

Dorset Draft Local Plan Consultation Response

(Including Dorset Draft Local Transport Plan Consultation Response)

A vision for Bridport

Bridport Town Council would like to see a Local Plan that reflects the needs of Bridport and our overall vision for the future of our town and its people. Our main priorities are set out below.

1. Affordable and social housing for local people

Bridport Town Council acknowledges the need for drastic action to solve the affordable housing crisis in our area, particularly in terms of young people, keyworkers, families and others in need of social housing. We believe this is key to the fundamental sustainability of Bridport as a thriving rural and working market town.

BTC's 2025-29 Five-year Plan identified the provision of social and affordable housing (backed by evidence from our Bridport Area Neighbourhood Plan Housing Needs Assessment) as the Council's main priority we set up a Housing Working Group to focus on this. The working group has made good progress in engaging positively with Dorset Council officers, housing associations, local community land trusts and other relevant stakeholders, and is in active discussion on a number of options for redeveloping town centre sites and achieving our aims.

We have been greatly encouraged by Dorset Council's commitment to increase affordable housing provision and would like to see this reflected as the priority aim of our Local Plan. Indeed, we would like Dorset Council to take on a new initiative in developing new Council housing opportunities. The National Planning Policy Framework (2024) makes clear that Local Planning Authorities should consider the particular needs of those who require social rent homes when undertaking housing needs assessments and setting policies on affordable housing requirements. ['Delivering a decade of renewal for social and affordable housing'](#) sets out the foundations for this. **A core objective of this is to ensure 60% of new 'affordable' homes are for social rent.**

BTC would, therefore, like to see a Local Plan that ensures the highest proportion of its 55,000 target are affordable homes for people with a local connection. We would like to see a target set out in the Plan of **50% affordable housing, of which 60% are 'social rent' for housing sites in the Dorset Local Plan area.**

2. Employment for local people

Housing and employment for local people go hand in hand and the right balance should be planned for accordingly. The main employers in the area are in the seasonal tourism trade which is dependent on the beauty of the local rural National Landscape and World Heritage coastal holiday attraction. This generally provides low-paid work and so the provision of space for employment and business development is also of vital importance for the sustainability of

the town and its people. Our Bridport Workspace and Business Needs Assessment 2025 shows that Bridport has significant opportunities to strengthen its economy and community by addressing workspace challenges, as set out below.

3. Infrastructure

BTC would like to see included in the Plan a review of all infrastructure serving the existing community and an impact assessment of population growth on service capacity. This should inform a strategic plan for infrastructure improvements that will not risk jeopardizing developer affordable/social housing contributions.

4. Climate change

We would like to see the Local Plan reflecting the declared Climate Emergency with full and thorough sustainability assessments on the suggested sites in terms of the impacts on climate change and local and national food security.

Challenging Housing Numbers

BTC understands that the Government expects Dorset Council to use the national Standard Method to assess local housing needs, including an 80% uplift compared to that previously planned for. However, a local housing requirement based on this approach has, in the opinion of BTC, resulted in excessive and probably undeliverable housing numbers.

Dorset Council assert that the 17 Opportunity Sites for the Bridport area could deliver up to 2,251 new homes. A challenging number to build and one that will exert increased pressure on the town's infrastructure. The need to identify such a significant amount and variety of land to meet this new housing target, whilst also ensuring that the necessary supporting infrastructure is delivered and that valuable environmental and heritage assets are protected, seems to BTC to be an impossible task. BTC fears that a Local Plan based on excessive housing numbers will not be delivered and so will fail the government's Housing Delivery Test, leading to a developer-led free-for-all and loss of local planning control. We are keen for Dorset Council to undertake robust sustainability assessments on each site in order to provide evidence to guard against unsuitable and harmful sites being the victim of future speculative development.

Bridport Town Council (BTC) recognises that development is necessary to support community and economic growth. However, BTC believes development should reflect genuine local need as defined by an evidence-based local housing needs assessment, not an arbitrary, inflated central government target. Dorset Council should make a stand in its Local Plan submission to ensure it represents the area's particular issues around local demographics, and the influx migration of people, particularly of the older generation; the consequent high-cost of free-market housing; the social housing shortage; protected landscape; and pressure on infrastructure services.

Bridport's housing need

During 2025 BTC, working with Symondsburry Parish Council, has undertaken a 'light' review of the Bridport Area Neighbourhood Plan 2020-2036 (BANP). The Regulation 14 Consultation is scheduled for October – December 2025.

As part of the review three assessments were commissioned that will be valuable to Dorset Council in developing the Dorset Local Plan. The three documents are:

- [A Workspace and Business Needs Assessment;](#)
- [A revised Bridport Area Housing Needs Assessment - In addition, Bridport Area Neighbourhood Plan developed a Supplement to the Housing Needs Assessment, to be read in conjunction with the commissioned report, which adds relevant local detail Housing Needs Assessment Supplement August 2025 ;](#)
- [A Site Options Assessment.](#)

Bridport has become a magnet for retirees from elsewhere, who inevitably become senior citizens. This increasing trend is detrimental to Bridport as a self-sustaining, balanced community (See Appendix 1 on page 11).

Although there are homes to buy, few local families can afford one. Even to rent privately takes at least half of a typical household's income, and there are not enough properties for Affordable Rent. These factors contribute to the departure of young and less affluent people from the Bridport area, resulting in the average age of our area increasing sharply in recent years. To counter this trend a re-focus of priorities is justified.

The 2025 Bridport Area Housing Needs Assessment and its Supplement demonstrate the affordability gap for both purchasing and renting.

The loss of working age and school-age people will be felt in scarcity of employees for local companies, energetic younger people to start up their own businesses, and key workers for support services. This theme is explored under the Economy & Employment chapter. One of the main reasons people leave the Bridport area is the scarcity of affordable living accommodation resulting from the high cost of what is available; the Housing chapter of this plan contains provisions to address this.

