

Land use and site assessment

National and district planning context

National Planning Practice Guidance

Paragraph 42 of the National Planning Practice Guidance (NPPG) confirms that a neighbourhood plan can allocate development sites subject to meeting the required appraisals, assessments and viability tests¹. Paragraph 44 goes on to state that a neighbourhood plan can allocate additional sites to those in the Local Plan where this is supported by evidence to demonstrate need above that identified in the Local Plan.

National planning policy states that the neighbourhood plan should support the strategic development needs set out in the Local Plan, plan positively to support local development and should not promote less development than set out in the Local Plan or undermine its strategic policies. Nor should it be used to constrain the delivery of a strategic site allocated for development in the Local Plan.

West Dorset, Weymouth & Portland Adopted Local Plan 2015

The Local Plan currently includes five site allocations. As confirmed with West Dorset District Council planning team, the only strategic allocation in the Neighbourhood Plan area is BRID1:

Policy number	Policy name	Local Plan allocation
BRID1	Land at Vearse Farm	Strategic site for 760 houses, 4HA key site employment land
BRID2	Land off Skilling Road	40 houses
BRID3	Land to the East of Bredy Veterinary Centre, off Jessopp Avenue	40 houses
BRID4	Future Town Centre Expansion	Car parks at Rope Walks and the Coach Station identified for additional retail use
BRID5	St Michael's Trading Estate	Mixed use development with 105 houses

The Local Plan housing allocation for the Neighbourhood Plan area is currently 945 houses; the Neighbourhood Plan cannot promote less development than this and specifically, it must not undermine or constrain the Vearse Farm strategic allocation.

Neighbourhood Plan – assessment and consultation

In the early stages of the Neighbourhood Plan development, community consultations identified a particular local need for more affordable housing, including lower cost rented housing². The Steering Group deemed that whilst further formal evidence on housing need and other land use needs would be required, it was *likely* that there would be a need to allocate sites additional to those in the current Local

¹ <http://planningguidance.planningportal.gov.uk/blog/guidance/neighbourhood-planning/preparing-a-neighbourhood-plan-or-order/>

Plan. On this basis, it was decided to proceed with examining potential sites for development in the area.

Site assessment

One of the working groups of the Neighbourhood Plan was Land Use and Locations group; chaired by Andrew Leppard, other members were Gavin Fryer, Sue Fryer and Maureen Jackson. Two 'calls for sites' were undertaken by the Land Use working group in early 2016; a further call was undertaken by the District Council in August 2016, as part of the Local Plan review. In total, sixteen sites were either put forward by local landowners, or included in the Local Plan review.

An invitation was sent to all Parish Councils, members of the Neighbourhood Plan group and officers with technical expertise from district and county councils to jointly visit all of the sites as a first stage assessment. Two days were planned for the site assessments – and the site visits took place on 7 and 12 December 2016. The County Council Highways Officer did not attend but provided written feedback to the group prior to the visit on the potential highway suitability of the different options. The Conservation Team at the District Council did not attend but indicated that they will provide input on selected sites if a decision is taken to include them as site allocations.

The assessment process concluded that there are very few sites that are likely to deliver the type of development that had been identified as important for the neighbourhood plan. Whilst three of the sites had only relatively minor issues, combined they are only likely to deliver in the region of 10 dwellings. The remaining sites that may have parts that are suitable for possible development all have major issues associated with their delivery.

The full report on the site assessment process can be found in Appendix A.

Working group findings

In parallel with the site assessment work by the Land Use group, the six remaining working groups (Housing, Transport, Economy, Environment & Heritage, Community Facilities and Climate Change) continued with their research, evidence gathering and consultation with relevant organisations and agencies, such as the district and county councils. The findings of most of the groups were that whilst there is a local wish to protect existing land uses such as employment sites, green spaces and sports and play areas, there was not an overwhelming need to allocate *additional* land for these uses.

The Housing group had completed its first draft of the Housing Needs Assessment and through this identified that there is a particular *local* need for affordable and low cost rented housing. This had also been reflected in the 364 people registered as approved applicants for Social Housing on the district council's housing waiting list (March 2017). The group therefore wanted to try and find the best way to address this particular need through the Neighbourhood Plan.

Whilst the current Local Plan contains a 'requirement' of 35% affordable housing in developments where viable, around 17% affordable homes had actually been achieved through new developments over the past 5 years across the district³ and

² <http://www.vision-2030.co.uk/questionnaires-results/>

³ Based on data from <https://www.dorsetforyou.gov.uk/article/331424/Housing-Completions-2000---2014> and for 2014/15 and later (West Dorset only) from https://www.dorsetforyou.gov.uk/media/218922/Annual-Monitoring-Report-2015-16/pdf/AMR_2015-16.pdf

planning officers have advised that this is actually an 'aim' or 'starting point for negotiations' with developers. The concern for the Housing group is that if this rate of affordable housing delivery continues, Bridport's housing need is not going to be met.

The Neighbourhood Plan Steering Group gave careful consideration to the issue of land allocation, given the challenges to find suitable sites. Initially, it was felt that there was not a great enough need to allocate additional sites as the Local Plan has sites enough for 945 houses (discussed at a meeting on 26th April 2017⁴). However, following further discussion with officers at West Dorset District Council (WDDC), it was agreed that this should be a matter for community consultation (meeting 31st May 2017⁵).

Officers at WDDC advised the group that if the need was specifically for affordable housing, exception sites outside the development boundary should be considered for up to 100% affordable housing. As this would require development in an environmentally sensitive area (AONB), it was appropriate to put this question out as part of the wider community consultation (pre-regulation 14).

Community consultation

WDDC officers assisted with the wording of two key questions on the issue of allocating additional sites for housing in the community consultation:

Q: Do you think the Neighbourhood Plan should allocate new sites for development for up to 100% social housing?

In response to this question, 49% voted no, 40% yes and 11% had no opinion. Examining the comments made to this question, the key concern was that housing should be integrated and not 100% (or too high a rate) of any one type.

Q: Consultation has shown that lower cost rented housing is a high priority for our area. We haven't identified enough suitable sites to meet this need. Do you think we should try and allocate land outside of the existing built up area to accommodate all, some or no affordable housing?

The responses to this were 62% some of it, 28% none of it and 10% all of it. In the detailed comments to this question, the majority responded that priority should be given first to brownfield sites and existing properties and there was a strength of feeling against building on greenfield sites and encroaching further into the AONB. There were also comments regarding the need for affordable housing sites to be more centrally placed so that services could be easily accessed by those who may not have transport.

This left the Housing group with the conclusion that whilst there is clear support for meeting some of the local affordable/low cost rented housing need, there is a preference for it to be well integrated with other developments, preferably within the development boundary and for brownfield sites to be prioritised where possible.

Conclusion

The site assessment work had already identified that any new development sites in the Bridport area are going to have challenges; whether they are environmental, through loss of special AONB landscape or flooding/drainage issues, or due to highways concerns and isolation from services or the visual impact to a wider area.

⁴ <http://www.vision-2030.co.uk/minutes/minutes-2017/april-2017/>

⁵ <http://www.vision-2030.co.uk/minutes/minutes-2017/may-2017/>

No significant sites were deemed as particularly suitable for the scale of development that could help to meet the affordable housing need.

