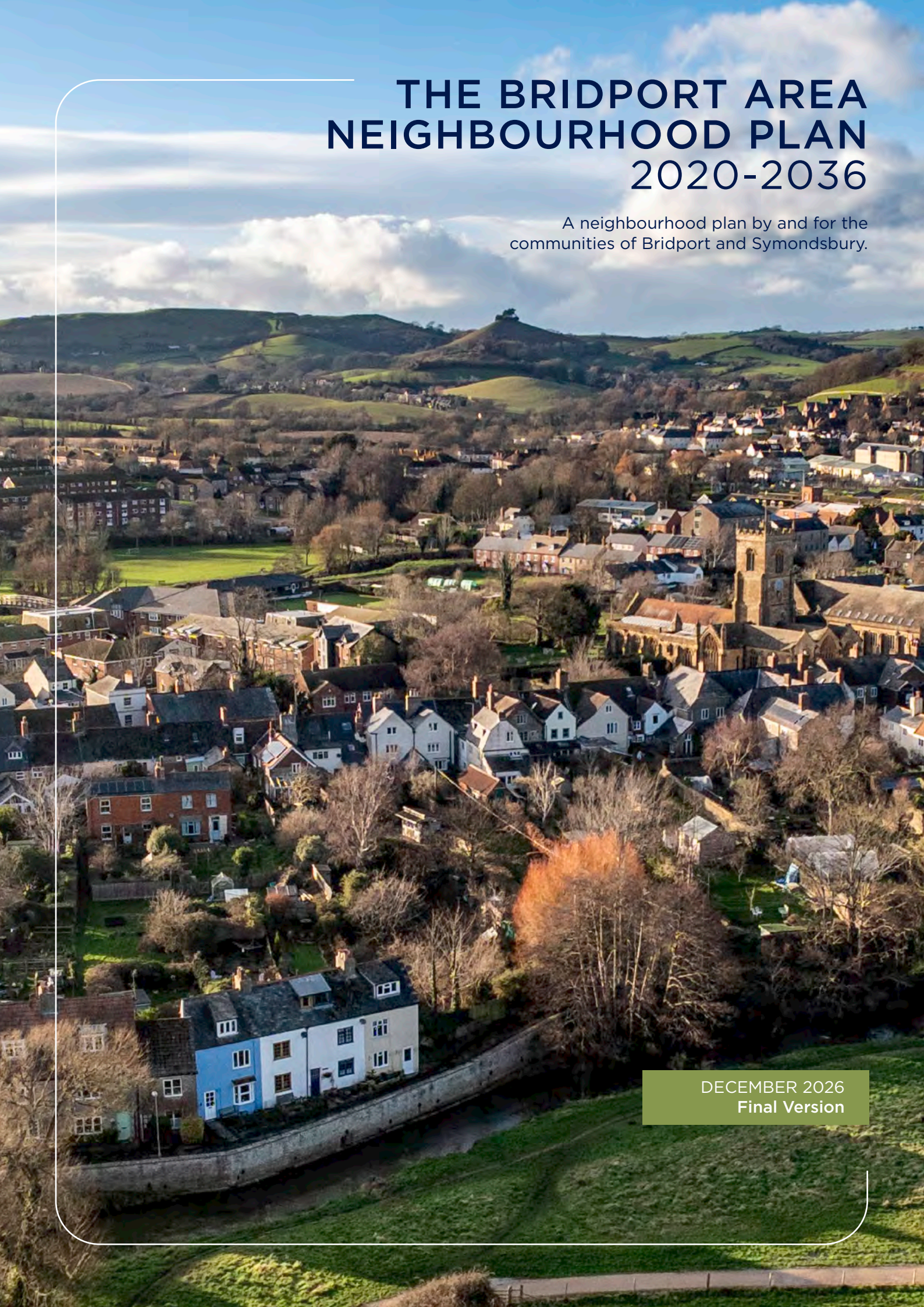
THE BRIDPORT AREA NEIGHBOURHOOD PLAN 2020-2036

A neighbourhood plan by and for the communities of Bridport and Symondsbury.