BTC considers that the type of housing provided in the Bridport area is as important as the number of homes built. BTC has a strong and clear view that Bridport needs genuinely affordable housing with a high proportion of social rent. The revised opening statement of the Housing Chapter of the revised BANP captures local feeling:

“What the area needs most is housing which local people can afford, whether to buy or to securely rent. Although there is no shortage of homes to buy, few local families can afford one. Even to rent privately takes at least half of a typical household's income, and there are not enough properties for Affordable Rent. These factors contribute to the departure of young and less affluent people from the neighbourhood area, resulting in the average age of our area increasing sharply in recent years. To counter this trend a re-focus of priorities is justified.

Therefore, the priorities of the housing policies in this neighbourhood plan are clear: improve the supply of homes both to rent and to buy which the young and less affluent can access; and prioritise the urgent and acute need for affordable, in particular social rented, housing wherever possible”.

Experience tells us that large-scale free-market developments do not solve the housing crisis for local people. Indeed, they increase house prices and affordable homes elements are, ultimately, often not delivered. The Vearse Farm/Foundry Lea development is an example of 760 houses, of which none are currently planned to be for social rent¹. We would like to see a Local Plan that encourages and facilitates community-led housing initiatives and local builders and developers to provide genuinely affordable housing as quickly as possible.

Further, to prevent the proliferation of second and holiday homes that are exacerbating this crisis, we would like to see a 'primary residence' stipulation on all new-built homes.

In line with the '[Delivering a decade of renewal for social and affordable housing](#)' which sets out the foundations for this, BTC calls on Dorset Council to be proactive in ensuring the highest proportion of its 55,000 target are affordable, providing homes for people with a local connection. In the Local Plan Consultation (January 2021) Bridport was placed in zone 2 with a target of 30–40% of housing affordable. To increase the proportion of affordable housing delivered in the Bridport area BTC **propose that Dorset Council set a target of 50% affordable housing of which 60% are 'social rent' for housing sites in the Bridport area.**

BTC has considered all the proposed sites and offer detailed feedback that draws on local knowledge and the assessments undertaken by AECOM Consultants in support of the BANP review. See **Appendix 2 (page 13)**.

Infrastructure – BTC is concerned about the current absence of detailed evidence and analysis as to the capacity of local infrastructure to cope with enhanced levels of housing development.

The Bridport community is already deeply concerned about the capacity of medical, dental and care services; highways, school places, public transport, water, sewerage and electricity services to cope with existing levels of development. Additional development without recognition of the status and capacities of current infrastructure will, justifiably, meet local opposition.

In the view of BTC, the statement from Dorset Council "*encourages respondents to indicate where there are infrastructure needs, both for specific sites and wider areas*" is an insufficient and inappropriate shift of responsibility. It is essential that the Local Plan process be underpinned by detailed analyses of the area's infrastructure needs.

The extent of the infrastructure improvements necessary to meet sustainable development ambitions presents a danger that the excessive cost will result in developers' reluctance to provide the affordable/social housing elements of developments that are Bridport's real

¹ Six units may be available for social rent if a local community-land trust can be found to take this project on.

priority need. It is essential that the Dorset Local Plan makes this clear to government and tries to identify and secure infrastructure provision through the most appropriate methods.

The key approach to addressing climate change set out in the Site Options Consultation is the management of the location where development takes place. BTC questions whether this focusing of development on locations to minimise travel demand and where sustainable travel options exist will result in the level of reductions in greenhouse gas emissions required to meet government targets. Most of the sites identified have poor pedestrian routes into town, and while some may be in close proximity to bus stops, buses are infrequent and cease in the early evening. Thus all, being outside of town, are car-dependent sites.

Bridport is not well served by public transport and this is a major setback for people and businesses financially, denying accessible, sustainable access to education, employment, shopping, medical services, and leisure. Sustainable travel in and around the Bridport area requires significant investment to counter both a dependency on cars and the challenges of an ageing demographic.

Further, most of the roads outside of town are too narrow to cope with an increase in traffic, which would also contribute to more congestion in town and on the A35 bypass in both directions. The A35 trunk road is the main arterial route and is not fit to accommodate further capacity in its present form. It is regularly closed because of accidents and congested during times of high demand and seasonal periods, and there are few alternative routes and none suitable for high-volume traffic. Considerable improvements are therefore necessary to both primary and secondary routes.

Our experiences with the Foundry Lea Development has revealed that Bridport seriously lacks capacity for sewerage and electricity necessary to support the new houses on this development alone.

BTC therefore believes detailed consultation should be undertaken with National Highways, local NHS services, Wessex Water, electricity companies, and others to assess the impact of the proposed population growth on infrastructure and services before any blanket acceptance of the government targets for our town.

Greenfield v Brownfield site development

BTC is concerned that all the 17 proposed Opportunity Sites are on Greenfield sites, are in the National Landscape, and are outside of the town centre area. BTC reiterates the need for a greater emphasis on the use of brownfield sites and buildings to minimise greenfield development. This reflects national policy to make effective use of land.

Whilst we understand that Greenfield sites are a more straightforward prospect for development, consideration must be given to future demands for local food production (see [Bridport Area Food Security Plan](#)), space for nature and recreation for the benefit of current and future generations. Further, the main employers in the area are in the seasonal tourism trade which is dependent on the beauty of the local rural National Landscape and World Heritage coastal holiday attraction.

BTC understands that Dorset Council must grant permission for at least 16,000 homes over the next five years while the Dorset Council Brownfield Land Register only contains sites with capacity for around 2,500 homes. However, BTC is supportive of appropriately increasing the density of homes on Brownfield sites as a way of reducing pressure on greenfield sites. For example, development of some identified town centre car parks (whilst retaining existing parking provision – i.e. decked with development above) to accommodate both housing and parking needs.

