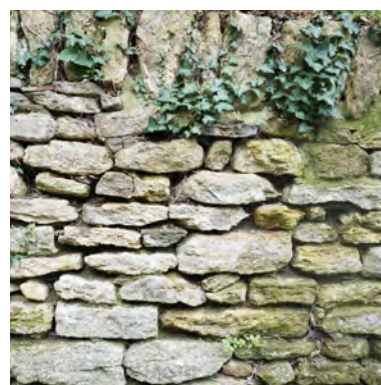
This sunken lane with dramatic level change is characteristic of the village.



Front door canopies and pitched dormers create variation within the terrace.



Large houses are set back behind tall walls, with a series of steps leading to the street.



Dry stone walls feature throughout the historic core.

Bothenhampton



The elevated pathway provides fantastic views down into the village and beyond.



Well kept front gardens improve the appearance of the street.



Thatched roof and prominent chimneys are a traditional local design feature.



The church grounds rise above the village, providing panoramic views of the Bridport area.

Bradpole



Bradpole has a historic core of deep sunken lanes and stone houses to its east. The parish is home to an academy school and business park to the north, providing large goods services to Bridport. Within the historic area, there are shops, providing residents with smaller scale local services.

Occasional brightly painted houses feature along the sloping street, adding interest to the traditional village scene. To the north, west and south lies the 20th Century residential development. The architectural design here varies from bungalows on large plots of land to tight terraced two-storey houses. The materials used range between red brick, render and pebbledash.

Bradpole



Sage green paint gives this small historic cottage a refresh, while respecting the rural context.



This bright pink house stands out within the landscape.



The red brick and solid mass of this house makes it a landmark.



Dense hedges and trees mark the threshold between private property and the public street.

Bradpole



The butcher shop provides traditional local produce.



This pale pink house adds variation to the street scene.



Quoining detail around the windows references the red brick of the neighbouring property, creating variation in the facade yet achieving a cohesive design.



Parking space at the side of properties reduces the domination of cars on the street.

Bradpole



Variation in cladding and colour breaks up the mass of these terraced houses.



The post office, telephone box and post box form a typical village scene.

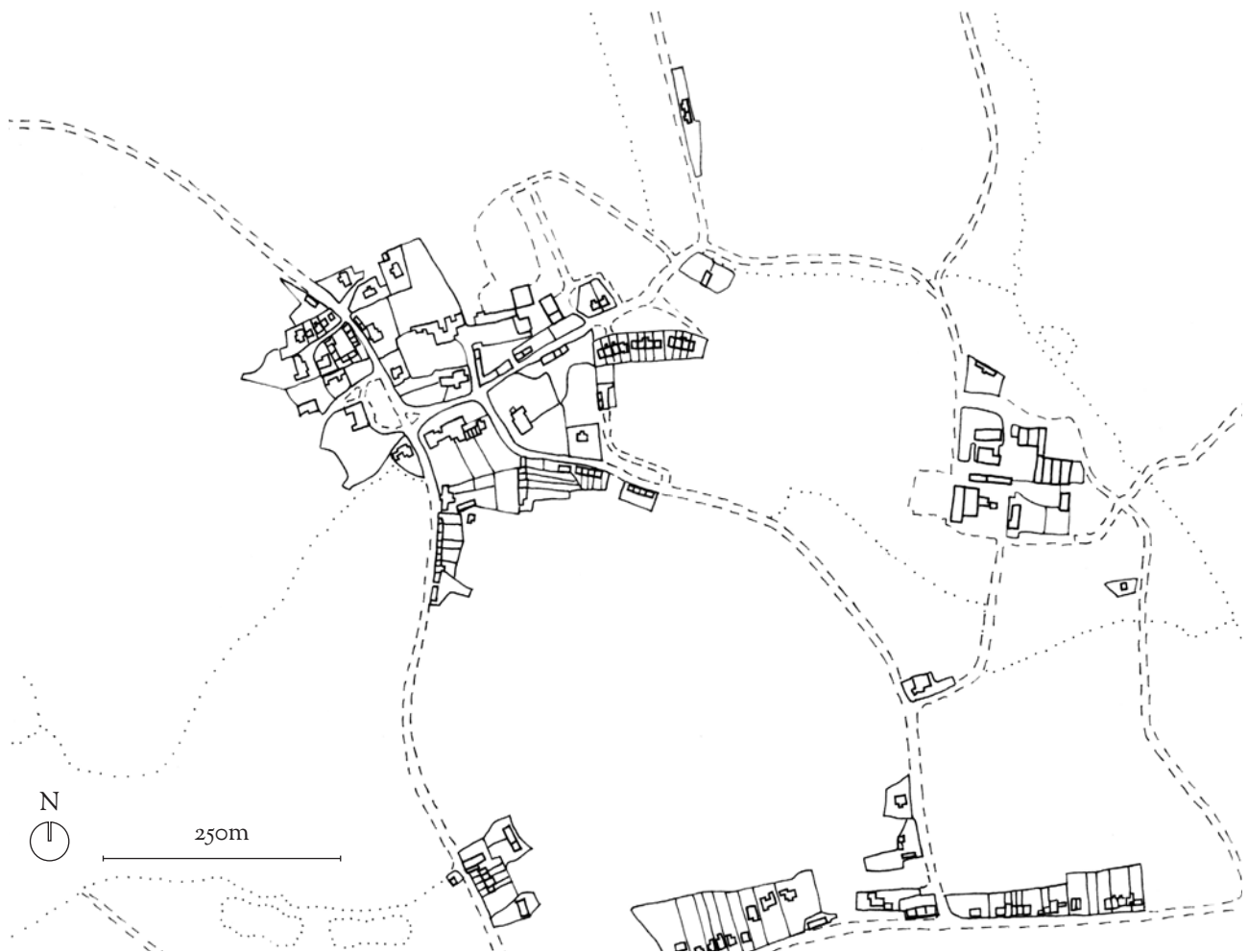


A variety of materials meet at this gateway, with a glimpse of a contemporary addition behind.



Bright quoining detail and planting lessens the heavy appearance of this stone terrace.

Symondsburry



The historic village comprises of a school, church, and several houses. These buildings are clustered around a crossroads, as is traditionally the case in such development. Symondsburry is home to Manor Yard; a courtyard which features a cafe, workshops, and retail provision. This boosts the business and employment within the local area and provides long distance views of local landmark Colmer's Hill.

Further to the east is the Crepe Farm Business Park and a single street of houses lies to the south of the settlement, overlooking West Road which leads into Bridport. The historic core of Symondsburry

features stone and red brick cladding, while the more recent development at Manor Yard has a co-ordinated scheme of light coloured timber weatherboarding and sage green paint.

Symondsburry



Light coloured timber weatherboarding is used throughout Manor Yard.

Low stone walls allow overlooking of the courtyard from the residential properties.



The rounded roof emulates a traditional barn while providing contemporary facilities.



The historic school has a substantial footprint within the small village.

Symondsburry



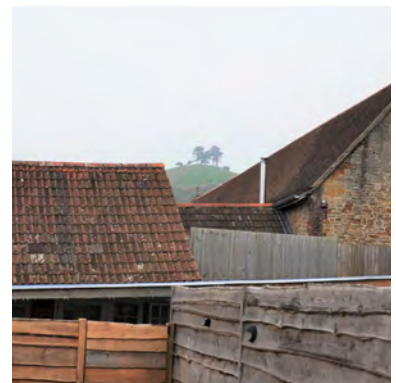
Sage green paint is used for the windows, doors and signage around Manor Yard.



The courtyard showcases creatives within their workshops through large windows.



The local pub provides outside seating where visitors can soak up the village scenery.



Colmer's Hill appears amongst the cluster of buildings.

Symondsburry



A prominent chimney defines this residential property, hidden behind vegetation and low stone walls.



Climbing plants add colour and life to this home.