The community consultation exercise reflected that local people are not against affordable/low cost rented housing, but just prefer it to be integrated as part of other types of housing and within the existing development boundary.

For this reason, the Housing group has decided not to allocate additional sites in the Neighbourhood Plan. However both the Housing group and the Steering Group have suggested that:

- There should still be a non-site-specific policy in the Neighbourhood Plan to encourage suitable affordable housing sites to be brought forward, with clear guidance on what would be deemed appropriate. Examples in other NPs have been seen and can be adapted for the Bridport area.
- Additional work is needed, in collaboration with the district council, to try and strengthen affordable housing delivery in Bridport. If the 35% affordable housing target was met, it would reduce the housing waiting list significantly. If 38% were affordable, the housing waiting list could theoretically be reduced to zero.

Local Plan policy HOUS1 states: 'The level of affordable housing required reflects the viability of development land in the local area, and will be 35% in Weymouth and West Dorset'. Current Government consultation is proposing: 'to make clear in the National Planning Policy Framework that where policy requirements have been tested for their viability, the issue should not usually need to be tested again at the planning application stage.'⁶ If this is implemented through the NPPF, it would seem more likely that the Local Plan requirement of affordable housing could be achieved, or at least at a higher rate than is currently being delivered.

⁶ Para 113 DCLG 'Planning for the right homes in the right places: consultation proposals' (2017)

Appendix A – Site Assessment Survey

Bridport area first stage site assessment survey – Consultation Draft produced by Jo Witherden, Dorset Planning Consultant January 2017

Background

The “Land Use and Locations” key objective is to ensure that sites that are needed for development are selected to best meet the range of local needs identified in the Plan, and designed in keeping with the local character of that area.

During 2016 work has also progressed on the other themes, and the emerging land use requirements for the delivery of the other neighbourhood plan objectives appear to be:

<u>Theme</u>	<u>Potential need</u>	<u>Potential constraint</u>
ENVIRONMENT AND HERITAGE	⇒ --	green river corridors undeveloped hills and green skylines key views gaps between settlements
CLIMATE CHANGE	⇒ --	--
HOUSING	⇒ affordable housing	--
LOCAL ECONOMY	⇒ flexible workspace opportunities and start-up facilities	--
COMMUNITY FACILITIES	⇒ --	--
SUSTAINABLE TRANSPORT	⇒ temporary peak-time/overflow car parking	supporting more sustainable transport options

Sites Assessed

Two ‘call for sites’ were undertaken by the Neighbourhood Plan group in early 2016 and a further ‘call for sites’ was undertaken by the District Council in August 2016. Although the latter did not identify many further sites through landowner contact, broad locations for growth have been identified for further consideration (and the District Council plan to consult on these starting February 2017)

The following sites (sources as shown) were therefore assessed. These are mapped in **Appendix 1**.

<u>Ref</u>	<u>Location</u>	<u>Parish</u>	<u>Call for sites</u>	<u>Local Plan ref</u>
1	Land at Little Orchard Farm	Allington	✓	
2	Land at Allington Park	Bridport	✓	
3	Land west of Watton off Broad Lane	Symondsburry	✓	BR6
5	Land off Happy Island Way	Bradpole	✓	BR2
6	Land off Jessopp Avenue	Bradpole	✓	
7/8	Land north of Townsend Way	Bradpole	✓	BR4
9	Land at Waddon Barn Paddock	Allington	✓	
10	Watton House Barn	Symondsburry	✓	
11	Land off Victoria Grove	Bridport	✓	
12	Land east of Mangerton Lane	Bradpole	✓	

<u>Ref</u>	<u>Location</u>	<u>Parish</u>	<u>Call for sites</u>	<u>Local Plan ref</u>
13	Watton Hill	Bradpole & Bridport	✓	
17	Land east of Home Farm	Bradpole		BR3
18	Land east of Watton	Symondsbury		BR5
19	Land off Dottery Road	Allington		BR7
20	Land north of Gore Cross	Bradpole		BR4
21	Land west of Lee Lane	Bradpole		BR2

The broad location of growth south-east of the town (BR1 / site ref 14) was not assessed because the main landowner confirmed that they no longer wish for the site previously submitted to the District Council's SHLAA to be considered. The other two potential larger SHLAA sites (site ref 15 Church Farm, Bothenhampton and site ref 16 Old Forge, Bothenhampton) were also not assessed as contact was not forthcoming from the landowners regarding their availability.

St Michael's Trading Estate (site ref 4) was not assessed as part of this project as the site is already a Local Plan allocation, and a separate meeting was held with the landowner to understand their views.

Assessment Process

An invitation was sent to all Parish Councils, members of the Neighbourhood Plan group and officers with technical expertise from district and county councils to jointly visit all of the sites as a first stage assessment. Two days were planned for the site assessments – and the site visits took place on 7 and 12 December 2016. The County Council Highways Officer did not attend but provided written feedback to the group prior to the visit on the potential highway suitability of the different options. The Conservation Team at the District Council did not attend but has indicated that they will provide input on selected sites if a decision is taken to include them as site allocations.

On the site assessment days, maps and forms were provided for written feedback, which included the initial findings from the preliminary desktop checks regarding the following potential constraints:

Theme	Preliminary checks	Likely additional checks
Biodiversity, flora and fauna	<ul style="list-style-type: none"> - Sites of Special Scientific Interest (and European designations) as shown on Dorset Explorer - Sites of local nature conservation interest as included on the Local Plan map 	<ul style="list-style-type: none"> - DERC records search - Preliminary walk over ecological survey
Landscape	<ul style="list-style-type: none"> - AONB (the entire area lies within the Dorset AONB) - Heritage Coast as shown on Dorset Explorer 	<ul style="list-style-type: none"> - Consultation with the Dorset AONB Team. If possible harm highlighted, landscape visual impact assessments may be required

Theme	Preliminary checks	Likely additional checks
Cultural heritage	<ul style="list-style-type: none"> - Conservation Area and Listed Buildings as shown on Dorset Explorer - Historic Parks and Gardens as identified by Dorset Gardens Trust - Scheduled monuments and undesignated monuments as shown on Dorset Explorer 	<ul style="list-style-type: none"> - Consultation with the historic environment teams at WDDC and the County Council. If possible harm highlighted, heritage assessments may be required to establish impact on setting and significance of heritage impacts
Soil, water, air and climatic factors	<ul style="list-style-type: none"> - Fluvial flood risk and surface water flooding as shown on Dorset Explorer 	<ul style="list-style-type: none"> - Agricultural land value for large areas of farmland - Land contamination and pollution if appropriate - Minerals safeguarding

The above preliminary checks were based on the main findings from the early SEA scoping, reproduced in **Appendix 2**. A screening decision on the SEA has yet to be reached, and is pending the decision on whether the plan will allocate sites.

A final session was facilitated with all the group members on 10 January 2017 to identify main findings and conclusions. A summary of key constraints and written feedback received from individuals attending the site visit was made available.

A list of attendees is provided in **Appendix 3**.

The aim of the assessment was to look at any constraints on and around the sites, and consider whether the site may be useable and suitable (in whole or part) for the needs identified by the Neighbourhood Plan, and consider any other factors to note (such as mitigation requirements or key features / issues to highlight through the Neighbourhood Plan or responses to the Local Plan consultation). It was made clear to all participants that, in addition to public consultation, further technical work on the suitability of sites will be required if sites are to be progressed as site allocations in the plan.