New policy initiatives are also needed to address the increase in long-empty, often derelict, town centre properties and above-shop accommodation which could be re-purposed for social housing.

Flexible Settlement Policy

BTC have concerns about the practical delivery of this new policy idea – especially where it might come into conflict with BANP policies on Local Green Spaces, Anti – Coalescence and support for Community Led Housing.

BTC would want to see some form of restriction on multiple use of the flexible settlements policy that might see development extending away from the town, urban sprawl, and the planning authority losing control over the shape of the town. BTC is also concerned that ‘edge of town’ development risks undermining active travel choices for everyday journeys. As the distance between housing and town centre services increases the likelihood for sustainable travel choices will decline unless investment in a joined-up network of walking and cycling routes increases.

The NPPF provides explicit support for rural exception sites *“Local planning authorities should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and consider whether allowing some market housing on these sites would help to facilitate this.”*

BANP and BTC support rural exception sites specifically for affordable housing in perpetuity where market housing would not normally be permitted. As rural exception sites are generally outside of the development boundary, BTC is concerned as to how the removal of the boundaries will affect the way in which rural exception site policy will continue to operate.

BTC would like to ensure that communities have a route to deliver affordable housing schemes that does not rely on developer-led schemes. The community land trust model can guarantee affordability in perpetuity and alignment with local income levels.

BTC is aware that some local authorities propose that small market-led schemes must prioritise local people in the allocation of the affordable homes (South Gloucestershire Housing Strategy 2023). BTC requests that Dorset Council consider similar approaches to help prioritise delivery of affordable homes to local people.

If this flexible settlement policy were to go ahead, in order to give communities confidence, the Local Plan should set out clearly how rural exception site policy will apply in practice in the

absence of settlement boundaries, and how it will continue to support delivery of the genuinely affordable homes that people in Bridport want and need.

Comments on Appendix 3 (page 19) - Employment sites

BTC recognises the vital importance of providing space for employment and business development alongside growth in housing. BANP policy EE1 seeks to protect existing employment sites.

Bridport has significant opportunities to strengthen its economy and community by addressing workspace challenges. By improving flexibility, affordability, utilities, and workforce development, the town can:

- **Attract New and Diverse Businesses:** Flexible and energy-efficient workspaces will draw small businesses, including creative industries, enhancing Bridport's identity as a hub for innovation and independence.
- **Foster Entrepreneurship:** Affordable live-work units and targeted support programmes can encourage entrepreneurship, especially among younger demographics.
- **Boost Economic Resilience:** Seasonal and short-term workspace options will support tourism and the broader economy, while reducing costs for small businesses will help them thrive and scale.
- **Develop a Skilled Workforce:** Strategic initiatives and partnerships will address skills gaps, create local employment opportunities, and retain young talent in Bridport.

Summary of Key Findings from [Bridport Workspace & Business Needs Assessment \(2025\)](#):

- 3 out of 4 respondents cited a lack of workspace availability.
- Most said their current premises do not meet their needs.
- High costs and inflexible leases prevent startups and small businesses from securing spaces, and from growing businesses to move to more suitable premises. 1 out of 3 respondents struggle with high utility costs due to poor insulation and outdated heating.
- Many older buildings lack energy efficiency measures, increasing operational costs.
- Parking shortages are ongoing and affect staff and customer access.
- Housing costs prevent young professionals from staying in Bridport, impacting business recruitment.
- A majority of businesses have no employees under 30.
- Many struggle to find skilled candidates, especially in hospitality, manufacturing, and the arts.
- Limited training and apprenticeships reduce employment opportunities for young people.

BTC is concerned that the provision of a 3Ha extension to the Gore Cross Industrial estate will be insufficient to ensure that the Bridport economy can grow in line with housing development. BTC suggests further consideration be given to employment needs, drawing on the Workspace

Assessment, with a preference for more mixed-use sites and additional employment/commercial site located along the A35 corridor.

BTC notes that Dorset Council sees limited need for new retail floorspace. BTC supports the Town Centre first approach.

Comments on Appendix C (of the draft Local Plan) – Opportunity Sites for Gypsies, Traveller and Travelling Showpeople

Experience in Bridport over the last 5 years has underlined the urgent need for sites in the West Dorset Functional Area to accommodate for Gypsies, Travellers and Travelling Showpeople. BTC questions whether only two single sites identified in the Beaminster area are sufficient.

Comments on Appendix D (of the draft Local Plan) – Opportunity Areas for Renewable Energy

The National Planning Policy Framework explains that all communities have a responsibility to help increase the use and supply of green energy.

Community initiatives for example Bridport Local Energy ([Bridport | Energy Local](#)) are likely to play an increasingly important role and should be encouraged as a way of providing positive local benefit from renewable energy development. Further information for communities interested in developing their own initiatives is provided by the Department for Energy Security and Net Zero. Local planning authorities may wish to establish policies which give positive weight to renewable and low carbon energy initiatives which have clear evidence of local community involvement and leadership.

BTC notes that the maps in Appendix D only identify small scale wind, solar generation opportunities in the Bridport area. BTC is keen to ensure all new development incorporates high levels of energy conservation and renewable energy generation (see BANP policies CC2/3).

BTC is especially keen to see more housing development achieve net-zero carbon operation by generating, storing, and distributing its own renewable energy. For example, the Bridport Cohousing project called Hazelmead; a mixed tenure intergenerational neighbourhood of eco homes (1 bed flats and 2, 3, and 4 bed houses) for 53 households that includes a solar-powered microgrid with a large battery system for efficient energy.