DECEMBER 2026
Final Version

THE BRIDPORT AREA NEIGHBOURHOOD PLAN 2020 - 2036

December 2026

This revised version of the Bridport Area Neighbourhood Plan has been approved by both participating councils: Bridport Town Council and Symondsbury Parish Council, on behalf of those who live and work within the designated area.

The revised version of the Bridport Area Neighbourhood Plan (BANP) has been prepared on behalf of the Joint Councils Committee by the Community Steering Group working with Bridport Town Council, the qualifying body responsible for plan preparation. The Joint Councils Committee has overseen the research and development of this neighbourhood plan.

Community Steering Group

Community volunteers have continued to give their time, energy and knowledge to the monitoring and review of this plan.

Bridport Town Council and Symondsbury Parish Council wish to extend grateful thanks to all the volunteers and employees for the time and commitment given to complete this neighbourhood plan.

Contact for further information:

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The qualifying body has received technical support during the preparation of this revised plan from Stir to Action and Locality's appointed consultants AECOM.

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Image credits:

- Neil Barnes
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INTRODUCTION

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

Following the adoption of the Bridport Area Neighbourhood Plan 2020-2036 in May 2020 Dorset Council instigated a review of local community governance. As a result of the review, the civil parishes of Allington, Bothenhampton & Walditch and Bradpole have been subsumed into either Bridport Town or Symondsbury Parish. See Map 1 – Designated Plan Area for the new governance arrangements and revised neighbourhood plan boundaries.

Bridport Town Council, working with Symondsbury Parish Council, has prepared this revised version of the plan on behalf of those who live and work within the area. As the qualifying body, the Town Council is entitled to submit a neighbourhood plan for the Bridport area as designated through an application made in October 2013 under the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by West Dorset District Council on May 2014.

This neighbourhood plan has been informed by the emerging strategic policies in the Dorset Local Plan as well as the West Dorset, Weymouth & Portland Local Plan 2011-2031 adopted in 2015. This revised plan sets out a vision for the area through to 2036 supported by a set of planning policies and a series of specific projects. In accordance with the neighbourhood planning regulations, this plan is in general conformity with the adopted local plan and has been prepared through extensive community consultation.

"The councils in the area fully support the policies in this plan and believe that it will make a real difference in our area to future developments. Our area has many advantages in its beauty, history and arts scene but most of all our dynamic, challenging and wonderful people."

Cllr Bridget Bolwell, Chair Joint Councils Committee

"The original plan from 2020 took a large group of volunteers over four years to bring to publication, ably assisted by officers of Bridport Town Council and representatives of each parish in the plan area. We also carried out substantial consultation to ensure the plan reflected the views of the community. I am pleased to say that the majority of planning applications refer to the BANP and that the parishes and Dorset Council have made use of the neighbourhood plan in making their decisions.

Several of the projects proposed in the neighbourhood plan have also been carried out most notably work on the centre of Bridport, cycle and pedestrian routes, an investment plan and the formation of another community land trust.

Members of the original team of volunteers have generously given their time again to undertake this 'light review' of the neighbourhood plan. We have considered changes in relevant legislation, used research carried out recently into the economic health of the area and thoroughly revised the Housing Needs Assessment to reflect the current situation. Some policies have been amended and updated because of these changes.

It has been a privilege to chair the steering group through this process and my profound thanks to those volunteers who have again given a great deal of time to the review and the officers of Bridport Town Council for their support and guidance."

Phyllida Culpin, Chair Bridport Area Neighbourhood Plan Steering Group

A Thriving Society

The Bridport area is well known as a cultural centre for West Dorset. Sat within the Dorset National Landscape, it is home to numerous societies, clubs, places to visit and events to attend. We can be proud of our thriving neighbourhoods which have arisen naturally from a collective approach to life.

And yet, sustaining this way of life is under threat. Being such an attractive place to live in, the Bridport area has become a magnet for the older generation of retirees from elsewhere. While not necessarily a bad thing in itself, the difficulty is that their higher property purchasing power pushes home prices up beyond a level which younger and less wealthy local residents can afford.