The following section of this report summarises the general conclusions and recommendations from the site assessments, for consideration by the Steering Group. More detailed information on the assessment each site is contained in **Appendix 4**.

Impressions

The following table summarises the main comments on each site, based on group discussion on the final assessment day. This focused on the potential of each site to meet the needs identified through the neighbourhood plan research.

Ref	Location	Useable	Suitable	Comments
1	Little Orchard Farm	None	Unsuitable	Although similar to site 9, adverse impacts considered to outweigh potential benefits of development
2	Allington Park	Part	Minor Issues+	Very limited potential for up to 3 homes, highly unlikely to meet affordable criteria.
3	West of Watton	Part	Major Issues	Major uncertainties over road infrastructure and likely to raise AONB objections. Adverse impacts greater than land to the east (site 18).
5	Happy Island Way	Part	Major Issues	Highly controversial site. Potential capacity for approximately 20 – 30 homes on lower SW portion. Should require improved public access and management of higher ground as green open space. Drainage strategy may also be required.
6	Jessopp Avenue	Part	Minor Issues	Limited potential for approximately 6 homes. Should require improved public access and management of green corridor adjoining the river and retention of trees
7 / 8	Townsend Way	Part	Major Issues	Highly controversial site likely to raise major AONB objections. Drainage strategy could provide local benefits, and improved walking / cycle links should be requirement. Check key public views towards site identified.
9	Waddon Barn Paddock	Nearly all	Major Issues	Isolated location but potentially suitable for employment (expansion of existing site), subject to further assessment of heritage and visual impact. Improved walking / cycle links should be considered.
10	Watton House Barn	All	Minor Issues+	Very limited potential for 1 home, highly unlikely to meet affordable criteria.
11	Victoria Grove	None	Unsuitable	Not considered suitable for development. Check key views towards site considered. Consider designation of southern portion as Local Green Space.
12	East of Mangerton Lane	None	Unsuitable	Not considered suitable for development. Consider designation of upper portion, particular in relation to scheduled monument, as Local Green Space. Check key public views towards site identified.
13	Watton Hill	None	Unsuitable	Not considered suitable for development. Consider designation of land as Local Green Space, particularly upper slopes and areas with public rights of way
17	Home Farm	None	Unsuitable	Not considered suitable for development, other than re-use of existing farm buildings which would be allowed if appropriate under current policy. Consider designation of land between Home Farm and river corridor as Local Green Space.

<u>Ref</u>	<u>Location</u>	<u>Useable</u>	<u>Suitable</u>	<u>Comments</u>
18	East of Watton	Part	Major Issues	Major uncertainties over road infrastructure and availability. Further assessment of visual impact required. Improved walking / cycle links should be considered
19	Dottery Road	Part	Major Issues	Potential capacity for approximately 30 – 50 homes on lower land west of Dottery Road, subject to overcoming highway concerns, however availability and heritage significance unknown, and former use may require costly remediation. Improved walking / cycle links should be considered. Check key views towards site considered.
20	North of Gore Cross	None	Unsuitable	Not considered suitable for development. Check key views towards site considered.
21	West of Lee Lane	None	Unsuitable	Not considered suitable for development.

+ although marked as minor, the potential preclusion of affordable housing delivery is a major issue

The main local issues highlighted through the site assessment process

Key issues that were common to many sites were the impact on and adequacy of road infrastructure, and the visibility and sloping nature of many of the sites. The contribution that both the river corridors and undeveloped higher ground make to the character of the town was also clear, together with the rural character of many of the lanes and places close to or even within the built-up area. As such this has highlighted the need to consider views and local green space designations in relation to a number of the sites.

Members of the group were also knowledgeable regarding past planning consultations on some of the sites that have been put forward, where development has previously been strongly resisted by local residents (a factor that needs to be taken into account in what is a community-driven plan).

Should the Neighbourhood Plan allocate sites for development?

There are very few sites that are likely to deliver the type of development identified as important for the neighbourhood plan. No site options for temporary peak-time/overflow car parking were identified. Three sites (2, 6 and 10) have only relatively minor issues but altogether are only likely to deliver in the region of 10 dwellings, and due to the costs associated it is uncertain without further testing whether these could include any affordable housing. The remaining sites that may have areas that are suitable (3, 5, 7, 8, 9, 18, 20) all have major issues associated with their delivery. However if confirmed as available and allocated in the neighbourhood plan, they could provide an additional employment site and a significant number of affordable homes (although due to mitigation required the amount of affordable homes may be limited), and the neighbourhood plan policies could be more explicit about site-specific requirements.

There are three options identified to consider going forward, that the plan does not allocate sites, that it allocates the most suitable sites, or that it allocates all potentially suitable sites. If sites are to be allocated, public consultation should take place on the preferred and discarded sites.

	Option	Pros	Cons
1	The NP does not allocate sites for development (though it may still encourage development that is in accordance with the Local Plan exceptions for employment and for affordable housing, potentially allowing cross-subsidy of such sites where viability would otherwise preclude development).	Unlikely to be controversial or raise significant local objections Less evidence required	Uncertainty over delivery of some of the NP objectives Without site allocations the NP will not benefit from greater weight in the absence of a 5 year housing land supply and presumption in favour of sustainable development
2	The three sites with only minor issues (sites 2, 6 and 10) are allocated for development in the NP (these should be subject to early consultation)	NP is acknowledged to be responding to the opportunities that are available and deliverable	Limited scope unlikely to have major impact on delivery of some of the NP objectives Evidence / effort required may be disproportion to 'gain'
3	All sites that are potentially suitable for development are allocated (these should be subject to early consultation), subject to landowner confirmation of their availability and production of necessary impact assessments	NP more likely to provide added benefit in terms of delivering the type of development required, and should also benefit from greater weight in the absence of a 5 year housing land supply	Significant additional evidence / effort likely to be required to demonstrate that the major issues can be addressed, and some sites are likely to raise significant local objections

Should the Neighbourhood Plan seek to influence the Local Plan review decisions on the broad options for development?

The site assessment findings indicate that a number of the options identified in the forthcoming Local Plan consultation are unsuitable for development, and the findings also highlight a number of potential concerns regarding some of the remaining areas.