Comments on the Transport Plan

The Transport Plan sets out aspirational ambitions that BTC can only support. The vision and objectives are laudable, particularly in terms of public transport. It is saying many of the things we want it to. However, BTC is very disappointed that the Transport Plan and the Local Plan are not fully integrated, e.g. ideally all new development should be based around 15/20-minute communities. BTC has been stressing for many years that the Local Transport and the Local Plans must be aligned. As we have pointed out in our response to the proposed Bridport option sites, a huge level of investment in infrastructure and incentives will be necessary to make them truly sustainable. The Transport Plan as it stands does not demonstrate how any of this might be deliverable.

BTC is concerned that the Transport Plan lacks the practical detail and rigour necessary to provide confidence that there will be resources to make a meaningful impact. It would be reassuring if the plan had more detail on how to upgrade and improve our local transport network in the event of insufficient funding.

BTC calls for the Transport Plan to include SMART targets. The policy statements risk being meaningless without SMART targets attached to them. At the moment there is nothing in the plan which would encourage people to give up their private cars for most journeys, long or short. Train and bus services operate limited services and often they don't connect with each other. BTC does not see this changing because of the plan.

Bridport Access and Movement Study (2021) – Summary of Key Findings:

- *The importance of access to green and social spaces,*
- *The importance of meeting the functional needs of the Town Centre economy,*
- *Addressing issues with the operation of the Town Hall Junction, in particular the need for greater pedestrian priority (see BANP Project 04 proposal),*
- *Improving links in the walking and cycling network, in particular, a new cycle/walking route linking the town centre to the Foundry Lea Development, additional pedestrian crossings on Sea Road South and improved cross Bridport cycle link,*
- *Establishing three Town Centre Gateways to underline transition into the historic core of the town and 20 mph zone,*
- *Introducing a comprehensive Car Park Signage strategy,*
- *Enhancement of Bridport Football Club car park to support a 'Park and Stride' scheme,*
- *Improving wayfinding information.*

See [BANP Access & Movement Chapter Policies](#)

Transport issues for Bridport:

- *Congestion, pollution and journey times in Bridport in summer months and market days;*
- *Decline in satisfaction with the public realm;*
- *Young people suffer most from limited travel options, impacting on their access to work and education;*
- *Current public transport is off the mark with regards to reliability, frequency and connectivity.*

Suggested transport improvements:

- *Support ambitions set out in the Access and Movement Study.*
- *Improve pavements, public spaces and a move away from car dominance.*
- *Promote park and stride initiative as primary parking option for visitors.*
- *Greater emphasis on rural public transport connectivity between towns/transport hubs.*
- *Prioritise and coordinate public transport links to railway connections.*

- *Utilise the planning system to prioritise connected transport hubs through a cheap and reliable public transport system.*
- *Promote better safe alternatives to the car for school drop offs.*
- *Reinstate a bus service that links the rail heads of Weymouth, Dorchester and Axminster with all the communities on the routes.*

Appendix 1

An Ageing Community

The rate at which our age demographic is changing is alarming. Fig 1 shows the change in the number of residents in different age bands, captured by the most recent 2021 census and compared with the previous one in 2011. It shows a significant shift in age distribution with a stark decline in numbers of those under 60 and a marked increase in those within the 60-79 age bracket, 1,000 more older people in a population of around 15,000.

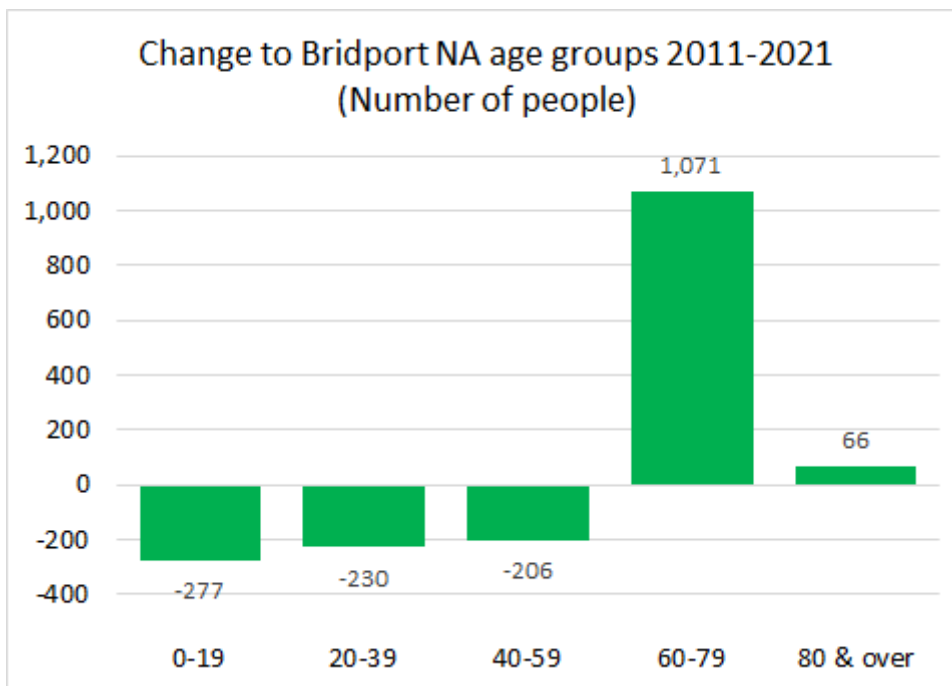


Fig 1 Recent change in age profile, 2011-2021

That this is a recent shift in the age profile of our area can be seen in Fig 2 which shows how many residents there have been in each 10-year band at the last three census counts. While in 2001 the spread was relatively even up to the 70-79 group, by 2021 there had been a leap in the numbers of older people at the same time as a shrinkage of the younger age groups.