Moreover, after being here for several years they inevitably become senior citizens and consequently less independent. Local support services provision to look after a predominantly elderly population is quite different to the more self-sustaining one of a balanced community population.

Housing Needs Assessment

A Housing Needs Assessment (HNA) collects information related to an area's population and the way in which it is expected to change and translates this into the sizes and types of tenancy of housing which would be most suitable. This provides a forecast of the need within the Bridport Area for a range of homes (open-market, affordable, retirement, etc.) in terms of number, types and mix. Forecasts are based on ONS data and trend analysis. Consultants AECOM were commissioned to update the 2019 HNA for the Bridport area, and this was completed in 2025.

Based on existing trends and forecasts, some of its findings assumed a future population comprising a continued increased proportion of elderly people, with a rider [para 5.3.3] that should the community feel that this was not in their best interest then an intervention to amend the housing mix would be appropriate. This additional research was done and resulted in the "Bridport Area HNA Supplement", also completed in 2025. While the background information and data of the AECOM HNA are relevant, the Supplement HNA is the principal reference for the revised BANP policies around housing, especially sizes and types of tenancy.

An Ageing Community

The rate at which the neighbourhood plan area 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.

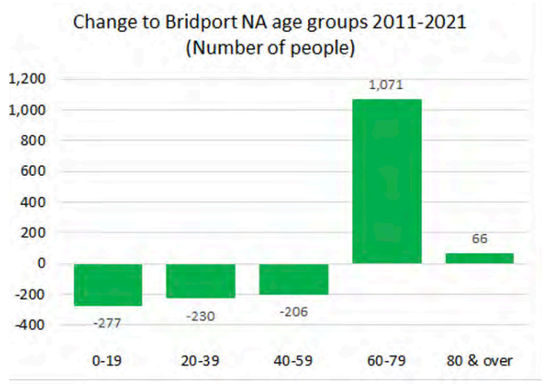


Figure 1: Recent change in age profile, 2011-2021

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 20-year band at the last three census counts. While in 2001 the spread was relatively even up to the 60-79 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.

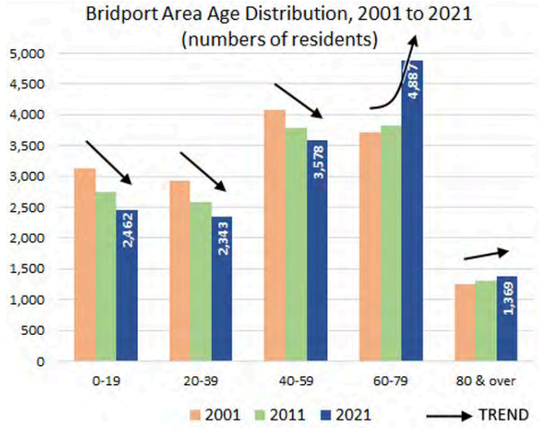


Figure 2: Decade-by-decade age profile change in the Bridport area

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 age profile of the Bridport area is exceptional as illustrated in Fig 3.

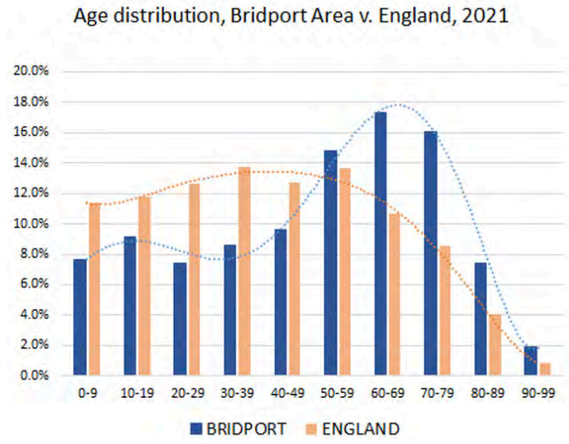


Figure 3: Comparison of national age profile with that of the Bridport area

How this will impact the neighbourhood

If the current trends shown above continue the impact of age demographic imbalance will increase to the further detriment of the Bridport area community. One of the main reasons for having a neighbourhood plan is to assure the future wellbeing of its community.