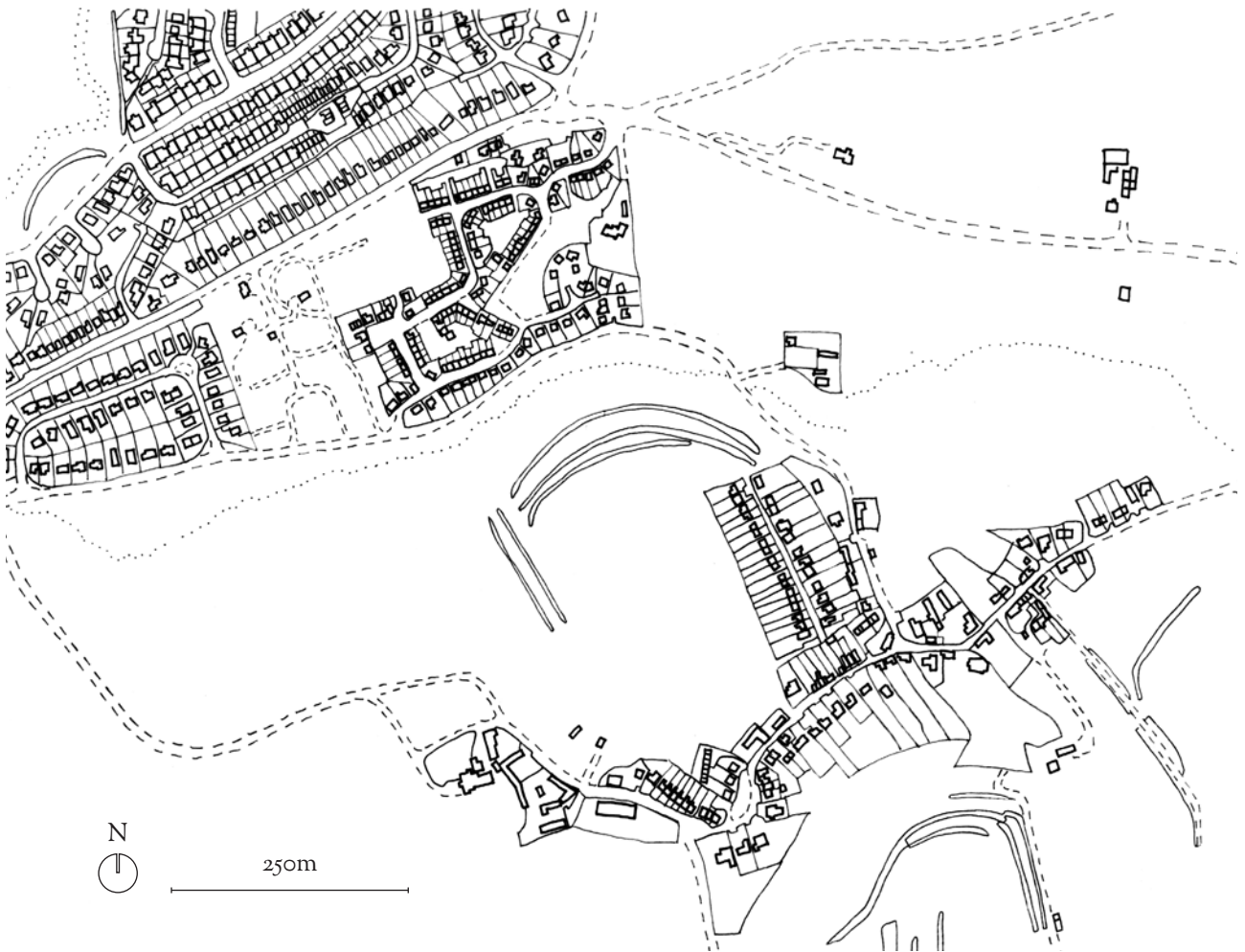


Pitched roofs and a variation in materials animate the view.



A lack of road markings signifies a rural context, overlooked by homes crafted from traditional rural materials.

Walditch



Walditch comprises of two elements, new and old. The historic core grew around the meeting of two lanes and is characterised by sand coloured stone buildings, with larger grey stone buildings set back from the street. It has a green overlooked by the village church, and a traditional courtyard farmstead, now converted to a holiday home. Where boundaries to homes are present, these are low and rural in character, such as stone walls and hedges.

The low height allows for overlooking of the street, therefore making the area feel safer. Further afield to the north-west of the

historic village lies the 20th century addition to the settlement.

This residential neighbourhood comprises of bungalows situated on generous plots. To the east of this lies the most recent development of homes from the early 21st Century. The reduction in plot size is substantial, with higher density properties situated around an open green space. The architectural design uses a wide range of cladding materials to achieve variation in appearance, such as light-coloured render, red brick, and stone.

Walditch



This historic cottage creates a landmark corner, with its facade wrapping round to frame the lane.



This contemporary timberclad garage complements its leafy surroundings.



Gravel suits the rural context and allows rainwater drainage, while removing the car from the narrow lane in front.



A traditional farmstead situated around a courtyard is a successful layout, with this particular example now repurposed as a holiday home.

Walditch



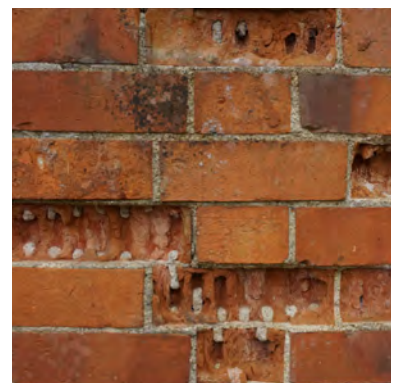
The telephone box, low stone wall and cherry blossom tree form a picturesque village scene.



Bay windows, prominent chimneys and pitched roofs create variation in the built form.



The thatched roof and stone facade complement the village setting, while the painted front door adds a pop of colour.



Detailing adds character to the brick wall.

Walditch



Traditional workmanship makes this sign a feature within itself, adding character to the village scenery.



Plant pots personalise this house and the greenery softens the brick facade.



Low boundaries allow overlooking of the street from the property windows.



Homes with windows overlooking the green make the open space feel safer and more welcoming.

Policy D1 General Design

- a) All new developments and redevelopment proposals across the neighbourhood area are expected to be of high quality, in accordance with the housing policies and the other provisions within this neighbourhood plan.
- b) Development proposals that are poorly designed and would not improve the character, quality, or function of the area will be opposed.
- c) Proposals for new housing will be assessed against the 12 objectives in the guidance published in the latest edition of “Building for Life” and should obtain the Building for Life quality mark with at least nine “green” levels.
- d) Proposals for new housing shall include the demonstration of meeting Housing our Ageing Population: Panel for Innovation (HAPPI) principles as part of the planning applications.
- e) Design and Sustainable Development Planning Guidelines (WDDC Supplementary Planning Document, adopted February 2009) shall be a material consideration in deciding planning applications.
- f) Any Design & Access Statement submitted in support of an application should consider all the points in the Design Checklist as set out in this neighbourhood plan.

Policy D2 Height, Mass & Materials

- a) All new buildings shall be required to enhance the character of the area and to be appropriate in height, mass, and materials.
- b) Proposals of innovative design, employing modern innovative methods of construction will be encouraged.
- c) Buildings should normally be no more than two storeys in height, although use of the roof space could provide for three floors of useable space.
- d) Application for residential development above commercial ground floors will be supported.
- e) The visual impact of any development, along with any required landscape mitigation measures, should be specified in a Design & Access Statement, submitted with the application.

Policy D3 Layout, Form & Density

- a) The layout, form and density of all new developments needs to reflect the historic urban grain of the area and the specific rural, urban and waterfront and seafront characteristics of each part of the neighbourhood area, including the outlying settlements.
- b) Development proposals in the neighbourhood area should make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Consideration shall be given to the site context and its connectivity and accessibility to surrounding areas by walking and cycling.

- c) Proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.

Policy D4 Design of Public Spaces & External Areas

- a) All public spaces shall be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.
- b) Development should make the public realm comprehensible at a human scale, using gateways, focal points, and landmarks as appropriate to help people find their way.
- c) Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces, and should contribute to the easy movement of people through the space.

- d) Opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. The heritage values of the development location should inform treatment of the public realm, where appropriate.
- e) Opportunities for the integration of high quality public art should be considered.

Policy D5 Integration & Strong Connections

- a) All redevelopment proposals need to demonstrate how they will achieve clear and convenient connections with the town centre, and access to surrounding adjacent public areas and waterfront locations.
- b) Developments should create welcoming and inclusive neighbourhoods, promote active travel, and deliver wider benefits to residents, such as access to shared amenity space and high-quality public realm.

Policy D6 Resource Efficiency

a) To help achieve both the sustainability goals of the neighbourhood plan and the wider objectives of local, national, and international planning policy (such as the Climate Act 2008) all developments in the Bridport area should reduce the carbon footprint through the promotion of good design.

b) Applicants should consider the following issues during the preparation of development proposals:

1. High levels of energy conservation in the construction and use of new buildings.
2. Integration of rainwater capture and grey water recycling technologies in new buildings.
3. The use of local building materials.

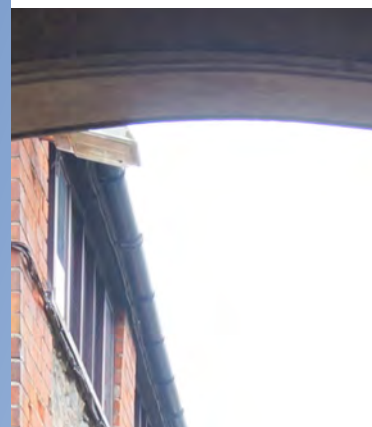
4. The reuse of rainwater and minimization of the amount of impermeable ground cover.
5. The use of sustainable on-site energy sources, where applicable, including solar, ground-source heat pumps, biomass.
6. The use of local forms of power to minimize power loss through the national grid.
7. The promotion of low CO₂ transport options through the design of new buildings.
8. The inclusion of solar panels on roofs that can maximise the capture of solar energy will be supported, subject to the appropriate level of heritage and conservation assessment.

Policy D7 Mitigation of Light Pollution

- a) In any new development, light pollution shall be minimised by use of the lowest light levels compatible with safety, fittings that emit no upward light, low reflectance ground surfaces and use of spill over lighting where possible.
- b) Lamp columns and other street furniture related to lighting shall be designed to respond in an appropriate manner to the heritage and conservation context of the Bridport area.
- c) Mitigation against light pollution will be particularly important on sites on or near the West Bay waterfront and areas of open countryside adjacent to the outlying settlements.