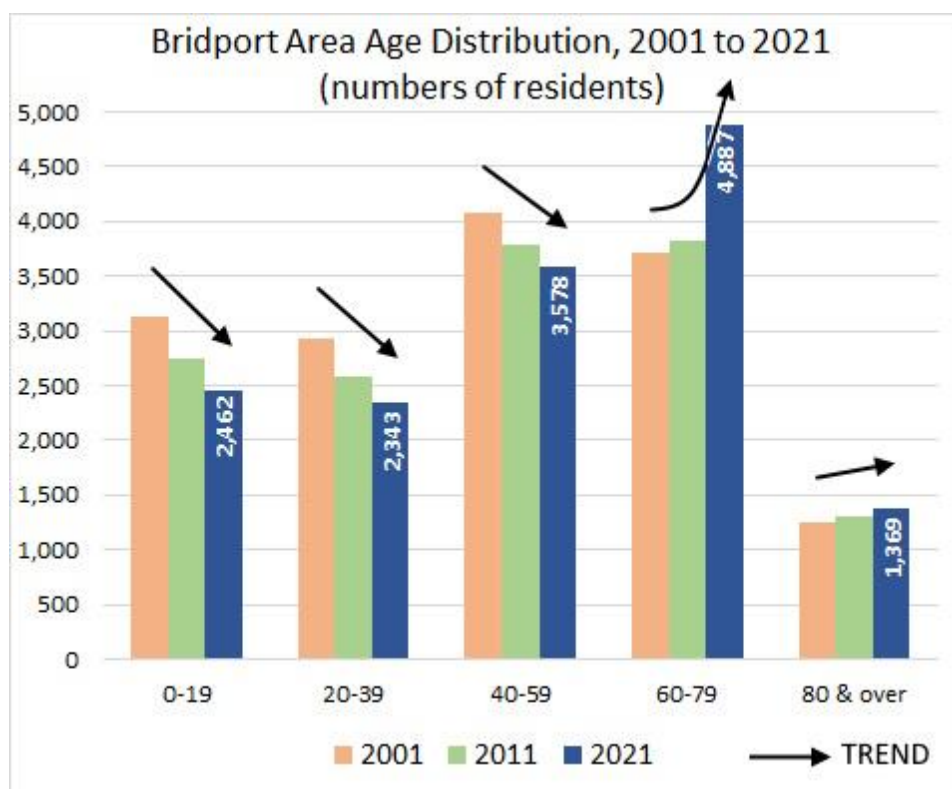


Fig 2 Decade-by-decade age profile change in Neighbourhood Area

It is widely known that the overall population of England is ageing, and so some increase towards the upper end of the age spectrum is to be expected, but the Bridport Area's age profile is exceptional as illustrated in Fig 3 below.

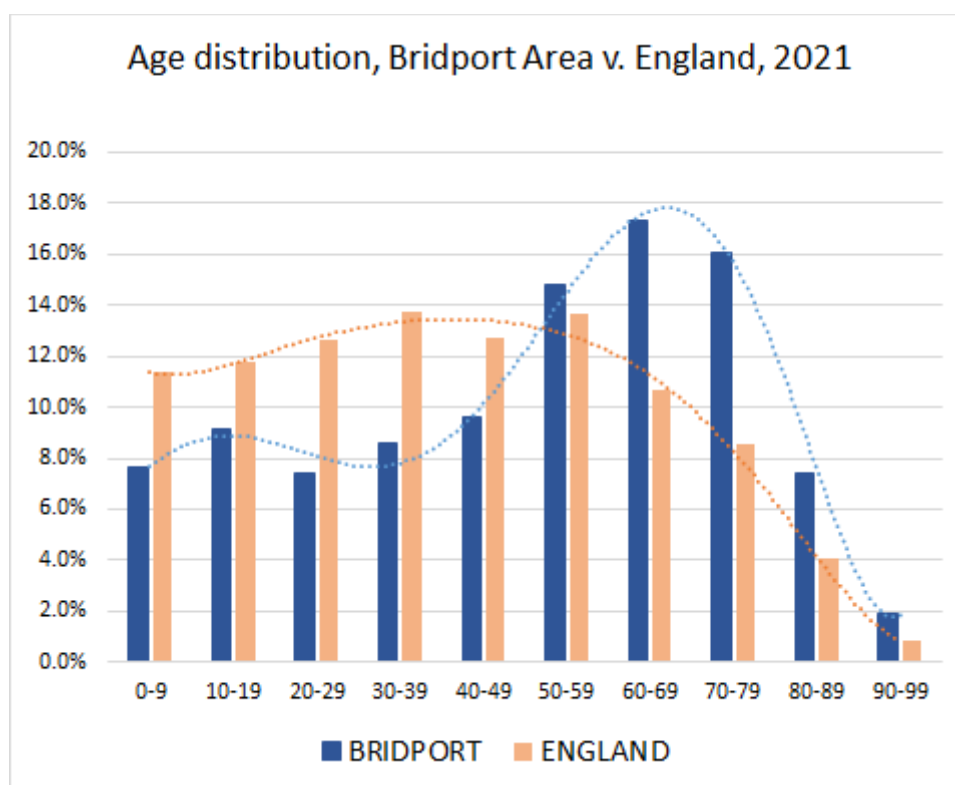


Fig 3 Comparison of national age profile with Neighbourhood Area

Appendix 2 – BTC comment on 17 Opportunity sites for Housing

The Site Options Assessment for the BANP² review is offered as evidence for the Dorset Local Plan. AECOM were commissioned to undertake an independent site appraisal for the Bridport Area Neighbourhood Plan (BANP). The work undertaken was agreed with Bridport and Symondsburry Parish Councils (PC) and the Ministry for Housing, Communities and Local Government (MHCLG) in 2025 as part of the national Neighbourhood Planning Technical Support programme led by Locality.