Whilst undoubtedly a welcoming environment for retirees many of whom contribute to the community, their arrival is clearly linked with a departure of young and middle-aged people. 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.

Relationship with the National Planning Policy Framework

The National Planning Policy Framework (NPPF) was revised in response to the proposed reforms and other changes to the planning system consultation on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

The current version of the NPPF was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and to amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.

This revised framework replaces the previous NPPF published in March 2012, revised in July 2018, updated in February 2012, revised in July 2021, updated in September 2023 and revised in December 2023. A revised National Planning Policy Framework (NPPF) was published in August 2026 after submission of the neighbourhood plan in April 2026. As the plan had already entered the statutory examination process, it proceeded under the relevant transitional arrangements and was examined against the NPPF 2024 (as amended in February 2025). References

in this document therefore remain to that framework.

The NPPF explains the relationship between the NPPF, Local Plans and Neighbourhood Plans. This influences how local planning authorities approach the development of local plan policies and how they regard policies as strategic or non-strategic in nature. The NPPF identifies matters on which the government thinks local communities through neighbourhood plans can contribute to the achievement of national policy goals and express their own ambitions and objectives.

Planning Policy guidance explains the neighbourhood planning system introduced by the Localism Act, including key stages and considerations required. The BANP supports the delivery of strategic policies contained in local plans or spatial development strategies and will help shape and direct development that is outside of these strategic policies.

The government is committed to 'getting Britain building again'. Planning reforms are being introduced through the Planning and Infrastructure Bill - streamlining a set of national policies for decision making to guide planning decisions taken by local authorities and promote housebuilding in key areas; government is committed to building more homes and delivering affordability. The NPPF still maintains its commitment to high quality development, a plan-led system, safeguarding nationally/ internationally important landscapes and environmental assets.

Relationship with Local Plan

Local and Neighbourhood Plans form 'the development plan' for the area and should be followed in decisions unless material considerations indicate otherwise.

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

Neighbourhood Plans are policy-based land use plans that form part of the statutory development plan. They are prepared within the wider planning framework established by national policy and strategic planning policies applying to the area. The adopted development plan for the area is made up of the following documents:

a) West Dorset, Weymouth & Portland Local Plan 2015,

b) Bournemouth, Christchurch, Poole and Dorset Waste Plan, 2019-2033,

c) Bournemouth, Dorset and Poole Minerals Strategy 2014 (for period 2014-2028),

d) Bournemouth, Christchurch, Poole and Dorset Minerals Sites Plan 2019 (for period 2019-2034).

In many aspects of detailed local planning policies, the adopted West Dorset, Weymouth & Portland Local Plan 2015 is now out of date, with successive changes to the National Planning Policy Framework in place, changes to use classes affecting planning control of changes of use of shops and a step change in policies for sustainability. Dorset Council replaced West Dorset District Council in 2019 and is preparing a new local plan to meet planned requirements. Dorset Council previously undertook an Options Consultation (January 2021) and a Site Options Consultation (August 2025) as part of the Local Plan preparation.

Dorset Council is now progressing the Local Plan under the Government's new planning system. As a result, the programme and statutory stages for preparing the Local Plan will differ from those previously published under the former system.

- Updated information on the Local Plan programme and key milestones is available on the Dorset Council website. (dorset-council-local-plan-timetable-and-notice)

The emerging Dorset Council Local Plan will establish planning policies and site allocations across the Dorset Council area and will ultimately replace the West Dorset, Weymouth & Portland Local Plan 2015. Once adopted, neighbourhood plans will continue to form part of the development plan and should be read alongside the new Local Plan.

In developing this revised version of the BANP consideration has been given to:

- Joint Local Plan Review for West Dorset, Weymouth & Portland, Preferred Options Consultation (August 2018)
- Dorset Council Local Plan, Options Consultation (January 2021)
- Dorset Council Local Plan, Options Consultation (August 2025)

A neighbourhood plan forms part of the development plan and sits alongside the local plan prepared by the local planning authority. Decisions on planning applications will be made using both the local plan and the neighbourhood plan and any other material considerations.