Neighbourhood Projects

Draft Projects & Actions List



Proposals for new and improved community and social infrastructure in the plan area, including the projects listed below, will be supported subject to those proposals meeting the objectives of this plan and being compatible with other planning policies in the plan.

Funds from the Community Infrastructure Levy (CIL) are raised from developments within each parish by the local planning authority and a portion is redistributed to the appropriate Town or parish. In the case of the Bridport Area Neighbourhood Plan all councils will be encouraged to administer a proportion of the CIL funding to projects that deliver the policies of the neighbourhood plan, as and when the funds are made available.

It is proposed that the Joint Councils Committee oversee the development of the Bridport Area Neighbourhood Plan through to referendum. Once the neighbourhood plan is made the Joint Councils Committee will continue to have responsibility for monitoring and reviewing the Bridport Area Neighbourhood Plan with a particular role in securing funding for and supporting projects that deliver the objectives and policies set out in the neighbourhood plan.

The list that follows comprises specific projects that have been identified through the neighbourhood plan process. Please note the projects are in no particular order and are not prioritised at this time.



01. To provide storage for local community and voluntary groups.
02. Set up a local design review panel – comprising local architects, artists, designers, and planners – to review and advise on local planning applications.
03. Review of traffic speeds, infrastructure, and signage in the area, including the A35, to help improve convenience for pedestrians and cyclists.
04. To support the development of a new indoor skate park.
05. Develop the concept of town centre quarters and improve information about the distinct areas and the links between them.
06. Promote the area's rope and net making heritage.
07. Create trails linking the civic quarters promoting tourism, health, and well-being.
08. To improve the town centre public realm and environment, make pedestrian movement easier and more pleasant, through better paving and decluttering of redundant street furniture.
09. Develop the local wood fuel sector is to be encouraged by encompassing sustainable timber extraction, hedgerow management, and new planting for both fuel and amenity, and as a means of addressing fuel poverty.
10. The provision of electric vehicle charging points that anticipate the move to the increased electrification of transport.
11. Support for “climate smart” initiatives that encourage the community to reduce, reuse, repair, recycle in the form of a scrap store or repair café and closer collaboration with Broomhills Waste Transfer Station.
12. Promote of care farming initiatives across the neighbourhood area.
13. Support the development of the youth and community centre to a point where it is seen as a compelling offer for the young people in the neighbourhood area.
14. Establish a dedicated business growth support and advice unit targeted at new and growth businesses in Bridport and area.
15. Enable and support Community Land Trusts, self-build and other innovative (potential game changer) projects that provide social housing in perpetuity and genuinely affordable housing and relieve the local authority of some of the cost and responsibility, by carrying out a study to analyse, assess and report on:
 - The social and sustainability pros and cons of such developments in all their forms.
 - The types of development judged most suitable for the Bridport area.
 - The relative costs of traditional versus alternative developments.
 - Measures that may assist the passage of planning applications for such developments.
 - An investigation into “zero-carbon” house designs for application in the neighbourhood area.

16. Establish a council run register of all private landlords, their properties and rents charged in the Bridport area with the aim of providing a basis for enforcing the private-rental standards on a par with that of the social housing sector.
17. Establish a new housing database that captures all aspects of housing need and supply in both the public and private sector to enable greater clarity in identifying and addressing housing need.
18. Prepare and maintain a register of brownfield sites in the Bridport area including a statement on the potential for housing development and related challenges associated with developing each location.
19. Support for community bus schemes and public transport initiatives.
20. Improved community facilities for young people including play facilities for all ages.
21. Support for renewable energy schemes.
22. Further partnership working between local councils to support service delivery in the area.
23. Support the development of a timber fabrication facility in the Bridport area to drive greater use of locally sourced construction materials and in-house building. The fabrication facility would offer access to specialised timber fabrication technology, training and apprenticeship opportunities and technical support.
24. Partnership working between Bridport Town Council and the Chamber of Trade to commission regular “Town Centre Health Checks” to record the shifting land use mix across the town centre. These health checks will include a specific measurement of the prevalence of charity shops. Associated research required to better understand the factors driving retail change and develop responses to support the resilience of independent businesses in the town.
25. Establish a working group involving the local authority, local landowners and businesses to identify premises or sites for future business development of a scale appropriate to the existing business provision and character of the town centre.
26. Support will be given to community led actions to improve the public realm and environment of the town centre; in particular green spaces and new public art.
27. Working with partners, Bridport Town Council wishes to develop heritage trails and visitor guides to encourage exploration and understanding of the rich history of the town.
28. Bridport wishes to work with the local planning authority to bring the Bridport Conservation Area Appraisal up to date to support the neighbourhood plan policies for conserving and enhancing the town centre.

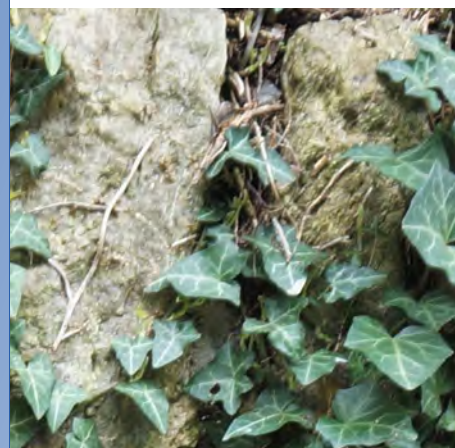
29. Investigate the options to address the shortfall in car parking at peak times. This will include the commissioning of research on the feasibility of addressing current parking issues through the provision of a park and ride scheme to serve Bridport town centre and West Bay. All plans will include consultation with the public.
30. Commission research to inform improvements to pedestrian and cycling movements in and around the town centre. Improvements plans to be consulted upon with the public.
31. Establish a Working Group comprising representatives of Haywards, tenants, the town council, the chamber of trade and Historic England to advise on overall plan for St Michaels redevelopment.
32. Undertake a green and blue infrastructure survey covering both Bridport town centre and the land immediately beyond the urban area. This may include the opening-up of sightlines to the River Brit, making physical connections between St Michaels and Plottingham, initiating and undertaking practical management of the blue/green corridor for wildlife and public access reasons.
33. Bridport Town Council and the neighbourhood plan parish councils will work with the local authority to support CLTs that pursue self-build and other innovative, potential “game-changer” projects that can provide social housing in perpetuity and genuinely affordable housing. Research to help CLTs (existing and future) and other such community led initiatives will include:
 - an analysis of the social and sustainability pros and cons of associated developments;
 - the types of development judged most suitable for the neighbourhood area;
 - the relative costs of traditional versus alternative development and any additional measures that may assist the passage of planning applications for such developments.

As part of this research, studies can be carried out to investigate “zero-carbon” house designs for application in the neighbourhood area. This may lead to the encouragement of “zero-carbon” house designers to bid for pilot projects with the neighbourhood area, helping to promote a design/development philosophy that housing should be required to minimise running costs by maximising energy efficiency.

34. Bridport Town Council and the neighbourhood plan parish councils will work with the local authority, landowners, and developers to increase the supply and affordability, potentially through subsidy, of rented accommodation. Linked to this is the need to establish a Bridport Area town/parish council-run register of all private land lords, their properties and rents charged in the neighbourhood area with the aim of providing a basis for raising standards and value for money in the private sector to be on a par with that of the social housing sector and to enable greater clarity in identifying and addressing housing need.
35. Bridport Town Council and the neighbourhood plan parish councils will work with the local authority to develop the proposals that make the best use of public assets in the form of land in public ownership within the neighbourhood area by selling it at prices below market value, where possible, for affordable housing development projects.
36. Bridport Town Council and the neighbourhood plan parish councils will work with the local authority to prepare and maintain a register of brownfield sites in the neighbourhood area including a statement on the potential for housing development and related challenges associated with developing each location.

What Happens Next?

Further involvement from the community is needed



This is the Regulation 14 pre-submission consultation draft of the neighbourhood plan. Bridport Town Council wants to know the views of the people who live, work or carry on business in the neighbourhood area.

The statutory pre-submission consultation period runs from Monday 2nd July until Friday 7th September 2018, inclusive.

Please send your answers, views and opinions to Bridport Town Council before the end of the consultation period, as detailed inside the front cover and on the outside of the back cover of this document. Once the Regulation 14 consultation period is closed, Bridport Town Council will gather together all the comments received and produce an official Consultation Statement, listing all the views and opinions and how the plan is to be amended, if appropriate, as a result.



Submission to West Dorset District Council

The revised neighbourhood plan, together with the Consultation Statement and a statement of the Basic Conditions will then be formally submitted to West Dorset District Council, the local planning authority. In accordance with the Neighbourhood Planning Regulations, the district council must satisfy itself that the draft neighbourhood plan complies with all the statutory requirements before submitting it for examination.

Independent examination

The plan will then be published for a further six week period of consultation, after which an independent planning inspector will be appointed to examine the plan in a series of public meetings. Should the independent planning inspector find the neighbourhood plan to be in conformity with the basic conditions, then it will go forward to be the subject of a referendum, to be voted upon by the residents of the neighbourhood area.