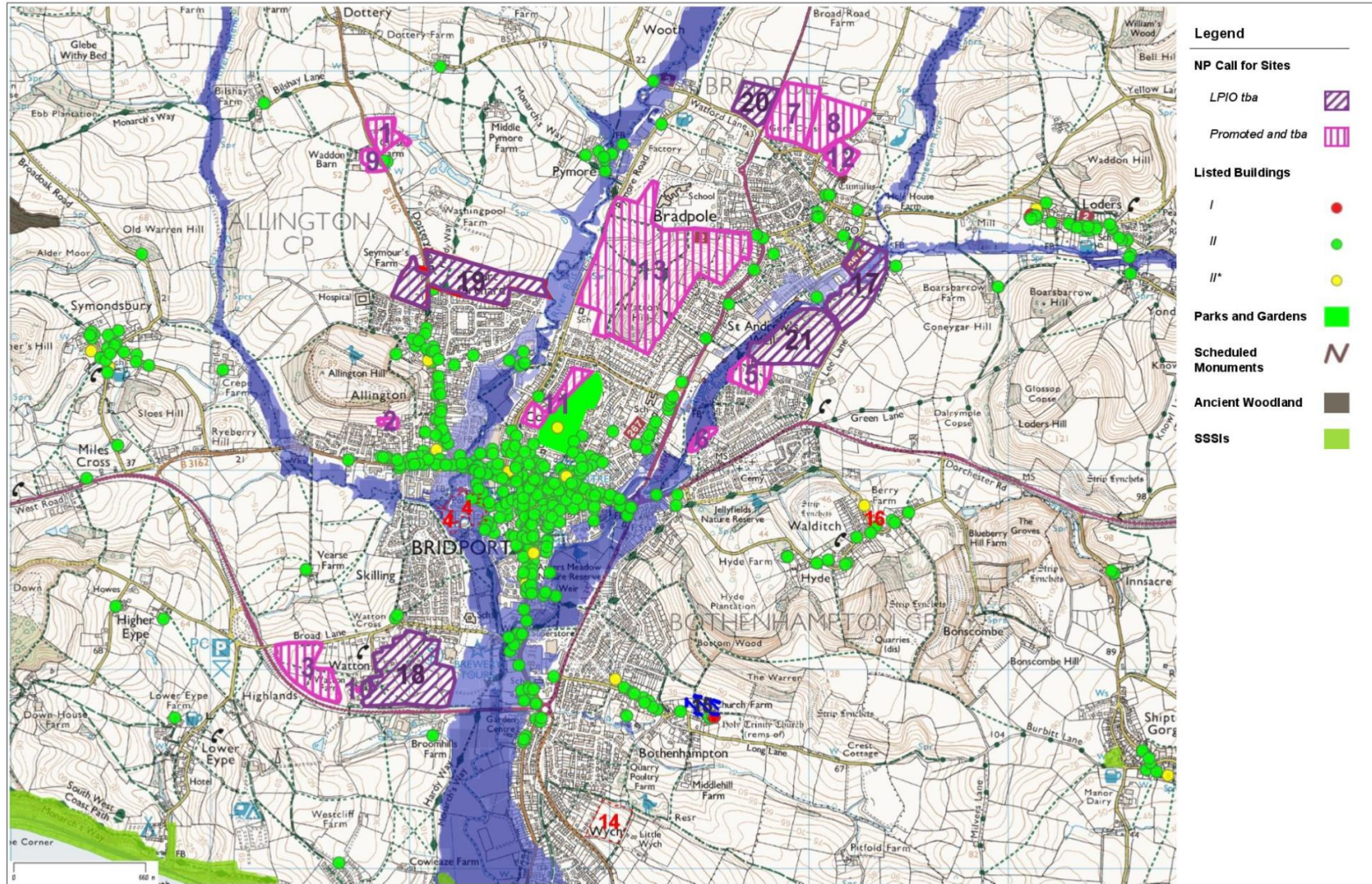
This site assessment paper may be used to respond to the Local Plan. The two broad locations that appear to warrant further investigation for any strategic level of growth are BR4 (Land north of Townsend Way) and BR5 (Land east of Watton), and there may be an opportunity for the neighbourhood plan options consultation to test this conclusion. The findings also indicate that, if either of these options are to be pursued, the following issues need to be fully investigated:

BR4	Land north of Townsend Way	Drainage issues relating to surface water run-off through Bradpole into the River Asker Landscape impact Pollution (noise / odour) resulting from the continued use of the abattoir in Mangerton Lane The practical delivery of sustainable travel options to facilities
BR5	Land east of Watton	Road infrastructure capacity Landscape impact Pollution (noise) resulting from the A35 The practical delivery of sustainable travel options to facilities

Appendix 1: Sites Assessed



Bridport CP 



Date Created: 16-1-2017 | Map Centre (Easting/Northing): 346922 / 93120 | Scale: 1:25000 | © English Heritage © Environment Agency 2017

**Appendix 2: Preliminary Strategic Environmental Assessment
check:
Main Environmental Issues and Problems**

Topic	Information based on	Findings
Biodiversity, flora and fauna	Sites of special scientific interest (and European designations)	West Dorset Coast is an SSSI that runs along the coastal strip in Symondsbury and Bridport parishes, most of which (apart from a small area north of West Bay harbour) is within the SAC site - Sidmouth to West Bay (to the west) or Chesil and The Fleet (to the east).
	Protected species	Protected species are known to be present in the wider areas including Water Voles, Otters, Badgers and Bats
	Sites of local nature conservation interest	There are 10 Sites of Nature Conservation Interest ranging from 0.86ha up to 16.49ha in the neighbourhood plan area, including both grassland and woodland habitats.
Landscape	AONB	The Dorset AONB covers the entire neighbourhood plan area
	Heritage Coast	Applies to the area along the coastline in Symondsbury parish up to (but excluding) West Bay. It is to the south of the A35, but covers the small settlements of Eype and Higher Eype. .
	Greenbelt and Local Green Spaces	Not applicable to the plan area
Cultural heritage	Conservation Area	There are a number of designated Conservation Area, including the more historic parts of Bridport and West Bay, Bothenhampton and Walditch, Bradpole, and Symondsbury.
	Historic Parks and Gardens	Downe Hall in Bridport is a Grade II Registered Historic Park and Garden The Rope Gardens (south of Gundry Lane) are also on the Local List

Topic	Information based on	Findings
	Listed Buildings	<p>There are over 500 Listed buildings or structures in the neighbourhood plan area, most (460) in Bridport, 47 in Symondsbury parish, 29 in Bothenhampton and Walditch parish, 19 in Bradpole parish, and 6 in Allington parish. The most notable of these are Parish Church Of St Mary and the Town Hall, South Street, Bridport (both Grade I)</p> <p>Buildings on at Risk Register:</p> <ul style="list-style-type: none"> - Church of St John, The Harbour, West Bay, Bridport (II) - Messrs Norman goods warehouse, Station Road, West Bay, Bridport (II*) - Literary and Scientific Institute, East Street, Bridport (II*) - Bowl barrow on Eype Down 275 metres east of Frogmore Farm, Symondsbury
Cultural heritage	Registered Battlefield	None recorded within or close to the plan area
	Scheduled monuments	<p>There are three scheduled monuments in the plan area: a bowl barrow 200m north east of Holy Trinity Church, Bradpole; a bowl barrow on Eype Down 275m east of Frogmore Farm, Symondsbury; and three bowl barrows north east of Thorncombe Beacon and south west of Down House, Symondsbury</p> <p>There are also a number of undesignated monuments across the plan area</p>
	World Heritage Sites	Dorset and East Devon Coast is a World Heritage Site – designated because of the cliff exposures that provide an almost continuous sequence of rock formations spanning the Mesozoic Era, or some 185 million years of the earth's history.
Soil, Water, Air and Climatic Factors	Fluvial flood risk	There are fluvial flood zones along the Rivers Asker, Britt and Simene, that converge and flow through the town
	Surface water flooding	Indicative surface water flood maps indicate potential for some flooding across much of the area.
	Agricultural land value	Land around the town and to the north includes areas of Grade 1 and 2 agricultural land value.
	Minerals safeguarding	The area includes part of minerals safeguarding area (however areas within defined settlement boundary have been excluded)