The following documents are available to support the revised BANP:

- **A Basic Conditions Statement**
  This document is a requirement to appraise the extent to which this neighbourhood plan is compliant with the National Planning Policy Framework and local planning policies and does not breach or conflict (and must be compatible with) EU obligations and contributes to the achievement of sustainable development.
- **A Consultation Report**
  This document details the community consultation events and processes that led up to this revised version of the BANP. It includes an analysis of community feedback and the issues raised during pre-submission stages.
- **An updated evidence base.**

Developing a Shared Vision

"Neighbourhood planning gives communities the power to develop a shared vision for their area"

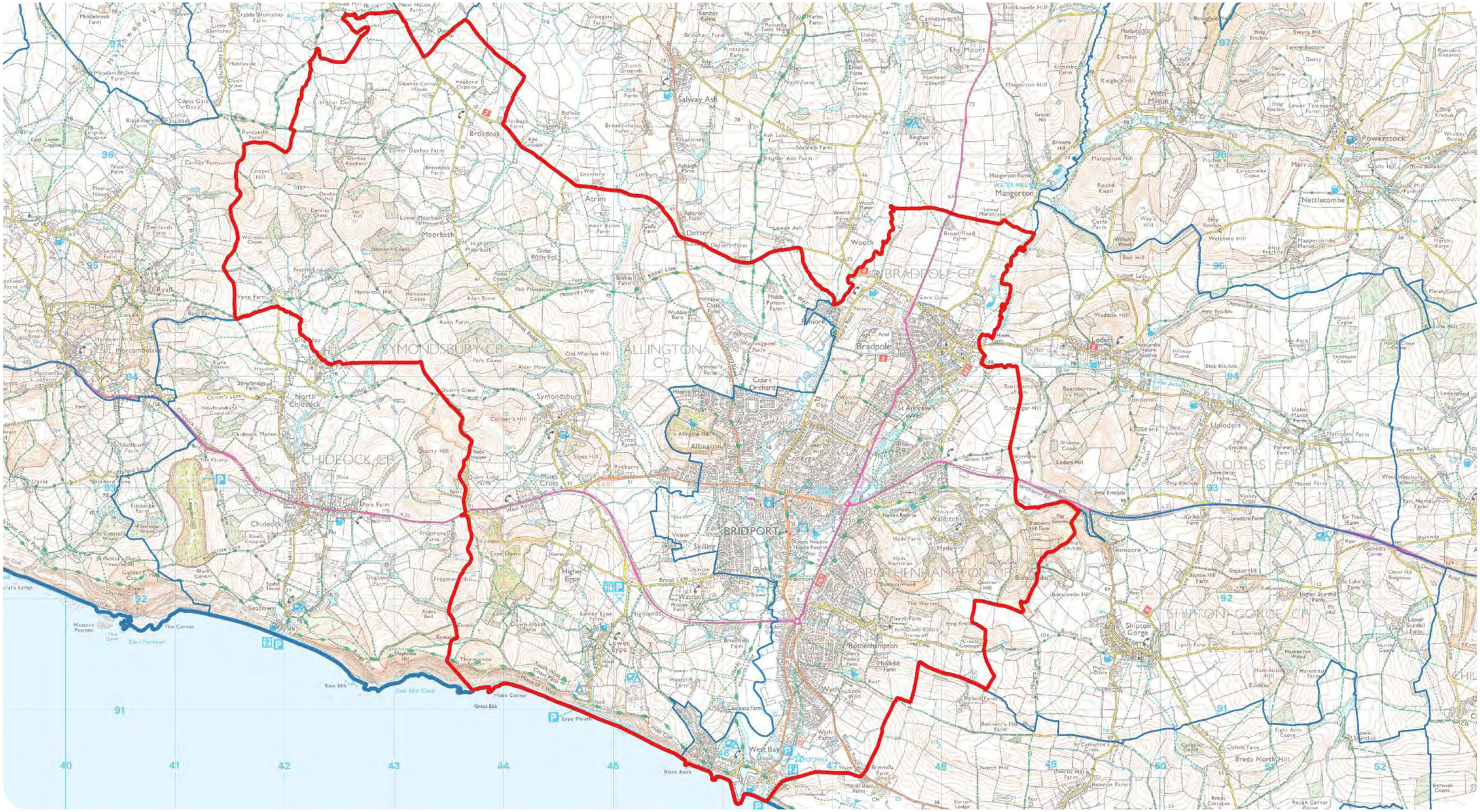
Paragraph 30
of the National Planning Policy Framework