The available sites in the parish have been identified by the BANP steering group (total of six sites) as well as the Dorset Council's 2024 Strategic Housing Land Availability Assessment (SHLAA) (total of 42 sites). The process considered the SHLAA conclusions and reviewed the potential for sites to be allocated to support schemes for small scale affordable housing.

AECOM concludes that Amber and Green sites should form the shortlist of sites that can be taken forward through the site selection process. The site selection process would also usually include looking at the constraints identified on each of the Amber sites to understand whether the issues can be resolved or mitigated.

Table 1 provides an overview of the Dorset Council LP Consultation Site Options with BTC traffic light assessment.

In providing comment BTC has followed AECOM's site appraisal methodology³ using a traffic-light system based on constraints and opportunities of each site as follows:

- **Green is for sites which are free of constraints**, or which have constraints that can be resolved, and therefore are suitable for development.
- **Amber sites have constraints that would need to be resolved or mitigated, so the site is potentially appropriate for allocation for the proposed use.**
- **Red sites are unsuitable for development** and therefore not appropriate to allocate for the proposed use in the Local Plan.

² AECOM has been commissioned to undertake an independent site appraisal for the Bridport Area Neighbourhood Plan (NP). The work undertaken was agreed with Bridport and Symondsburry Parish Councils (PC) and the Ministry for Housing, Communities and Local Government (MHCLG) in 2025 as part of the national Neighbourhood Planning Technical Support programme led by Locality.

1.2 The purpose of the site assessment is to determine whether identified sites are suitable for development and appropriate for allocation in the Neighbourhood Plan, including whether the site locations and development proposals comply with the strategic policies of the adopted Development Plan. The report is also intended to help the PCs to ensure that the Basic Conditions considered by the independent examiner are met, as well as any potential legal challenges by developers and other interested parties.

1.3 It is important that the site process is carried out in a transparent, fair, robust, and defensible way and that the same process is applied to each potential site. Equally important is the way in which the work is recorded and communicated to interested parties. [LM Report Bridport Area Neighbourhood Plan 2025-05-15 \(bridport-tc.gov.uk\)](#).

³ The AECOM report uses the methodologies of the Government's National Planning Practice Guidance. Sites were assessed using a site appraisal proforma based on the Government's National Planning Practice Guidance, the Site Assessment for Neighbourhood Plans: A Toolkit for Neighbourhood Planners (Locality, 2015)⁵ and the professional knowledge and experience of the consultant team.

Table 1 – BTC comment on 17 Opportunities Sites for Housing

Site	Rating	Comment
LA/ALLI/001	RED	Agree with AECOM Comments.
LA/ALLI/002	RED	Agree with AECOM Comments.
LA/ALLI/003	AMBER	Agree with AECOM assessment “This site in its original form would not be considered suitable for development due to its elevated and sensitive position in the National Landscape as well as identified highways capacity concerns.” However a smaller portion of this site on the lower land toward the end of Court Orchard Road might be suitable for a smaller scheme, primarily for affordable housing as an exception site. Good road access easy to link to adjoining roads. 150 figure too dense. West Dorset District Council (WDDC) assessed this site (BR7) in the LP (Sustainability Appraisal, August 2018) and found it unsuitable due to ‘Potentially unacceptable impacts upon the Dorset AONB, and highways issues’. Development there was rated as ‘strong negative effect’ on Biodiversity, Flooding & Coastal Change, and Landscape Planning application for 90 houses was refused in 2019.
LA/BOTH/004	RED	Agree with AECOM Comments. Road very steep to the proposed site.
LA/BOTH/005	AMBER	Agree with AECOM assessments: A smaller, northern portion of this site would be suitable for a smaller scheme, primarily for affordable housing as an exception site Footpath needs to be in place.
LA/BOTH/006	AMBER	Agree with AECOM assessment: A smaller portion of this site, on the parcel of land adjacent to the Howard Road modern development would be potentially suitable for a smaller scheme, primarily for affordable housing as an exception site. BTC believe the site may be appropriate for a mixed-use development. Good site for access onto the A35. Wider road route into site. Danger of Walditch village absorbed into a wider area, mitigated by maintaining landscape area nearest to the village. Footpath and cycling access/route. Site rejected in WDDC Sustainability Appraisal, August 2018 (BR9 due to significant flooding and coastal change, landscape, and historic environment impacts).

LA/BRAD/001	AMBER	Conflicts with BANP Local Green Space policy. Agree with AECOM assessment: a smaller portion of this site (south of the footpath - nearest Happy Island Way) might be suitable for a smaller scheme, primarily for affordable housing as an exception site. Road Lee Lane onto the A35 would need to be widened. Cycle/footpath into the town centre. Development could blend in with the existing housing.
LA/BRAD/006	RED	Agree with AECOM assessment Site assessed in the Aug 2018 Sustainability Appraisal Preferred Options report (BR4) and rejected due to significant negative Landscape impacts with 'Potentially unacceptable impacts upon the Dorset AONB, and remote from town centre'. Far from town centre. Very restricted bus service.
LA/BRAD/007	RED	Agree with AECOM assessment.
LA/BRAD/008	AMBER	Conflicts with BANP Anti – Coalescence area policy. Agree with AECOM assessment: A smaller portion of the site, to the eastern extent (behind numbers 255- 267 Saint Andrews Road and south of Dodham's Lane, nearest to Bradpole) might be suitable, primarily for affordable housing as an exception site. Increase in traffic congestion along very narrow Victoria Grove. No access onto Pymore Road/to the west of Pymore Road. Major road infrastructure work necessary for any development.
LA/BRAD/010	AMBER	Agree with AECOM assessment: The southern part of the site would be less sensitive in terms of its landscape and settlement character impacts and might be suitable, primarily, for affordable housing as an exception site Top part of Lee Lane would need to be widened. Significant infrastructure improvements needed. Proposed development not to go beyond the already established housing. Lower section only where the junction from Jessopp Avenue meets Lee Lane. A crossroad would be necessary from Jessopp Avenue/Lee Lane and widening of the southern section of Lee Lane.
LA/BRID/010	RED	Agree with AECOM assessment High flood risk. A very significant negative impact on the character of West Bay and its tourist industry, economy, hospitality and jobs.
LA/SYMO/001	RED	Conflicts with BANP Anti – Coalescence area policy. Agree with AECOM assessment.