Topic	Information based on	Findings
	Land contamination and pollution	<p>There is a known historic landfill site at Pymore Mill There is an authorised landfill site for household, commercial & industrial waste (now closed) at Bothenhampton</p> <p>There have been two recorded significant water pollution incidents at Bridport and at West Bay (both in 2001)</p> <p>No part of the plan area is recorded as Groundwater Protection zone or Nitrate Vulnerable zone</p> <p>East Road, Bridport has also shown exceeded levels of nitrogen dioxide, however at present there is no intention to declare an air quality management area (AQMA)</p>
Material assets, population and human health	2015 Index of Multiple Deprivation	<p>North Allington in the Bridport North ward (in West Dorset 006B LSOA) is amongst the 20% most deprived neighbourhoods in the country. The area around Skilling and South Street in the Bridport South ward (in West Dorset 008A LSOA), is amongst the 30% most deprived neighbourhoods in the country. Of particular note in both these areas is the low ranking in terms of education, skills and training, health deprivation and disability and income deprivation.</p> <p>In the area as a whole, barriers to housing and services and living environment are both lower than the national average.</p>

Appendix 3: List of people involved

Name	Interest	Day 1	Day 2	Summary Day	declared
Sarah Barber	WDDC Landscape	✓	✓		none
Ian Bark	Bothenhampton and Walditch Parish Council	✓	✓(part)		none
Richard Brown	Dorset AONB Team	✓	✓		none
Ronald Coatsworth	Bradpole Parish Council, WDDC and DCC Cllr	✓(part)			Site 13
Jan Farnan	WDDC Planning	✓	✓		none
Gavin Fryer	NP Land Use group	✓	✓	✓	none
Katy Graham*	NP Project Manager	✓	✓	✓	none
Frederick Hudson	Bradpole Parish Council	✓	✓	✓	Site 17
Andrew Leppard	NP Land Use group and steering group member	✓	✓		Site 11
Caroline Meredith	NP Economy group and steering group member	✓			none
Richard Nicholls	NP Environment group and steering group member	✓	✓	✓	none
David Rickard	Bridport Town Council		✓		none
Peter Smith	Symondsburry Parish Council		✓		Site 10
Steve Spear	NP steering group member	✓	✓		none
Amanda Streatfeild	Symondsburry Parish Council	✓		✓	none
Sarah Williams	Bridport Town Council	✓		✓	none
Jo Witherden*	Dorset Planning Consultant (facilitator)	✓	✓	✓	none

*attending to assist in running of the process

Appendix 4: Individual sites – record of key findings

Map ref 1: Land at Little Orchard Farm

Constraints check:

- AONB
- Site adjoins New Close Farmhouse And Attached Cider House Listed Grade II

Highways Authority initial view

Highway objection – no footway links.

AONB Team initial view

The sites are physically and visually detached from Bridport and it is considered that locating housing here would have a significant effect on the character of the area and the transition between the town and countryside. Site 9 occupies land between the highway and development at Waddon Barn/Westway. Site 1 occupies a larger area of sloping land that is likely to be particularly visible when viewed from the north – east. This area contains footpaths, including the Monarch's Way and Hardy Way. The probable effect on the users of such footpaths, in terms of their experience of rural

WDDC urban design and landscape officers' initial view Farm within the open countryside remote from the town of Bridport.

Poor visibility onto B3162, no footway.

Existing farm buildings within the site - some potential for conversion for employment / farm diversification subject to highway comments.

Not sustainable location for residential development as isolated.

Potential impact on Higher Pymore Farmhouse – listed grade II. Sloping farmland with agricultural buildings. Visually sensitive.

Summary of attendee feedback (local residents)

Mixed views, concerns raised regarding visibility, distance, footpaths, possible flood risk, road access, but some felt that limited development may be possible

Additional notes

Pasture / pony paddock. Rolling, intimate rural character. Hedgerows and hedgerow trees. Dwelling and modern sheds. Pylons across site. Appeared potential prone to waterlogging. Existing entrance would require improvement, no pavements linking to built-up area.

Map ref 2: Land at Allington Park

Constraints check:

- AONB
- Potential local archaeological interest

Highways Authority initial view

Very limited number may be acceptable.

AONB Team initial view

The site is elevated and widely visible; however its small scale and association with the existing pattern of development make the effect of developing this site on the character and appearance of the AONB to be potentially acceptable. However, careful attention would be required to the design of houses, particularly their scale, massing, materials and the avoidance of a homogeneous/repetitive appearance. The removal of the cypress trees along the northern boundary would be considered a landscape enhancement

WDDC urban design and landscape officers' initial view

Elevated site, northern area important part of setting to wooded top of Allington Hill.

Elevated row of Beech trees part of slope landscape.

Potential for small infill plot between No 2 Allington Park and No 7 Thomson Close – subject to careful design to protect the amenity of surrounding properties and maintain spacious character of the area. Difficult steep access need to cut into slope.

Summary of attendee feedback (local residents)

Concerns raised regarding steepness of site, possible overlooking and potentially prohibitive costs for affordable housing, but most felt that limited development (up to 3 units) may be possible

Additional notes

Large residential garden. Steeply sloping, open land below wooded hilltop, likely to be seen in context of existing built development.

Map ref 3: Land west of Watton off Broad Lane

Constraints check:

- AONB

Highways Authority initial view

Strong highway objection – road network (carriageways and footways) to the site is unsuitable for the scale of development.

AONB Team initial view

Development of this site would be likely to produce a significant adverse effect on the character and appearance of the AONB. The site is outlying and elevated its use would increase the perception, within important landscape views, that Bridport is substantially extending westwards. Housing development here would be widely visible from the east, south and west, including from sensitive locations such as the South West Coast Path to the east of West Bay

WDDC urban design and landscape officers' initial view

Unsustainable location due to site being detached from settlement. Unacceptable landscape impact. Development would result in adverse skyline impacts. Very visible from Burton Cliffs.

Summary of attendee feedback (local residents)

Concerns raised regarding road access, noise pollution from A35, impact on long distance views, sloping site (only in part), but some felt that development on part of the site may be possible

Additional notes

Rolling, open pasture, potentially visible in long distance views from heritage coast. Hedgerow boundaries. Lies south of Vearse Farm allocation, whose upper slopes are retained as green space to provide landscape mitigation and other benefits.

Map ref 5: Land off Happy Island Way

Constraints check:

- AONB
- Adjoins flood risk zone

Highways Authority initial view

No highway objection in principle, need to check impacts to A35 junctions with Highways England – check also any potential ransom situation from the existing roads.

AONB Team initial view

My opinion is that the previous assessment regarding the allocation of the southern portion of the site is likely to stand. The more elevated norther areas may result in housing development beginning to wrap around the undeveloped hillside, thereby becoming visible from the north and west. However, it was not possible to understand the potential impact of this fully from the site visit and a review of wider visibility would be required to consider this matter further

WDDC urban design and landscape officers' initial view

Part of lower portion of this site has potential for some development (the area to the south of the footpath crossing the site).

Access – potential from Happy Island Way (south) and Jessop Ave (East).

Neighbouring development is relatively high density and so with appropriate design and landscaping this level could be replicated.