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

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

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

Map 1: Designated Plan Area



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

Strategic Context

This revised neighbourhood plan is submitted to Dorset Council by Bridport Town Council, which, as the qualifying body, is entitled to submit a neighbourhood plan for the Bridport area as designated through an application made February 2025 under the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by Dorset Council in March 2025.

The BANP has been approved by the Joint Councils Committee, comprised of representatives from Bridport Town and Symondsbury Parish Councils.

N.B As a result of the Community Governance Review 2023 the boundary of the designated neighbourhood plan area has been amended to include all the new areas covered by Bridport Town and Symondsbury Parish Councils.

NEIGHBOURHOOD CHARACTERISTICS

The purpose of this section is to provide insight into the characteristics, in terms of the built environment, of the area covered by this neighbourhood plan.



Bridport's role as a historic market town servicing the surrounding countryside continues to this day. Almost 15,000 people make their permanent home within the neighbourhood plan area, which is also a popular holiday destination and a preferred place for people to retire to.

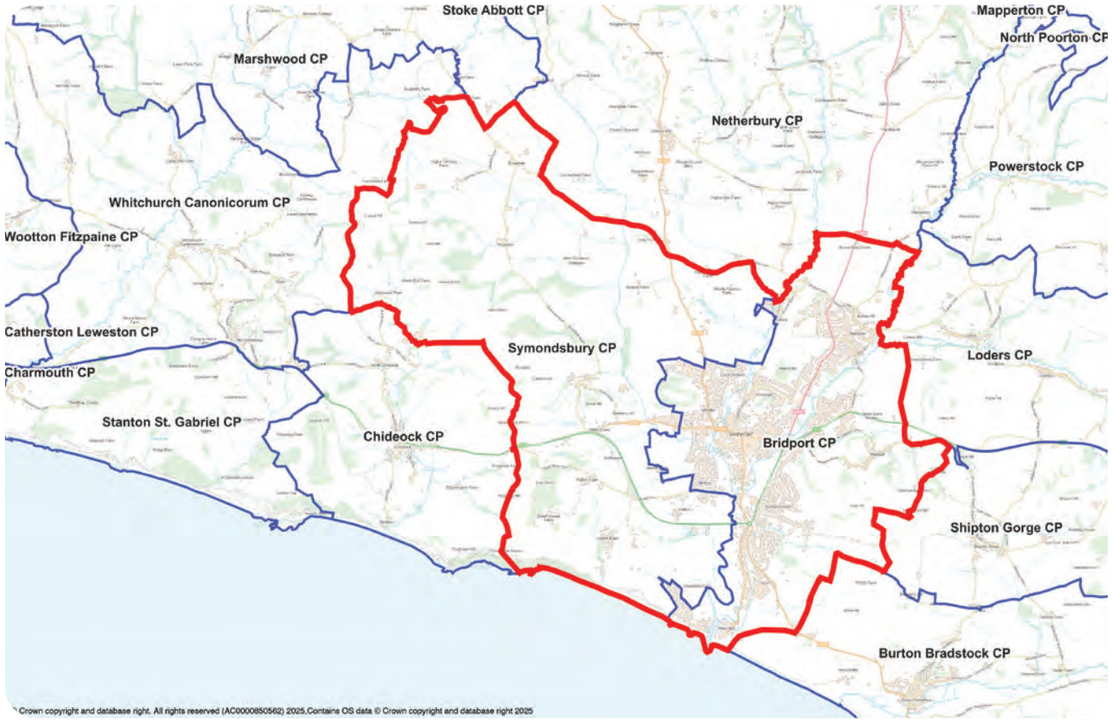
The BANP area covers the former civil parishes of Allington, Bothenhampton & Walditch, Bradpole, which are now part of the enlarged parishes of Bridport & West Bay and Symondsbury.