Further information

Contact for further information:

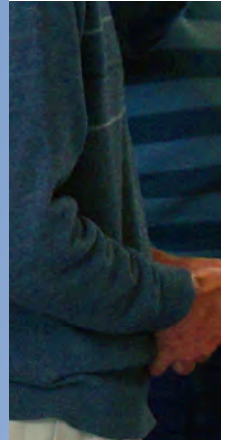
- David Dixon, Project Manager
- DDixon@bridport-tc.gov.uk
- 01308 456 722

Neighbourhood Plan Timetable

- 2017 — Local people expressed their concerns and how they wanted to see the area develop in future.
- 2017/2018 — The joint committee drafted a Bridport Area Neighbourhood Plan in response to those concerns and wishes.
- Summer 2018 — “Time to Decide”. This is the pre-submission consultation period. Is the plan good enough? What do you like about the plan? What could be improved?
- September/October 2018 (estimated) — The joint committee will respond to feedback received on the draft plan, making revisions where appropriate.
- November 2018 (estimated) — The revised plan will be submitted to West Dorset District Council and the plan will be published for a further six-week consultation period.
- Early 2019 (estimated) — An independent planning examiner appointed to examine the plan. Should the examiner find the plan to be in conformity with the basic conditions, it will then go forward to be the subject of a referendum.
- Mid 2019 (estimated) — Local Referendum. If supported by more than 50% of the vote, the plan will become the statutory planning document for the wider Bridport area.

Appendix A

Draft Shopfront Design Guidance



To protect the attractive characteristics of Bridport's main shopping areas, it is necessary to conserve the vitality and interest of the street scene. This is achieved by protecting the collective and individual qualities of shopfronts, while equally recognising modern retail needs. This neighbourhood plan considers that these two demands are compatible. Using sensitive design and careful attention to detail, a shop can promote its image through its unique quality.



Shopfront design encompasses a wide variety of styles and details, but certain basic rules apply everywhere. To be successful new shopfronts need not necessarily be imitations of traditional designs. That said, the neighbourhood plan will normally only consider alterations, extensions, or the provisions of new shopfronts if they comply with the policies and advice in this plan, in particular:

- A shopfront should not be designed in isolation but considered as part of the architectural composition of the building.
- The design should complement the period and style of the building onto which it is fitted.
- Shopfront elements should emphasise the division of the building and visually suggest a method of support for the facade above.
- Shops operating from more than one adjacent units should retain the sub-division of the shopfronts to respect the integrity of the individual buildings.

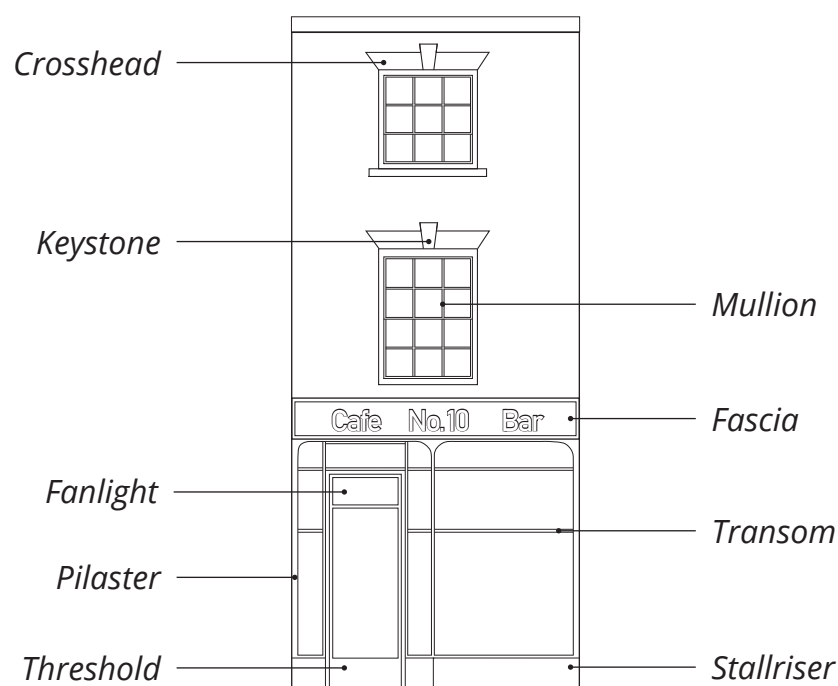


DIAGRAM — Key components of shopfront design



Elements of shopfront design

Set out below are the broad principles for elements of shopfronts which will ensure each shop makes a high-quality contribution to the street scene:

01. *Windows* — Large plate-glass shopfronts without any visual support for the upper part of the premises can have a detrimental effect. The window should reflect the proportions of the building and be slightly recessed within the frame. Timber mullions and glazing bars should be used to break up the window into smaller compartments where appropriate.

02. *Stall Risers* — The stall riser provides a visual and structural base for the shopfront and is an essential element of the design. Its height will vary depending on the style adopted, with lower stall risers sometimes taking the form of a deep moulded skirting. The stall riser should have a moulded projecting sill to provide a strong junction with the glass. Stall risers are often timber and panelled but can also be made from glazed tile or marble, but never brick infilled.

03. *Pilasters & Console Brackets* — Console brackets and pilasters are a feature which frame the shopfront and provide vertical emphasis between adjacent shopfronts, while the cornice defines the top of the shopfront. Pilasters and consoles should be designed to reflect the level of detail used in other elements of the shopfront and treated in the prevailing material of the building, usually timber, painted stucco, or render. As with stall risers, this type of architectural detailing may be inappropriate where the building and its location are of a contemporary style, but it can work well as a frame for a contemporary shopfront.

04. *Doors & Access* — The design of the entrance door itself must reflect the design of the other elements which make up the shopfront. Attention should be given to the windows such that the bottom panel of the door is of the same height as the stall riser and both door and window frames are of the same material. Painted timber, two-thirds glazed doors are recommended for shop entrances. Solid unglazed panelled doors are appropriate for access to living accommodation above the shop.



05. *Mobility Impaired Access* — To be accessible to those with mobility impairment, entrance doors and access ramps should comply with “BS8300: Design of buildings and their approaches to meet the needs of people with access problems – Code of practice”. This means the door should have a clear opening width of at least 750mm and preferably 800mm. If a ramp to the entrance door is needed, it should not exceed a slope of 1:12.
06. *Shop Fascia* — The fascia must fit the frame, and architectural details such as corbels and pilasters must not be obscured. As a rule, fascia boards should be about 600mm high and never more than 900mm high, measured from top of cornice to window frame below. A shop may occupy several units, but it is important that shop fascia should not extend uninterrupted across several buildings. Where a false ceiling is proposed inside a shop, it may not be acceptable to alter the fascia depth in line with it. Careful detailing of the window design, using opaque glass or setting the false ceiling back within the shop could be ways of dealing with the change of level.
07. *Colours* — The colours used in the fascia should not clash with the colours of adjacent fascia. The use of acrylic or fluorescent materials in signs is inappropriate and not acceptable. Large areas of acrylic or other shiny material are unacceptable. Internally illuminated fascia boxes are always inappropriate for historic buildings and will not be allowed in the Bridport Conservation Area.
08. *Lighting* — Internally illuminated signs on shop fascia are often out of place and will be resisted. Shopfronts can be disfigured by a clutter of swan-neck or long-stemmed projecting lamps or crude internally-lit fascia. If a fascia is to be lit, it must be done discreetly so as not to detract from the character of the building. Internal illumination of the fascia and signs is not appropriate in the Conservation Area. Where lighting is proposed, full details of the fitting, method of fixing and luminance will be required in support of the application. Back-lit or halo illumination of fascia signs may be acceptable if well-designed. In all cases, external lighting is preferred.



09. *Traditional Materials* — Traditional materials should normally be used in the Conservation Area. These include elements such as painted timber fascia, applied metal lettering or hand painted signs.

10. *Modern Materials* — High standards of construction and installation are particularly important. It is therefore recommended that experienced shopfitters and installers are always used when altering or installing shopfronts. Modern materials such as plastics, aluminium, Perspex, and stainless steel, when carefully designed, can be appropriate for modern shopfronts. The quality and detailing are important. These materials are not normally acceptable for listed buildings or in conservation areas because of their incompatibility with traditional building materials and their tendency to disrupt the visual unity of the street scene.

11. *Security* — This should be considered at the design stage. In this way the overall design of the shopfront is enhanced by the unobtrusive inclusion of security elements. By contrast, a well-designed shopfront can be let down by ill-conceived or “add-on” security measures which respect neither the building nor the surrounding area. Internal shutters are a visible form of security that does not compromise the external appearance of the shop. The installation of solid or perforated external security shutters of the metal roller type covering shopfronts is not acceptable. The shutters should be of the open mesh/grille type and colour powder coated. The shutter box should be concealed behind the fascia so that it does not project outwards. It is important that the shutter does not cover the whole of the shopfront, only the glazed areas. For a large shopfrontage, the combination of several smaller shutters applied to individual window openings will be preferable to a large single shutter. All items of security, including burglar alarms and camera surveillance systems, should form an integral part of the design and be in unobtrusive positions that avoid interference with any architectural detail. Wiring should be internal as far as possible; if external, it should not be visible.



12. *Traditional Lettering & Sign Writing* —

Oversized lettering can give a cluttered and unattractive appearance to the streetscape. The lettering should reflect the proportions of the fascia and the quality and character of the shopfront. Hand-painted or individually fixed lettering (e.g. brass or other metal) will be encouraged. The best option is to use individual letters restricted to the shop name. Clear well-spaced letters are as easy to read as larger oversized letters. Samples of lettering should be supplied with applications.