Summary of attendee feedback (local residents)

Local knowledge of previous strong community objections. Concerns raised regarding popularity as walking area, poor road access, slope and stability close to the river, aggravation of surface water run-off, but most felt that development on part of the site may be possible

Additional notes

Arable field potentially visible from Coneygar Hill and Watton Hill. Hedgerow boundaries with some mature trees, steep slope down to river corridor. Part of site backs onto residential gardens. 2 potential vehicular access (landowner confirmed no ransom situation). Public footpath crosses site.

Map ref 6: Land off Jessopp Avenue

Constraints check:

- AONB
- Adjoins flood risk zone (and small areas may be within a flood risk zone)

Highways Authority initial view

No highway objections.

AONB Team initial view

This is a small area of unmanaged natural habitat, adjoining the riparian corridor of the River Asker. The site contains a wide range of trees, many of which are mature. As has been noted previously, the vegetation within the site provides a screen for development along Jessopp Avenue. Because of the limited space within the site area, it appears likely that housing development here would result in a near-total loss of this screening. Furthermore there would be a loss of habitat, which would need to be considered by an ecological consultee. Overall, while there is some logic to placing housing in this location, in terms of the pattern of housing development, the constraints affecting the site and the loss of functionality in terms of screening, landscape character and habitat make this option undesirable

WDDC urban design and landscape officers' initial view

This site provides a green buffer and screen to river /open space area that also contributes positively to character of street scene.

Approximately half the site is within a flood zone and so development would need to avoid this area. If developed there would only be sufficient space for frontage development along Jessop Ave. Jessop Ave is characterised by large plots with units set back from the road with open plan front gardens. Unlikely this character could be maintained given amount of space available and need to retain trees within public domain.

Frontage development would also present inactive rear garden fences onto the open space area- lack of natural surveillance & unsightly.

Need to retain important mature trees which limits scope for development.

Summary of attendee feedback (local residents)

Concerns raised regarding proximity and setting of the river corridor, trees and wildlife, but most felt that development on part of the site may be possible

Additional notes

Overgrown riverbank with some mature trees on edge of suburban housing estate. Landform believed to be result of fill left over from construction of road. Potentially visible from Watton Hill. Public footpath along north side of site.

Map ref 7/8: Land north of Townsend Way

The two sites were submitted by separate landowners but the decision was taken on site to assess them jointly as they share many characteristics.

Constraints check:

- AONB
- Adjoins Bradpole Conservation Area

Highways Authority initial view

No highway objection in principle but site remote from facilities and there is a need to establish junction capacity on A3066 junction and provide better footway / cycleway connectivity to rest of the county road network – check likely impacts with Highways England on East Road Roundabout.

AONB Team initial view

Joint response for Sites 7/8/12/20

Overall, I consider that it is undesirable to consider further growth to the north of Bradpole. Clearly there has been periodic extension to the town in this direction over a number of decades. This probably reflects the nature of landform in this direction, which includes a fairly broad ridgeline that is not significantly elevated in comparison with some of the notable hills within and around the town. The ridgeline rises slowly but steadily as you move northwards. Bradpole is already quite distant from the town centre and while its proximity to the school is an advantage, the sustainability of growth still further northward of the centre is of concern. Furthermore, the increasing elevation of the landform and its projection into areas of open countryside are of significant concern.

WDDC urban design and landscape officers' initial view

Development of this site would extend the settlement further into open countryside with potential detrimental impact on AONB.

Flat site on top of the plateau currently public footpath along Gore lane and hedge boundaries provide very strong visual break between urban area and open countryside. Potential for vehicular access from A3066 or Townsend Way. Would need to provide footpath links to existing routes. Fairly remote from town centre. Visually sensitive setting to hilled landscape. Part of rural agricultural landscape.

Summary of attendee feedback (local residents)

Local knowledge of previous strong community objections. Concerns raised regarding drainage (impacting off-site in Bradpole), high grade agricultural land value, proximity to abattoir, road suitability, open countryside, however some felt that development here may be possible

Additional notes

Arable fields, relatively flat rising gradually to north-west, creating open and exposed landscape, potentially visible from Powerstock and more distant hills. Hedgerow boundaries with occasional mature trees. Pylons crossing site.

Map 9: Land at Waddon Barn Paddock

Constraints check:

- AONB
- Site is opposite New Close Farmhouse And Attached Cider House Listed Grade II

Highways Authority initial view

Highway objection – no footway links.

AONB Team initial view

Joint response for Sites 7/8/12/20

Overall, I consider that it is undesirable to consider further growth to the north of Bradpole. Clearly there has been periodic extension to the town in this direction over a number of decades. This probably reflects the nature of landform in this direction, which includes a fairly broad ridgeline that is not significantly elevated in comparison with some of the notable hills within and around the town. The ridgeline rises slowly but steadily as you move northwards. Bradpole is already quite distant from the town centre and while its proximity to the school is an advantage, the sustainability of growth still further northward of the centre is of concern. Furthermore, the increasing elevation of the landform and its projection into areas of open countryside are of significant concern.

WDDC urban design and landscape officers' initial view

Elevated visually prominent site in a remote location. Part of open countryside.

Adjoining employment uses are lower but still quite prominent.

Bilshay Farmhouse Listed grade II – impact on significance.

New Close Farmhouse & attached cider barn plus length of wall immediately west listed.

Prominent from highway, part of wider farmed landscape.

Summary of attendee feedback (local residents)

Mixed views, concerns raised regarding visibility, distance, footpaths, road access, but some felt that limited development may be possible

Additional notes

Pasture within rolling landform, rural character. Site is elevated above the road.

Hedgerow field boundary. Adjoining businesses include plant hire / scaffolding and coach repairs. Existing access to business uses, no pavements linking to built-up area.

Map 10: Watton House Barn

Constraints check:

- AONB

Highways Authority initial view

Highway objection – no footway links.

AONB Team initial view

This is a previously developed site and small-scale, sensitively designed redevelopment is not considered likely to be problematic in terms of effects on the AONB.

WDDC urban design and landscape officers' initial view

Small site located within a complex of farm buildings and dwellings. A new unit carefully designed and of appropriate mass and scale could fit amongst the other buildings. However remote unsustainable location - no footway to access town facilities. Visual and noise impacts from A35.

Summary of attendee feedback (local residents)

Road access is poor but limited development may be possible

Additional notes

Level hardstanding within farmyard / courtyard setting, boundary wall may be associated with older building, now demolished.

Map ref 11: Land off Victoria Grove

Constraints check:

- AONB
- Conservation Area,
- Adjoins Registered Park
- Listed Buildings nearby: 54 – 60 Victoria Grove Grade II, Downe Hall Grade II*
- Potential local archaeological interest

Highways Authority initial view

No highway objection in principle but presents challenging design to achieve satisfactory vehicular and pedestrian links.