		Further developments would mean an increase in traffic onto West Road in addition to Vearse Farm/Foundry Lea development.
LA/SYMO/002	RED	Area is supposed to be for a green space at Foundry Lea. Green space to be kept and Grade II farmhouse to be protected, as per planning conditions.
LA/SYMO/004	RED	Agree with AECOM assessment – but with some employment. No bus service. No A35 pedestrian crossing. Broad Lane too narrow, no footpath and unlit. Top section (along A35) of the proposed area could, however, be used for employment. Potential for access from the proposed roundabout. Gate entrance into the field off the A35 is already established.
LA/SYMO/005	RED	Agree with AECOM assessment. Broad Lane not suitable for housing. No public transport. Too far from the town centre.
LA/SYMO/010 , 011	RED	Agree with AECOM re: unsuitable for residential use. However, could be employment land. No access from the A35 only through Skilling Hill.

Table 2 – BTC comments on existing Housing Land

LA/BRID/003	Bus Station*	GREEN
LA/BRID/004	Proton Garage and Works, West Allington	GREEN
LA/BRID/005	Rope Walks - car park	GREEN
LA/BRID/006	St Swithins Road	GREEN
	Bradfords Builders Merchants (mixed use***)	GREEN
	Boldwood House	GREEN
	Plottingham Car Park	GREEN
	Peter Foote Play Area**	GREEN
	Old Dairy Site	GREEN
	Flood Lane / Fisherman's Arms	GREEN
	J C Phillips (mixed use***)	GREEN
	Jewsons (mixed use***)	GREEN
	Foundry Lea (6 social rent units available for a CLT)	GREEN
	Kings Head	AMBER
	Palmers field	GREEN
	Land adjacent Fire Station	GREEN
	Old Mill, South Street****	GREEN
	Coach House, Gundry Road****	GREEN

*** Bus station**

This is a key site in the centre of Bridport, largely comprising Dorset Council land. Bridport Town Council's Housing Working Group has brought together Dorset Council and Magna Housing Association in discussions about redevelopment of this site. As a result, both Dorset Council and Magna are currently working on feasibility studies with the aim of producing a plan for a mixed-use development, with the priority aim of maximising the opportunity for building social housing on this site. Magna Housing Association are keen to invest and build new social housing and are very interested in this site. Both Dorset Council and Magna are positively engaged in this endeavour, which makes it seem likely that a significant social housing offer may be achieved on this site in the fairly near future.

Bridport Town Council have commissioned a feasibility study which suggested there could be 21 dwellings on this site⁴. We hope that the studies being undertaken by both Dorset Council and Magna may increase the number on this and adjacent sites (ie Boldwood House (Magna owned) and the Plottingham play area and car park (BTC owned)) while still facilitating a mixed-use element including use of the space as a transport hub (deemed particularly important in the BANP).

**** Peter Foote Play area**

Bridport Town Council very much favours this as a potential site for social housing and it is under discussion within our Housing Working Group. We have identified an alternative open space to compensate for the loss of the play area. Again, we think there is a good chance that development of this land could be expedited quickly.

*** These sites would be suitable for mixed use residential/employment development.

**** Redevelopment of existing heritage buildings.

⁴ [Bridport-Bus-Station-Feasibility-Study-Report-April-2022.pdf](https://bridport-tc.gov.uk/Bridport-Bus-Station-Feasibility-Study-Report-April-2022.pdf) (bridport-tc.gov.uk)

Appendix 3 – BTC Comments on Proposed employment sites

Location	Bridport Town Council Comments on Dorset Council Site Assessments	Support Level
Vearse Farm - LY/SYMO/002	The site is within the defined development boundary and allocated in the Local Plan. Suitable for development. As this would be a mixed-use site light industrial/office uses would be preferable to limit any impact on residential amenities. Uses that are less suited to be mixed with residential would need to have regard for residential amenity. BTC do not support this assessment, subject to emphasis on light industry/office being maintained uses to avoid heavy goods vehicles having to travel through the residential area that makes up the majority of the development site currently under construction.	AMBER
Gore Cross - EL/BRID/013	Good quality site in appropriate location, some capacity for redevelopment within the boundary. Suitable for continued use and provides valuable local employment opportunities. BTC supports this assessment.	GREEN
St Andrews Trading Estate	The site has limited capacity for redevelopment within the boundary and is constrained on most sides by existing development - little room for expansion. Suitable for continued use and provides valuable local employment opportunities. BTC lack of land available negates the development potential of this site.	RED
Pymore Mills Industrial Estate	The site has some capacity for redevelopment within the boundary which may improve the appearance of some of the buildings however the site is constrained on most sides by residential development and flood plains - little room for expansion. Suitable for continued use and provides valuable local employment opportunities. BTC lack of land available negates the development potential of this site.	RED
North Mills Trading Estate	The site has limited capacity for redevelopment within the boundary and is constrained on most sides by existing development - little room for expansion. Suitable for continued use and provides valuable local employment opportunities. BTC lack of land available negates the development potential of this site.	RED
Amsafe	The site has some capacity for redevelopment within the boundary however the site is constrained on most sides by existing development - and listed buildings. Suitable for continued use and provides valuable local employment opportunities. BTC lack of land available negates the development potential of this site.	RED