13. *Projecting & Hanging Signs* —

The neighbourhood plan is likely to approve signs which are located at fascia level in character with the scale of the building and respectful of the architectural features of the building. Fascia box signs which do not protrude more than 100mm, are not internally illuminated and use a style of lettering appropriate to the character of the building will be supported. Highly reflective and brightly coloured plastic signs are inappropriate for the Conservation Area. The use of standard corporate advertising and signs can be damaging in some locations. Organisations will be required to show flexibility and consideration to their building and its surroundings. Plastic and projecting box signs will not be permitted on buildings in the Conservation Area. They often block the view of other shop signs and are therefore generally discouraged. Hanging signs should not damage architectural features and should be located sensitively at fascia level. It is important that colours harmonise with the detailing and character of the building and surrounding area. Free-standing adverts, such as A-boards placed on the pavement, are not permitted because they obstruct the public highway.



14. *Canopies & Awnings* — The design and material of blinds and canopies is an important element in the character of shopfronts. They protect goods from damage by sunlight and can provide interest and colour in the street scene and shelter for shoppers in bad weather. Plastic or fixed blinds are not acceptable, and nor are “Dutch” blinds. Blinds and canopies at first floor level and above are rarely satisfactory and will be resisted. Canvas blinds or canopies of the flat or fan type are usually appropriate, but they must be capable of being retracted easily into a recessed area. Existing original canvas blinds and blind boxes should be retained and refurbished. Blinds and canopies should usually be the same width as the fascia but should not cover architectural details. Lettering may be acceptable where a retractable roller blind obscures the fascia when in use. When included, lettering or symbols should be limited in size. Consent under the Advertisement Regulations may be required. A licence is required for awnings, which sit above the pavement and applicants should contact the highways authority.

Planning permission for shopfront changes

Planning permission will normally be required for works which materially affect the external appearance of a shop in Bridport town centre. This includes: Modifying the entrance door by means of a different design or material, relocation, or size; Removing or installing steps or a ramp; Installing an awning or security shutters/grilles; Modifying the shop window area including the fascia; Changing facing materials, and; Altering the alignment of the frontage.

Advertisement Consent

Fascia signs, blinds, awnings, and other external features, such as ‘A’ boards and pavement signs, may require advertisement consent. Illuminated signs will require advertisement consent.



Historic Shopfronts

Alterations to shops in listed buildings will usually require listed building consent. This applies not only to the shopfront, but also to internal alterations, repainting (if colour is substantially different) and installation of fascia, signs, blinds, lights, shutters, and burglar alarm cases. Where a historic shop is not listed, there will be a presumption in favour of retaining and refurbishing the whole shopfront or any historic parts which remain.

Submission of Applications

Clear and accurate information will enable the application to be processed promptly. Scaled drawings should be submitted showing all existing architectural detailing, plus relevant details of the buildings on either side at a scale of 1:50. Applications will also be expected to show clearly all details of the proposed shopfront and its relationship to the whole elevation, including any existing features that are proposed to be altered or removed. Plans, elevations, and sections should be at a scale of 1:50, highlighting specific architectural detail at a scale of 1:20. At least one sectional drawing of the shopfront should show its profile and relationship to the upper part of the building.



Good Example 1: Upper Cuts / Vaper Star, South Street

The two units of a hairdressers and vape shop share one entrance, which is characteristic of Bridport. The building is two-storey with three dormers projecting from its pitched roof, effectively forming three storeys, and a chunky brick chimney protrudes from the right-hand side. The dormers are evenly spaced and each one features one large Georgian window divided into four panes. On the first floor are three Georgian windows with more regular divisions; two identical squares and one wider rectangle. The bright flowers, dormers and shop windows were the features most liked by the workshop group.

These windows are aligned further towards the left of the façade, giving an asymmetrical appearance. On the ground floor are two large windows without mullions or transoms. These allow the unobstructed display of the shops' interiors while remaining in keeping with the high street. The finish of the façade is a mint green render and colourful flowers decorate each window sill. The bright flowers, dormers and shop windows were the features most liked by the workshop group.



Good Example 2: The Electric Palace, South Street

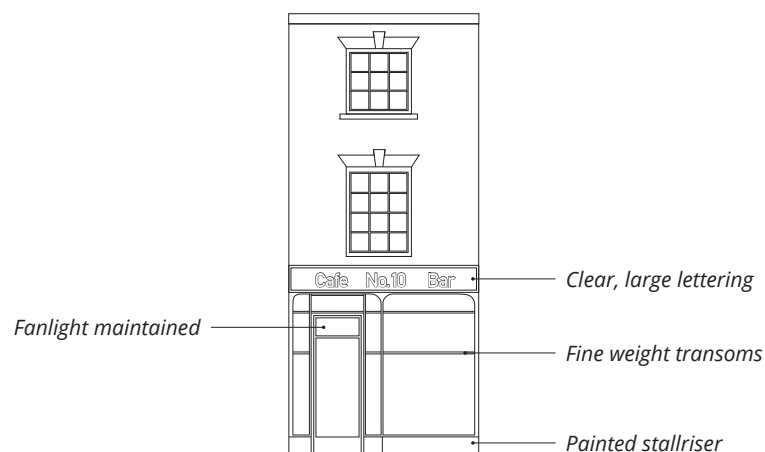
The popular arthouse cinema and theatre dates to the 1920s. The building is two storeys, yet its high ceilings mean it is nearly the same overall height as the neighbouring three-storey building. Its flat roof is stepped at the centre of the façade in classic art deco style, with an architrave spanning across its width below. The slightly protruding central section has two large windows on the first floor, comprising of one horizontal pane at the top and three long vertical panes below. On the stepped back sections of the façade are two narrow windows either side of the central windows, comprising one horizontal pane and two vertical panes.

Large sans-serif letters read 'Electric Palace' upon a thick blue fascia. The ground floor is well-glazed with a wide entrance, leading visitors into the venue via floor to ceiling windows which open out towards the street. This deep doorway acts as a small arcade, which accommodates an estate agent to the left and knitting shop to the right. At both outer edges of the façade is a single deep doorway of a distinctly more private character, leading to residential properties above.



Good Example 3: Café No. 10, East Street

Café No. 10's skinny form is a key part of its charm. This narrow three-storey building sits between two more prominent shops either side, with floor to ceiling glazing on the ground floor providing a glimpse inside. On the second and first floor is a single Georgian window divided into nine and twelve panes, both featuring a simple architrave above. Simple white lettering is set upon a black fascia and the doorway is set back from the street, leading visitors into the interior. The ground floor windows curve into the doorway and are divided into narrow panes with decorative mullions.