The neighbourhood plan area is located entirely within the nationally designated Dorset National Landscape and its coastline, the 'Jurassic Coast', is designated as a Heritage Coast and a UNESCO World Heritage Site. The area has a rich and diverse heritage recognised in over 515 Listed Buildings, six Conservation Areas and many locally valued buildings, structures and distinctive features.

Any development within the neighbourhood plan area should be in keeping with, or complementing, the character of the environment in which it is located. Conservation Area boundaries, development history and heritage character are described in detail in dedicated council reports (reference Heritage Section) and new developments within these areas will be assessed for suitability against established criteria. Outside Conservation Areas, as can be seen from the photographs in this section, there is a rich diversity of character, so development proposals will need to be assessed on a case-by-case basis.

Since a majority, if not all of new development will lie outside the designated Conservation Areas, the focus here is on characteristics of the wider areas, taking each parish or former civil parish as a basis.

Map 2: The Neighbourhood Plan Area and Parish Boundaries



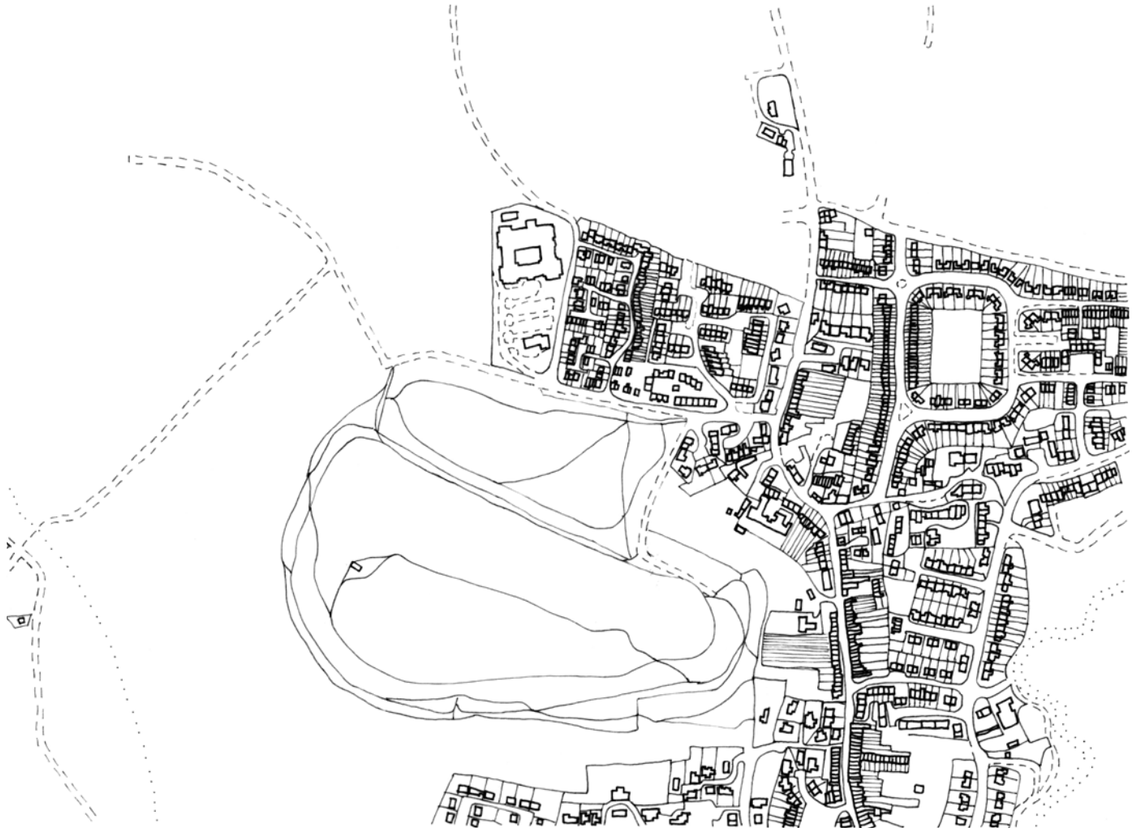
ALLINGTON

The Former Civil Parish of Allington – predominantly now within Bridport West and Allington Ward with the rural areas falling into Symondsbury Parish.