St Michaels Trading Estate	Not appropriate as a solely employment site but suitable for continued mixed uses. Site benefits from a cluster of vintage retail units. BTC strongly supports the development of this site as a mixed industry and affordable/social housing development in the spirit of the existing site.	GREEN
Rope Walks Car Park	Whilst the site has been assessed as; <i>has reasonable market attractiveness its main use is not for employment, its location within the Conservation Area and with nearby Listed Buildings may limit the amount of intensification or redevelopment particularly considering they would require sensitive designing which may limit the potential for employment uses. Site may be better utilised for residential /retail/ mixed use allocation, rather than employment only, retain as a mixed-use site.</i> BTC would only support development on this site if the current number of parking spaces is maintained. This can be achieved by parking below ground level, as is common practice in other places or a combination of low-level multi-storey, retail and affordable/social housing.	AMBER
Crepe Farm - LA/SYMO/001	The site has limited capacity for redevelopment within the boundary and expansion is unlikely to be acceptable given the rural nature of the site. Suitable for continued use and provides valuable local employment opportunities. BTC feels this land is unsuitable for development given the impact on the rural nature of the site.	RED
East Road Business park	The site has some capacity for redevelopment of existing units within the boundary however there is little room for expansion. Redevelopment of some of the older buildings on site could improve appearance of the site overall. Suitable for continued use and provides valuable local employment opportunities. BTC agrees redevelopment opportunities over time are the only option on this site.	AMBER
Dreadnought Trading Estate	The site has some capacity for redevelopment of existing units within the boundary however there is little room for expansion. Redevelopment of some of the older buildings on site could improve appearance of the site overall. Suitable for continued use and provides valuable local employment opportunities. BTC agrees redevelopment opportunities over time are the only option on this site.	AMBER
Old Laundry Trading Estate	The site has some capacity for redevelopment within the boundary however there is little room for expansion. Suitable for continued use and provides valuable local employment opportunities. BTC agrees redevelopment opportunities over time are the only option on this site.	AMBER

Land Adjacent to Gore Cross - LA/BRAD/006	An exposed site but if available, the west of site could provide an employment area extension subject to environmental constraints. Potential site, if viable. BTC feels this site is better suited to housing in order to avoid increased HGV and other traffic through already often congested roads in the town. Small to medium sized affordable/social housing units preferred.	RED
Broomhills Farm	Good site for small scale development or redevelopment. Some of the site would benefit from updating and the land to the west the existing units could be redeveloped. Suitable for continued use and provides valuable local employment opportunities. BTC agrees this site is only suitable for small scale development in keeping with the area only.	GREEN
Broomhills - Site 1 - Symondsbury	The site is located immediately adjacent to the main road and employment area at Bridport - potential employment site, subject to identified constraints - however cost of developing access and general location may mean it is not viable. BTC favours development for employment adjacent to the A35 over that proposed at Gore Cross to avoid increased HGV and other traffic through already often congested roads in the town. Small to medium sized units preferred.	GREEN
Broomhills - Site 2 - Symondsbury	The site is located immediately adjacent to the main road and employment - if small units can be developed on parcel then suitable. BTC favours development for employment adjacent to the A35 over that proposed at Gore Cross to avoid increased HGV and other traffic through already often congested roads in the town. Small to medium sized units preferred.	GREEN
Broomhills - Site 3 - Symondsbury	The site is located immediately adjacent to the main road and employment area at Bridport - potential employment site, subject to identified constraints. BTC favours development for employment adjacent to the A35 over that proposed at Gore Cross to avoid increased HGV and other traffic through already often congested roads in the town. Small to medium sized units preferred.	GREEN
South of A35 Higher Eype - LY/SYMO/004	Potential for part employment if brought forward as smaller site or mixed use site, subject to identified constraints including the AONB. Whole site unlikely to be required. BTC favours development for employment adjacent to the A35 over that proposed at Gore Cross in order to avoid increased HGV and other traffic through already often congested roads in the town. Small to medium sized units preferred. Access to the site via the road linked to the roundabout to be constructed at Miles Cross roundabout favoured	GREEN
Pymore Mills - North	Site is affected by flooding and has landscape sensitivities however could provide part extension of existing employment area. BTC feels there is limited if any potential for development due to flood risk and landscape issues already identified.	RED

Vearse Farm	The 2019 decision notice and S106 agreement for the Vearse Farm/Foundry Lea development includes a land allocation for the following: Local facilities The Reserved Matters submission or submissions shall include serviced employment land of no less than 4 hectares for the provision of Use Classes B1, B2 and B8 industrial uses; a mixed use local centre of Use Classes A1, A2, A3, A4, A5, B1, C3 and D1); a serviced site of 2 ha to provide a new, one-form entry, primary school with associated grounds, playing fields and parking, with the site sized to accommodate a 2-form entry school (Use Class D1); and, a 60-bed residential care home (Use Class C2). These elements of the development of the site shall be undertaken in phases as outlined in the requirements to be agreed by condition 2 of this permission. REASON: To ensure provision of the mixed use development (other than residential development) in accordance with the provisions of policies ECON1, SUS1, HOUS1, HOUS3, HOUS5, COM1, COM2, COM4, COM6 and BRID1 in the West Dorset, Weymouth and Portland Local plan (adopted October, 2015); and, the advice contained in the National Planning Policy Framework, July, 2018, (as amended). However, six years later no plans have been put forward by the developer for any of the land on the development site. Bridport Town Council has tried regularly to engage with the developer/landowner about this, to no avail. What processes are in place for developers who do not honour the DN and planning legal agreements?	GREEN
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