AONB Team initial view

This site occupies elevated land on the western side of Coneygar Hill. It is composed of two compartments, the southern of which is a regular shaped pastoral field with an east-west cross fall of approx. 25m. The northern section is a band of pasture that sits below the wooded hilltop with a varying cross fall that reaches its maximum toward the north of the band, where it is approx. 15m. While the location is quite well positioned in terms of its proximity to the town centre, there are some important factors that weigh against the use of this site. The location of the site adjacent to a registered Garden and Designed Landscape is an important consideration and advice should be sought from Historic England, who will have an interest in the setting of this asset. In terms of landscape and visual effects, there is considered to be merit in retaining elevated pastoral areas that are found on the upper slopes of the hills in Bridport. Developing housing to the upper reaches of the hills diminishes their significance as natural landmarks both within the town and in views achieved from the wider countryside. Placing development within the

southern compartment of the site would be likely to have a significant visual impact, closing an undeveloped gap on the hillside. The northern band is more closely associated with housing at Osbourne Road and therefore placing some development here may have a lesser effect, as compared with the southern compartment. However, further consideration would need to be given to the visibility of this area from locations such as the Monarch's Way west of Pymore, as the site may be quite prominent from this location. Overall it is my opinion that the issues identified are likely to substantially reduce the capacity of the site.

WDDC urban design and landscape officers' initial view

Site is within conservation area and adjacent to registered historic park and garden associated with Downe Hall (Listed building within grand hill side plot).

Both areas (to rear of houses in Osbourne Road and wider area abutting Victoria Grove and North Street) are important for the setting of the heritage assets.

Sloping nature of the site means development would require retaining structures & infrastructure likely to create an uncharacteristically hard scheme.

Access issues

Even limited residential development on the hillside would result in visual intrusion of built form and domestic paraphernalia.

Reducing green setting would be detrimental to character of area.

Character of Osbourne Road/ Coneygar Lane – low density, generous plots, bungalows & two storey houses. Steeply sloping pasture with wooded top.

Site would be heavily shaded and require re-contouring. Important to retain grass slope beyond wooded horizon

Summary of attendee feedback (local residents)

Generally unsupported, concerns raised regarding road access, overlooking, potentially prohibitive costs for affordable housing, visibility and impact on views, popular walking area / green space.

Additional notes

Steeply sloping site below wooded copse, both intimate and exposed, visible from Allington Hill and views of St Swithins Church local landmark. Current vehicular access unsuitable for major development.

Map ref 12: Land east of Mangerton Lane

Constraints check:

- AONB
- Adjoins Bradpole Conservation Area
- Adjoins Scheduled Monument

Highways Authority initial view

No highway objection in principle but site remote from facilities and there is a need to improve immediate junction, carriageway and footway connections – unlikely to impact on A35 but check with Highways England.

AONB Team initial view

Joint response for Sites 7/8/12/20

Overall, I consider that it is undesirable to consider further growth to the north of Bradpole. Clearly there has been periodic extension to the town in this direction over a number of decades. This probably reflects the nature of landform in this direction, which includes a fairly broad ridgeline that is not significantly elevated in comparison with some of the notable hills within and around the town. The ridgeline rises slowly but steadily as you move northwards. Bradpole is already quite distant from the town centre and while its proximity to the school is an advantage, the sustainability of growth still further northward of the centre is of concern. Furthermore, the increasing elevation of the landform and its projection into areas of open countryside are of significant concern.

WDDC urban design and landscape officers' initial view

The site is sloping, elevated and visually prominent. It contributes positively to the setting of Bradpole Conservation Area. Public footpath crosses the site (south /north). Feels part of the open countryside rather than built up area.

Restricted vehicular access and no footway.

Adjacent to Scheduled ancient monument – Bowl Barrow (200m north east of Holy Trinity church.

Strong rural edge, visually prominent from surrounding elevated vantage points.

Summary of attendee feedback (local residents)

Generally unsupported, concerns raised regarding high grade agricultural land value, proximity to abattoir, road suitability, steepness and visibility

Additional notes

Arable field sloping up from narrow rural lane, potentially visible from Watton Hill (obliquely). Hedgerow boundaries. Pylons crossing site. Unneighbourly adjoining land use (abattoir). May be difficult to establish suitable access point without significant engineering.

Map ref 13: Watton Hill

Constraints check:

- AONB
- Potential local archaeological interest

Highways Authority initial view

Strong highway objection – road network (carriageways and footways) to the site is unsuitable for the scale of development.

AONB Team initial view

Of all the sites visited, this could be the most harmful in terms of effects on the AONB. The area being promoted is sizable and incorporates a steep sided prominent hill that is characteristic of those found within and around Bridport. The hill is a landmark in its own right and also provides panoramic views of the surrounding area. The hill is crossed by a number of rights of way, including Monarch's Way. Development has already been undertaken on the lower slopes of the southern and eastern elevations of the hill and this has quite considerable visual impact. Extending this further up the hillside would be considered unacceptable, as would extending development around the western and northern areas of the hill, as development in these areas would become widely visible from areas of undeveloped rural character

WDDC urban design and landscape officers' initial view

Watton Hill is one of the conical hills that surround and frame views of the urban form of Bridport.

These undeveloped hills are an important part of the character and local distinctiveness. – any further encroachment would be detrimental to local distinctiveness. Important for local amenity, footpaths with high scenic quality running through, important views out to AONB.

Summary of attendee feedback (local residents)

Generally unsupported, concerns raised regarding views, impact on major local landmark, steepness, local use as green space. Some felt lower slopes / small-scale only might be acceptable.

Additional notes

Steeply sloping site, predominantly pasture crossed by public rights of way. Intimate valley floor rural character becoming increasingly prominent with height, capped by wooded copse. Views of Pyemore Mill. Potential lynchets noted on northern slopes.

Map ref 17: Land east of Home Farm

Constraints check:

- AONB
- Listed Buildings – Home Farmhouse Grade II, Stepps Farmhouse Grade II
- Conservation Area (part - farm buildings)
- Potential local archaeological interest – including lynchets
- Flood Risk zones (part)

Highways Authority initial view

Strong highway objection – road network (carriageways and footways) to the site is unsuitable for the scale of development – Highways England likely to have concerns over Lee Lane junction with A35 and East Road Roundabout.

AONB Team initial view

The southern portion of the site suffers from very similar issues to those raised in response to site 21, with the added disadvantage that public footpaths cross the site. The portion that is to the west of the River Asker, while less sensitive, is nonetheless an attractive area with strong rural character. Some redevelopment within the farm complex might be possible, particularly if this utilises existing buildings and conserves assets that might otherwise be at risk. However, I did not have the opportunity to visit the farm or consider any such opportunities in detail, so this is not my final position

WDDC urban design and landscape officers' initial view Parts steeply sloping and visually prominent.

Access issues.

Area off Caley Way some potential through conversion of farm buildings which are listed and within a Conservation Area therefore would have to be carefully designed.

Greenfield area adjacent to farm contributes positively setting/ gateway to CA area.

Strongly rural, important hedges running through site. Setting, heritage asset & rural edge issues.

Summary of attendee feedback (local residents)

Wholly unsupported, concerns raised regarding views, road access, flood risk, agricultural land value, unspoilt character and heritage.

Additional notes

Relatively flat pastureland by river around farm buildings, though elevated compared to Caley Lane. Strong rural and historic character to village edge, tranquil and sinuous green river corridor, rural character to lanes. Views of Bradpole church, Coneygar Hill, Boarsbarrow and Home Farm. Local knowledge of drains across site, connecting to river.

Map ref 18: Land east of Watton

Constraints check:

- AONB
- Potential local archaeological interest
- Surface water flood risk (minor part)

Highways Authority initial view

Suitable only to limited extension to Watton Park – other points of access unacceptable without major works for carriageway and footways.