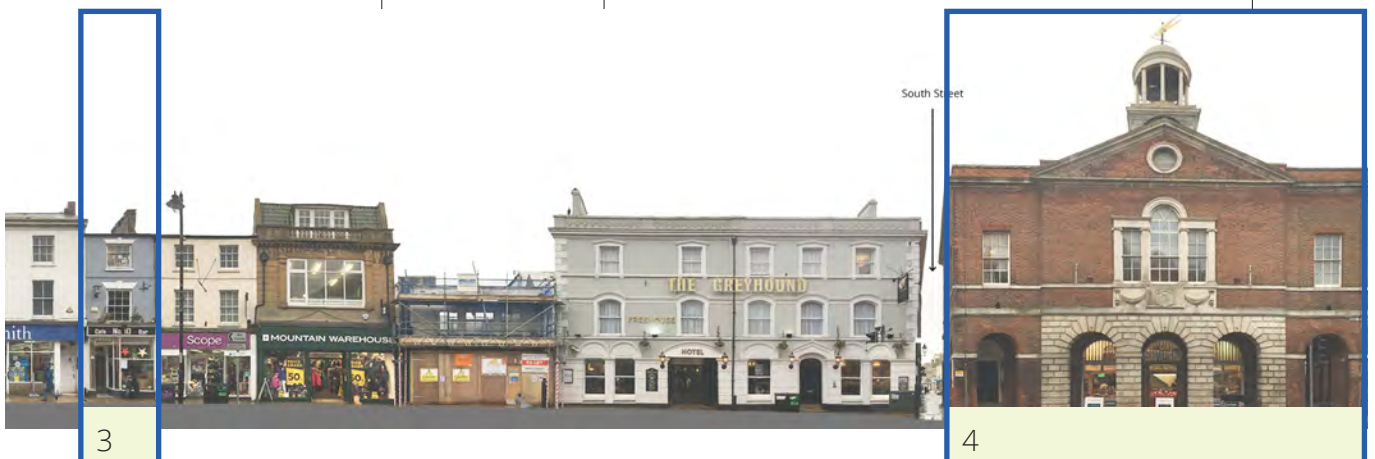
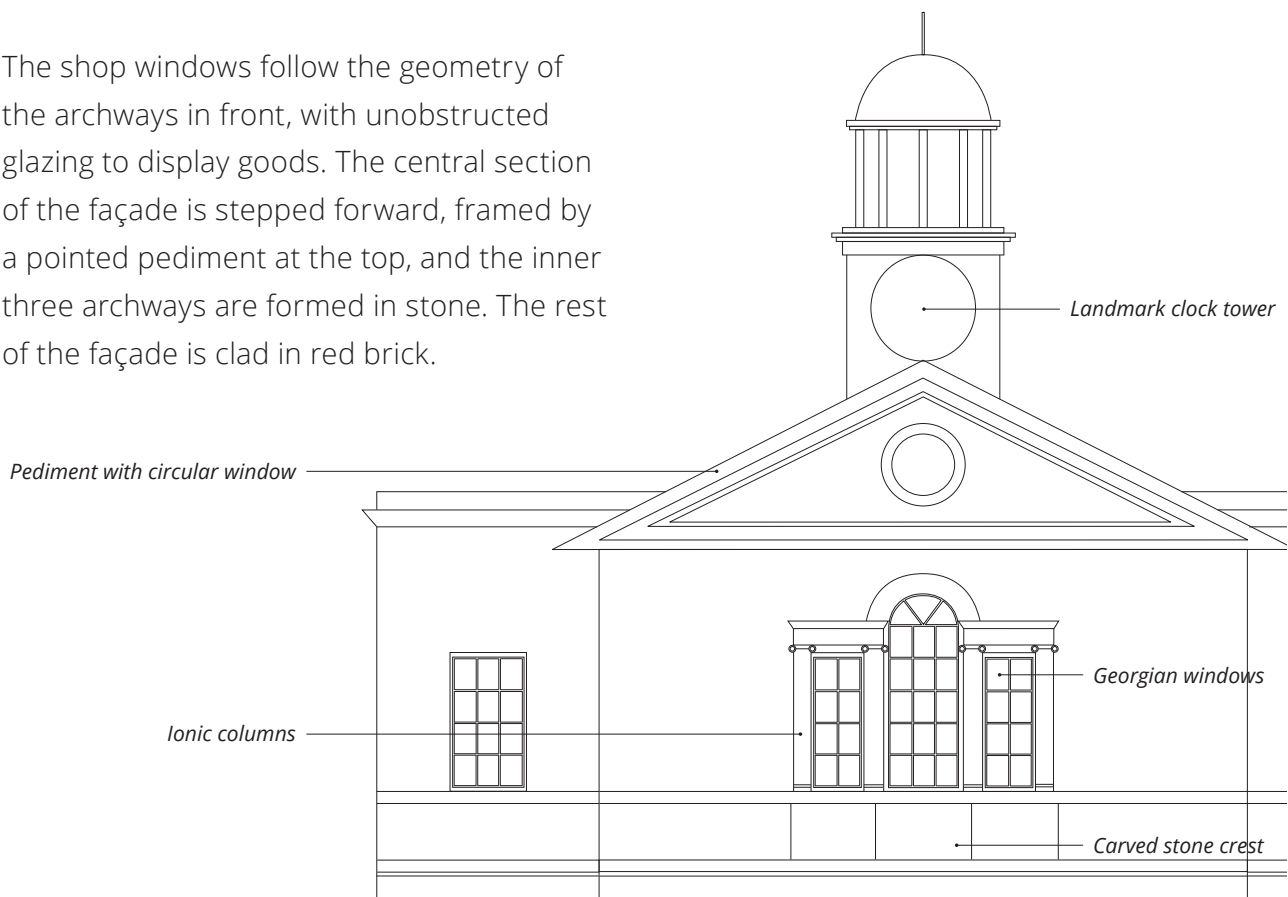


Good Example 4: Frampton's Family Butchers, East Street

This landmark building sits at the crossroads of the high street, with its tall clock tower visible from all directions. Inside can be found the Tourist Information Centre facing onto Buckydoo Square and Frampton's Family Butchers on East Street. The symmetrical East Street façade comprises five archways on the outer skin of the ground floor, leaving a covered walkway between the façade and the inner shop core.

The shop windows follow the geometry of the archways in front, with unobstructed glazing to display goods. The central section of the façade is stepped forward, framed by a pointed pediment at the top, and the inner three archways are formed in stone. The rest of the façade is clad in red brick.

The first floor features Georgian windows; one plain window on each outer edge, with a more decorative window in the centre, below which lies a carved stone crest. This central window comprises three sections, with the outer two each framed by ionic columns and a crosshead, and the inner section in the form of an arch. The triangular pediment features a circular window at its centre. Set back from the façade is the clock tower, topped with a dome supported with columns.



Good Example 5: The Ropemakers, West Street

The two-storey Ropemakers pub is painted a bright pastel green, with white stone quoining down either side of the façade. A chunky chimney and two pitched dormers protrude from the roof. All openings and their decoration are painted white and all windows are Georgian sash windows. The first-floor features three windows; the central window is arched and the outer two are each topped with a crosshead. On the ground floor are two windows in the same style and a doorway on the left-hand side. Large serif lettering reads 'The Ropemakers' on a prominent fascia and a chalk board with the hand-written menu is mounted beside the door. Flower boxes are attached underneath the chalk board and two ground floor windows.

On the ground floor are two windows in the same style and a doorway on the left-hand side. Large serif lettering reads 'The Ropemakers' on a prominent fascia and a chalk board with the hand-written menu is mounted beside the door. Flower boxes are attached underneath the chalk board and two ground floor windows.



Good Example 6: The Pursuit of Hoppiness, West Street

The three-storey building accommodates residential, professional service and food and drink land uses. On the ground floor is the ale and wine house, where the windows have been extended to provide seating and give a glimpse of the activity within from the outside. These are divided into arched panes with decorative mullions of elegant proportions.

The signage comprises lettering cut into frosted vinyl applied to the bottom of the windows, which blends in subtly to the façade. A doorway to the upper floors sits at the right-hand side and its frame curves round to meet the neighbouring building.

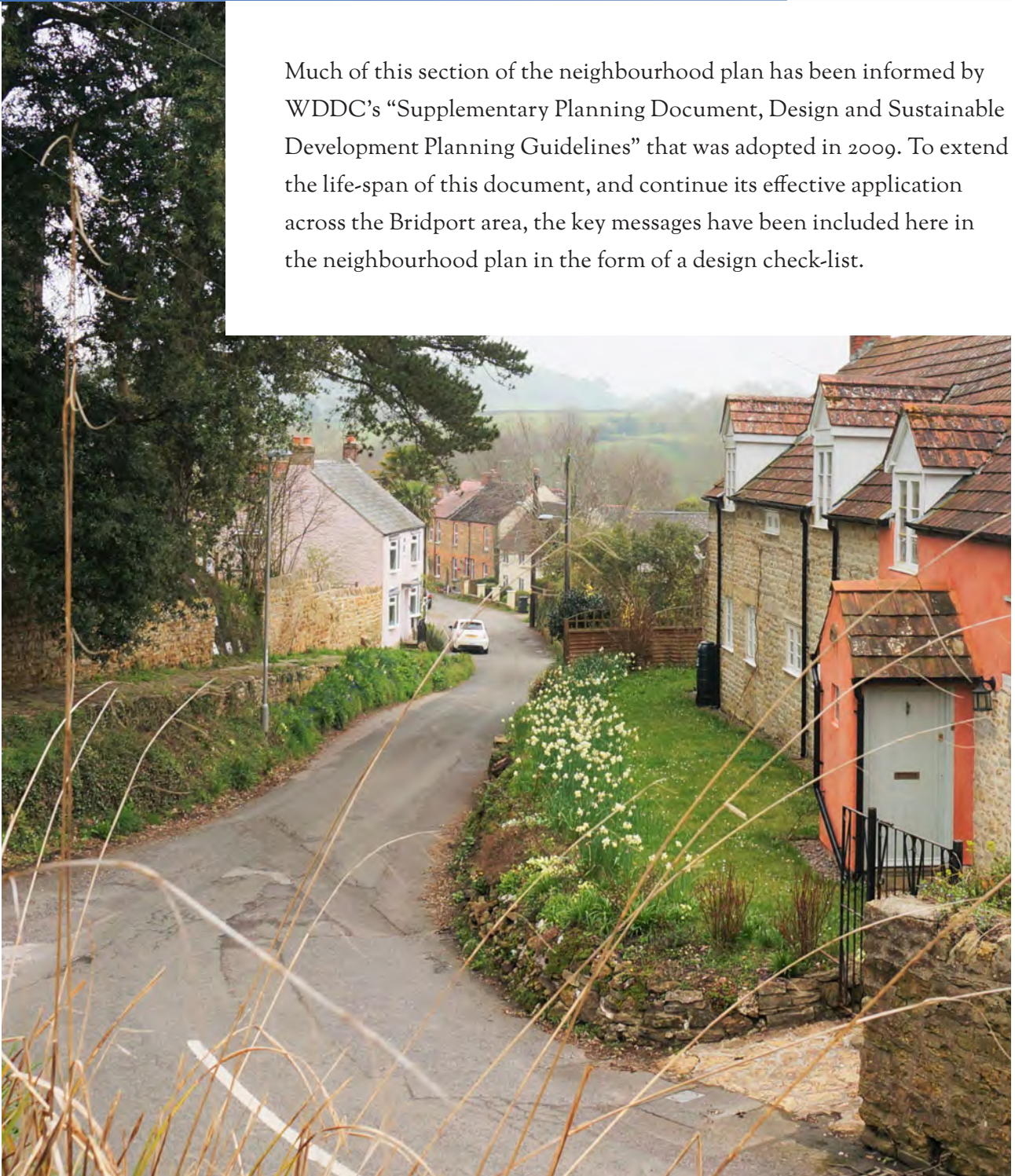
On the first floor are two large bay windows, through which the hair salon can be seen. Cushions line the edges, demonstrating the useable space that bay windows can offer. On the second floor are three smaller Georgian windows, divided into nine panes. A single dormer protrudes from the centre of the roof, located between two large chimneys. The façade is red brick while the ground floor window and door frames are painted a contemporary grey colour.



Appendix B

Design Check-List

Much of this section of the neighbourhood plan has been informed by WDDC's "Supplementary Planning Document, Design and Sustainable Development Planning Guidelines" that was adopted in 2009. To extend the life-span of this document, and continue its effective application across the Bridport area, the key messages have been included here in the neighbourhood plan in the form of a design check-list.



Background to the design check-list

It is not possible within a neighbourhood plan to focus in detail on individual features, properties, or streets in the same way a design brief or planning application can. However, this section of the neighbourhood plan will provide valuable design guidance to landowners, developers, architects, designers, and householders working across the neighbourhood area. It will also provide an information source for members of the community when they wish to comment on design and development proposals.

Check-list structure

For clarity and ease of access, the check-list topics have been structured around three themes as follows: Site & Surroundings; Streets & Spaces; and Form & Detail. As a general rule, the scale becomes more detailed as the check-list progresses, from strategic issues that affect the whole neighbourhood area to building and street level details.

The topics covered by the check-list should be addressed by through a Design & Access Statement (DAS) when applicants are seeking planning permission for development or redevelopment. See Policy D1 General Design.

A. SITE & SURROUNDINGS

01. The right people and organisations should be involved at the design stage

Involving the right people at an early stage will save unnecessary time being spent pursuing schemes that have insurmountable objections and may potentially achieve more support for a project. It may also show opportunities to improve a scheme, which may otherwise be overlooked or go unnoticed until much later in the process.

02. New development should work in harmony with the site and its surroundings

Understanding the site and how it relates to the wider area is essential to ensuring that development can reinforce a sense of local identity, has good access to the local area, and does not adversely impact on neighbouring uses.

03. Create active and overlooked public areas and secure private areas

Although the neighbourhood plan area has a relatively low rate of crime, particularly compared with the national average, some residents still do not feel safe particularly after dark. It is important that public areas are well-used, appropriately lit, and overlooked, to reduce opportunities for crime. Active and overlooked public areas can also add interest to the street scene, in contrast to large expanses of uninteresting, blank walls, enhancing the quality and enjoyment of an area.

04. Create walkable and accessible neighbourhoods and plan for a thriving public transport network

Developments that promote lifestyles which are not reliant on the car and provide natural opportunities for healthy recreation and social interaction, go some way towards creating better places that will not harm the environment in the longer term. This can be achieved by planning for a thriving public transport network and developing walkable neighbourhoods in Bridport neighbourhood plan area.

05. Land use in a mixed-use area

It is expected that a sustainable, mixed-use neighbourhood will contain a balance of homes, local services, community facilities and employment workspace. This should be made up of:

- a mix in the size, type, and affordability of homes
- a reasonable range of local services and community facilities in comparison to the size of the neighbourhood being served and considering access to alternative facilities. Consideration should be given to the provision of local shops, a community hall, education, and healthcare facilities, public open space including provision for children's play and allotments, and art or cultural facilities
- a range of offices, workshops and other land uses that support local employment, ideally including a mix in the size, type, and affordability of units

06. Inclusion of public art

Public art and design can help raise the quality of a development. There are many areas where a creative and design-led approach can provide additional benefits. For example, an artist may generate new ideas about how the development could respond to and enhance local character, draw attention to local links, add new landmarks or memorable places.

07. Maintain and enhance local character

It is important that new development is read as being part of, and belonging to, the area in which it is placed. The overall settlement form and street pattern, local features, such as trees and spaces, together with building forms and traditions, such as the materials used, and styles adopted, all help create a local identity which distinguishes one place from another.

08. Reinforce local character and produce an understandable layout

Thorough site assessments and an awareness of the relevant landscape character, urban character assessments or conservation area appraisals will help an applicant understand the settlement form and identify local features that should be incorporated into the development to help reinforce local character.

09. Create and sustain an appropriate mix of uses

The provision of a range of facilities and employment areas together with new housing will help to increase the level of self-containment reduce the need for car-based travel, and enhance the vitality, viability, and sustainability of that area in the long term. Planning should aim to ensure that places people go to often (such as their place of work, local shops, school and doctor's surgery, recreation spaces, community hall and public transport) are in a reasonable walking distance of their homes.

10. Make efficient use of land

The most efficient use of land is achieved through higher density, mixed use developments. Higher densities should be in the most accessible locations. Low densities (i.e. below 30 dwellings per hectare are not acceptable) unless local character, lack of infrastructure or poor accessibility of a location justifies otherwise.

The route network, size, and shape of plots, and use of outside space, will all have a bearing on the density of development. Well-defined streets and spaces within a perimeter block layout tend to make the most efficient use of land in built-up areas. Distributor or service roads and road layouts that need large turning areas are less efficient and unlikely to produce a reasonable degree of enclosure.

11. Appropriate form of development

The perimeter block is a tried and tested type of structure for providing a convenient and well-connected layout on larger development sites. It limits the amount of space given to roads and turning areas for vehicles and offers good levels of security to the backs of properties. It can take a wide variety of forms, including rectangular blocks based on a grid, concentric or circular patterns designed to promote access to local centres or public transport routes, and more irregular layouts with an 'organic' character which look like they have been developed over some time.

12. Public open space and its location

Public open space can perform a range of functions, as well as being an important element in the identity and character of an area. The council's audit and assessment of open space, sport and recreation facilities identified seven types of open space, ranging from quiet, informal areas and natural green space, to more urban civic squares, active play areas and sports pitches. The size of the space will also depend on the activities proposed, and its relation to surrounding buildings.

13. Reducing energy running costs

The orientation and design of buildings to benefit from natural light and heat from the sun, and avoid overheating, is known as passive solar design. Such design, which may not add much to the building cost, can make significant savings to heating and lighting costs during the building's lifetime.

14. Achieve high standards of environmental performance

In the UK, much of our carbon emissions and water consumption are caused using buildings. By installing devices that use water and energy more efficiently, and using renewable sources where practical, there is potential for significant carbon and water savings. A significant amount of energy and resources is expended on the construction of new buildings. Choosing the right location away from areas that are prone to flooding or land instability is a key factor in ensuring a development's durability.

The right design and materials will also play an important role in increasing the life of the development. Development that is easy to maintain and can adapt to meet the needs of a range of potential users will last longer and will also be less likely to remain vacant for long periods.

15. Minimum plot size

There is no minimum standard, as a variety of factors need to be considered, and plots widths will vary. As a guide, a plot width of about 6 to 7 metres will tend to provide a flexible form that can accommodate a range of uses. Plot widths of less than 5 metres will be more challenging to develop well.

16. Sub-dividing or amalgamating land

Where there is a strong grain of character in terms of plot size, orientation, or shape, this should be reflected in the subdivision or amalgamation of plots, unless one or more of the following would result:

- this would reduce the density of development to below acceptable levels
- there would be insufficient space to retain features that are either locally significant or important for local character
- on-site requirements for sustainable drainage, garden space, parking provision and storage could not be provided
- the resulting layout would severely limit the energy efficiency of any subsequent development
- the resulting layout would severely limit connections to the surrounding route network
- the resulting development would severely limit the privacy or daylight to any subsequent development or adjoining development.

B. STREET & SPACES

17. The creation of well-defined streets and spaces is encouraged

In built-up areas, the relationship between the buildings is a major factor in defining the character of the street and is also important in reducing fear of crime. This relationship is determined by the extent to which the street or space is clearly defined, the likely or perceived levels of activity and overlooking and the strength of local character.

18. Building set-backs from the street

Setting back buildings from the street influences local character, the degree of privacy given to ground floor rooms, and the ability to accommodate storage and servicing arrangements at the front of the building.

19. Pavement dimensions

The minimum unobstructed width of pavements should generally be 2 metres, although greater widths will be required at bus stops, shopping areas and other places of high pedestrian activity. Obstructions from signposts, lighting columns, trees, litter bins, refuse bags left out for collection, seating and other street furniture can be a hazard for blind or partially-sighted people.

20. Traffic speed management

In residential areas, or where there are high levels of pedestrian activity, the design should aim to keep traffic speed below 20mph. The arrangement of buildings and spaces should manage this, without the need for conventional traffic-calming measures such as signs, speed humps and chicanes.

21. Kerbs and street edges

In settlements, kerbs should normally be used to separate pedestrian areas from traffic, as they offer some protection to pedestrians, assist blind or partially-sighted people in finding their way around, and can help channel surface water. However, the widespread use of smooth faced, precast concrete kerbs, generally 150 millimetres high, has brought a standardised appearance to highway design. The designer needs to evaluate both the engineering needs of highway design and the relevance of local context in determining the best solution.

22. Pedestrian and bicycle routes

Providing a separate pedestrian or bicycle route away from the street should only be considered as a last resort. Where routes are planned away from development and would not be overlooked by buildings, the potential fear of crime will need to be carefully considered.