AONB Team initial view

This is a relatively large site with varying sensitivity. The land is bounded by the A35 and the developed edge of Bridport and increases in sensitivity toward Skilling Head and Watton. In particular the large field to the east of Watton and the field to the east of Skilling Head are quite visible within landscape views from the south - east (the field

associated with Skilling Head is particularly prominent). Furthermore there are a number of well used public footpaths in the area and the large field to the east of Watton contains multiple footpaths. The portion of the overall site area that is located further to the east may be considered less sensitive, although further assessment would be required to form a clearer opinion. The area includes land on which planning approval has been granted, this being the land adjoining Watton Park. To the south and west of the leisure centre there is a further portion of land, to the north of Rose Cottage and east of Greensands, that may be of similar sensitivity to the area where planning approval was achieved

WDDC urban design and landscape officers' initial view

Northern part of the site elevated and visually prominent. Southern part more visually contained.

Series of fields divided by hedgerows, some existing properties in large plots within centre of the site. Subject to appropriate landscape mitigation some potential to accommodate development provided suitable access can be achieved.

Access - explore potential from existing A35 traffic light junction for Waste Transfer site. Noise from A35 – attenuation may be required.

R.O.W. across middle of site. Views in from coastal cliffs, sea views from upper slopes.

Summary of attendee feedback (local residents)

Concerns raised regarding road access, noise from A35, some parts more steeply sloping and visible, possible surface water run-off, but some felt that if suitable road access could be made, at least part of the area could have potential for development.

Additional notes

Pasture and residential gardens, in parts rolling and steeply sloping, varying from open to more intimate in character. Higher ground potentially visible from coast path, but in the context of existing scattered development, and views into the town. Hedgerows and trees, as well as pylons. Potential noise from bypass would need to be assessed. Number of public rights of way cross the area.

Map ref 19: Land off Dottery Road

Constraints check:

- AONB
- Listed Building adjoining site – 222 North Allington Grade II
- Potential local archaeological interest (including former brick kiln site)

Highways Authority initial view

Strong highway objection – road network (carriageways and footways) to the site is unsuitable for the scale of development.

AONB Team initial view

The land to the East of Dottery Road is all fairly steeply sloping and relatively elevated. The central and western fields to the east of the road are highly visible features in the landscape. The easternmost field, north of Dibdin View, is a relatively smaller parcel of land, but placing housing development on this area has the potential to extend visual effects in the direction of Pymore, greatly increasing the influence of the urban edge toward this area. The land to the west of Dottery Road may provide some capacity. In particular the flatter land in the south-eastern portion of the field appears potentially acceptable in terms of effects on the AONB. However, it should be noted that this area is part of the former North Allington Brickyard and therefore an early discussion regarding effects on the historic environment/landscape would be prudent

WDDC urban design and landscape officers' initial view

Majority of the site is elevated and visually prominent in wider views. There are areas to the east adjacent to existing development at Dibden view and south east corner of the western site that are less visually prominent. Access to both of these is difficult - potential from Court Orchard (would need to investigate ownership of Donkey lane). Western site - through garage court at Cherry Tree? Potential wider access issue once onto B3162.

Summary of attendee feedback (local residents)

Mixed views, concerns raised regarding road access, visibility and possible surface water run-off, but some felt that limited development may be possible, particular on the west side of Dottery Road

Additional notes

Arable fields, rising to north / west away from the town. Watton and Coneygar Hill are visible to the east, and land to the west of Dottery Road is likely to be visible from Allington Hill. Hedgerows and occasional trees, pylons cross the site. Site in part backs onto residential gardens.

Map ref 20: Land north of Gore Cross

Constraints check:

- AONB
- Listed Buildings visible in distance (e.g. Wooth Manor Grade II* approx. 750m)
- Potential local archaeological interest
- Flood risk along Watford Lane

Highways Authority initial view

No objection in principle but needs comprehensive junction design and footway connections - unlikely to impact on A35 but check with Highways England.

AONB Team initial view

Joint response for Sites 7/8/12/20

Overall, I consider that it is undesirable to consider further growth to the north of Bradpole. Clearly there has been periodic extension to the town in this direction over a number of decades. This probably reflects the nature of landform in this direction, which includes a fairly broad ridgeline that is not significantly elevated in comparison with some of the notable hills within and around the town. The ridgeline rises slowly but steadily as you move northwards. Bradpole is already quite distant from the town centre and while its proximity to the school is an advantage, the sustainability of growth still further northward of the centre is of concern. Furthermore, the increasing elevation of the landform and its projection into areas of open countryside are of significant concern.

WDDC urban design and landscape officers' initial view

Sloping and visually prominent site particularly when viewed from the west. Development would appear very prominent – detrimental impact on AONB. Access from A3066 as Watford Lane too narrow and steep. Mature trees on southern boundary, steep banks, isolated from surrounding development.

Summary of attendee feedback (local residents)

Generally unsupported, concerns raised regarding high grade agricultural land value, road suitability, remoteness and rural character, steepness and visibility

Additional notes

Sloping farmland difficult to view from the main road, more exposed in views from the west / Pyemore direction. Hedgerow boundaries. Strong rural character to Watford Lane. Pylons crossing SE corner. Potential noise / disturbance from adjoining business park.

Map ref 21: Land west of Lee Lane

Constraints check:

- AONB
- Flood risk along Lee Lane and adjoining site to west

Highways Authority initial view

Strong highway objection – road network (carriageways and footways) to the site is unsuitable for the scale of development – Highways England likely to have concerns over Lee Lane junction with A35 and East Road Roundabout.

AONB Team initial view

This site is an open hilltop location on the periphery of the town. Development here would be likely to result in significant effect of views into relatively undeveloped areas of the AONB from within the town and be prominent in views toward the town from elevated area to the northwest

WDDC urban design and landscape officers' initial view

Steep, visually prominent site. Access issues

Summary of attendee feedback (local residents)

Wholly unsupported, concerns raised regarding views, steep slopes, road access, flood risk, agricultural land value.

Additional notes

Also known as High Acre Field, arable farmland, sloping up from river, potentially visible from Watton and Coneygar Hills. Hedgerows with occasional trees along boundaries, part of site backs onto residential gardens. Access to least visible portion of site difficult to achieve.

Appendix 5: Photos to accompany the Site Assessment Summary report

Map ref 1: Orchard Farm, Allington



Map ref 2: Allington Park, Allington



Map ref 2: Allington Park, Allington



Map ref 3: West of Watton



Map ref 3: West of Watton



Map ref 5: Happy Island Way



Map ref 6: Jessop Avenue



Map ref 7/8: Townsend Way



Map ref 7/8: Townsend Way



Map ref 9: Waddon Barn Paddock



Map ref 10: Watton House Barn



Map ref 11: Victoria Grove



Map ref 12: East of Mangerton Lane



Map ref 12: East of Mangerton Lane



Map ref 13: Watton Hill (east)



Map ref 13: Watton Hill (west)



Map ref 17: Home Farm



Map ref 18: East of Watton



Map ref 18: East of Watton



Map ref 19: Dottery Road (east)



Map ref 19: Dottery Road (west)



Map ref 19: Dottery Road (west)



Map ref 20: North of Gore Cross



Map ref 21: West of Lee Lane