23. Providing on-street parking

On-street parking can provide a convenient and efficient solution where cars are well overlooked from surrounding houses. It can reduce the need for visitor parking and provide a traffic-calming effect. On-street parking needs to be reasonably near to the homes it is intended for and overlooked by buildings that will provide a degree of surveillance.

24. Providing parking in-curtilage

Parking within a plot is unlikely to make the most efficient use of land but may be the only option available on smaller or individual sites or when on-street or parking courtyards are not an option.

25. Providing parking courtyards

Parking courtyards in perimeter blocks can provide the best solution in higher density, built-up areas where the extent of parking provision needed may otherwise dominate the street scene. However, it needs careful design to ensure that areas are safe, and the enjoyment of rear gardens not unduly diminished.

26. Lighting levels

Effective lighting may be needed to achieve good visibility and reduce fear of crime. Care needs to be taken to avoid unnecessary light pollution and minimise clutter in the street environment. It is important that lighting engineers are involved at an early stage in the project design.

27. Provision for buses

Streets currently or likely to be used by buses should be identified in the design process. In general routes are more likely to succeed if they are reasonably direct and can give priority to buses at junctions or links where delays may occur. This will reduce journey times.

28. Building height

In rural areas, building heights have tended to range from two to three storeys, with some single and one and a half storey dwellings. Storey heights vary. The height will need to consider the character and period of the local area or existing building.

29. Building width and depth

The form of the building will often depend upon the plot shape and orientation. Narrow frontage, deep plan forms are usually found in higher density, terraced areas where plot widths are narrow. Shallow plan forms predominate elsewhere and provide more varied street layouts with a mix of dwelling frontages, garden, and garage walls.

C. FORM & DETAIL

30. Materials choices

The choice of materials should reinforce local character and a sense of place, although where this would require the use of materials that are the most harmful to the environment, an alternative material should be used. The materials will also need to be appropriate to the anticipated levels and type of use.

31. Create high quality architecture

High quality architecture should result in attractive development in which the community feel a sense of ownership and pride. This can depend on factors such as:

- *Windows & walls* – The relationship between wall space and windows (technically known as the solid to void ratio). In traditional buildings the construction techniques and materials available kept windows small with large areas of wall surround. Modern building techniques and advances in the manufacture of glass has meant that the size and distribution of windows is no longer restricted, and glazed areas can effectively take up a much higher proportion of the wall space. The proportion, elegance, scale, symmetry or asymmetry and positioning of its doors and windows. In good designs, this help establishes a vertical or horizontal emphasis or pattern and the same proportion may be repeated or reoccur elsewhere in the design to achieve a visually balanced result.

- *Design details* – The richness of detail particularly important on landmark buildings and at ground level, where it is seen close-up. Unless there is a particularly strong sense of uniformity, designs should allow for some variation and expression of individuality. It is important that good quality should span the whole development, and variation in designs should not highlight groups in society. Affordable housing, for example, should not look different from similarly sized private housing.
- *Quality materials* – The quality of materials used and workmanship, both in terms of their appearance and future maintenance requirements.
- *Working with the surroundings* – The coherence or harmony with the surrounding development and the extent to which any changes might reinforce local character.

32. Architectural detailing

The level and richness of detailing should be appropriate to the status of the building within the street, and local character. In the case of extensions, the detailing should match or respect that on the original building. Quirky or interesting features provide buildings with a degree of individuality. However, they should not result in a cluttered appearance, be out of proportion with the rest of the building or be difficult to maintain to a good standard.

33. Subdividing a house

The subdivision of homes will have a bearing on the overall occupancy level and internal room sizes. Homes with small rooms may in the longer term be less sustainable. This is because they have limited scope to support the needs of growing families or people wishing to work from home.

34. Distance needed between properties

There is no minimum distance stipulated between neighbouring properties, however the need to ensure adequate privacy and daylight is important. Usually, 20 metres between facing buildings will normally give good privacy between the rear of buildings. Closer distances may be possible where homes are not directly facing each other, or suitable screening can be achieved.

35. Listed building energy efficiency

The range of Listed Buildings in the neighbourhood area is vast, from older churches to simple cottages and barns. Because of their long-life spans, many would be considered inherently sustainable. There is also consensus that many Listed Buildings can sustain some degree of sensitive alteration. However, because even minor works which may seem of little importance can be very destructive to a building's special interest, each case will need to be considered on its own merits.

36. Technology considerations

Consideration should be given to how technologies that could potentially help disabled or other user be retro-fitted into homes. For example, skirting ducts could be designed to allow new cabling to be installed with minimal disruption.

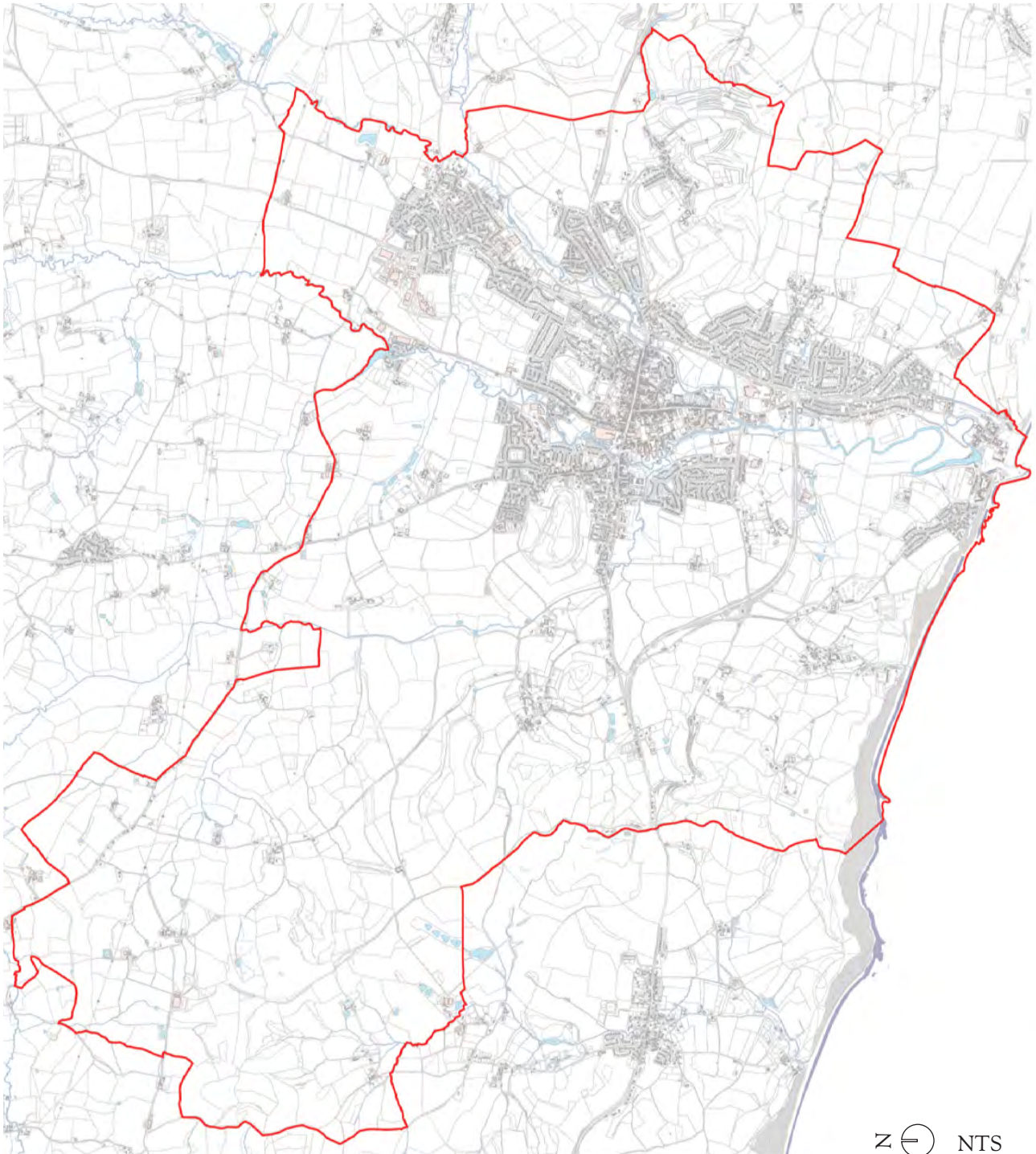
37. Distribution of rooms

The distribution of different room types should consider the need for privacy and daylight. The least private rooms, such as living rooms, are more appropriately placed at the front of the building, with more private rooms (such as bedrooms and bathrooms) that are less likely to contribute to overlooking better suited to the backs.

Appendix C

Plan of the Designated Neighbourhood Area





Bridport Area Neighbourhood Plan — Designated Neighbourhood Area

Please send your comments on the draft neighbourhood plan by Friday 7th September 2018 in the following ways:

/ web www.vision-2030.co.uk and go to the online survey

/ post David Dixon, Project Manager,
Bridport Town Council, Mountfield,
Bridport, Dorset, DT6 3JP

Copies of the full document are available online at www.vision-2030.co.uk with print copies of the document and questionnaire available from Bridport Library, Tourist Information Centre, Bridport Town Council offices and the parish clerks.

Thank you.