The rural areas are characterised by several farms. The site of the Bridport Co-housing Community Land Trust Hazelmead Eco-home development is west of the Bridport Community Hospital.

East of Bridport Community Hospital is a compact estate comprised of two-storey semi-detached houses on small plots, with tight roads often ending in cul-de-sacs. The architectural design is characterised by two-storey homes and bungalows to the south, all in red brick with pitched roofs.

Further east is Court Orchard, built as a classic ‘council house estate’ and the recent development of Dibden View with its contemporary homes, including some that were self-built.



Hazlemead development is not included on this map.



Lodge Lane, West Allington, Symondsbury Parish



Allington HIll



North Allington



East of the Bridport Community Hospital



Dibden View, showing Eco Homes

BRIDPORT (CENTRAL AND WEST BAY WARDS)

Bridport is the main settlement within the neighbourhood plan area. It is a market town about 1.5 miles (2.4 km) inland from Lyme Bay near the confluence of the River Brit and its tributaries the Asker and Simene. Its origins are Saxon, and it has a long history as a ropemaking centre and of fishing and ship building from West Bay (originally called Bridport Harbour).

Since the Middle Ages, Bridport has been associated with the production of rope and nets. The raw materials needed - flax and hemp - used to be grown in the surrounding countryside, though they were superseded in modern times by artificial fibres such as nylon. Today, the manufacture of rope and nets is still important to the economy of the town.

Bridport was granted a royal charter by Henry III in 1253 and another in 1594 by Elizabeth I to hold a market and three fairs. The town celebrates the charters each year at the annual charter fair. Other events are held in Bridport including the ropewalk fair, carnival, and the torchlight procession which trails its way down to West Bay. The town also holds music festivals, The Melplash Show, a hat festival and a 'Christmas Cheer'. In the 21st century, Bridport's arts scene has expanded with an arts centre, theatre, cinema, and museum. Many artists have settled locally and work in studios scattered around the Bridport area, exhibiting their work during Dorset Art Weeks and Bridport open studios. The town is twinned with Saint-Vaast-la-Hougue, a fishing village on the Cherbourg peninsula, France.

The historically significant areas of Bridport, including St. Michael's trading estate, are largely defined by the Conservation Area boundary. West Bay is almost entirely a conservation area. Bridport has a good range of late 18th to 19th century industrial buildings and terraces of factory housing dating from the early 19th century, largely associated with the rope making industries. West Cliff is a private estate originating from the 1920s on land purchased by three local businessmen from the Earl of Ilchester. Covenants were set up to ensure that all the houses maintained a view of the sea and though it has been extended since, it retains that distinctive air.

Housing shortages following the First World War led to the development of a public housing scheme west of the town on Skilling Hill. Subsequent development in the Skilling area has created a relatively dense mix of bungalows, houses and flats. Other small suburban districts, typical of their period, include St. Swithun's with its numerous flats, Court Orchard, and land south of St. Mary's church, also incorporating several flats.

Foundry Lea is a new community being constructed to the west of the town by a consortium of leading housebuilders. When completed, the mixed-use development will deliver up to 760 homes, a primary school, employment space, local retail and community facilities, as well as accessible open space.

St. Michael's Trading Estate is the site of a planned development for the major refurbishment of existing commercial premises and construction of new homes.

Bridport is home to light industry and trading estates including Dreadnought, Court Mills, and straddling the Bridport & Bradpole Wards, North Mills.



West Bay, Pier Terrace & Gull Cottage



Victoria Grove



Skilling, Princess Road



South Street



St Swithun's



Barrack Street

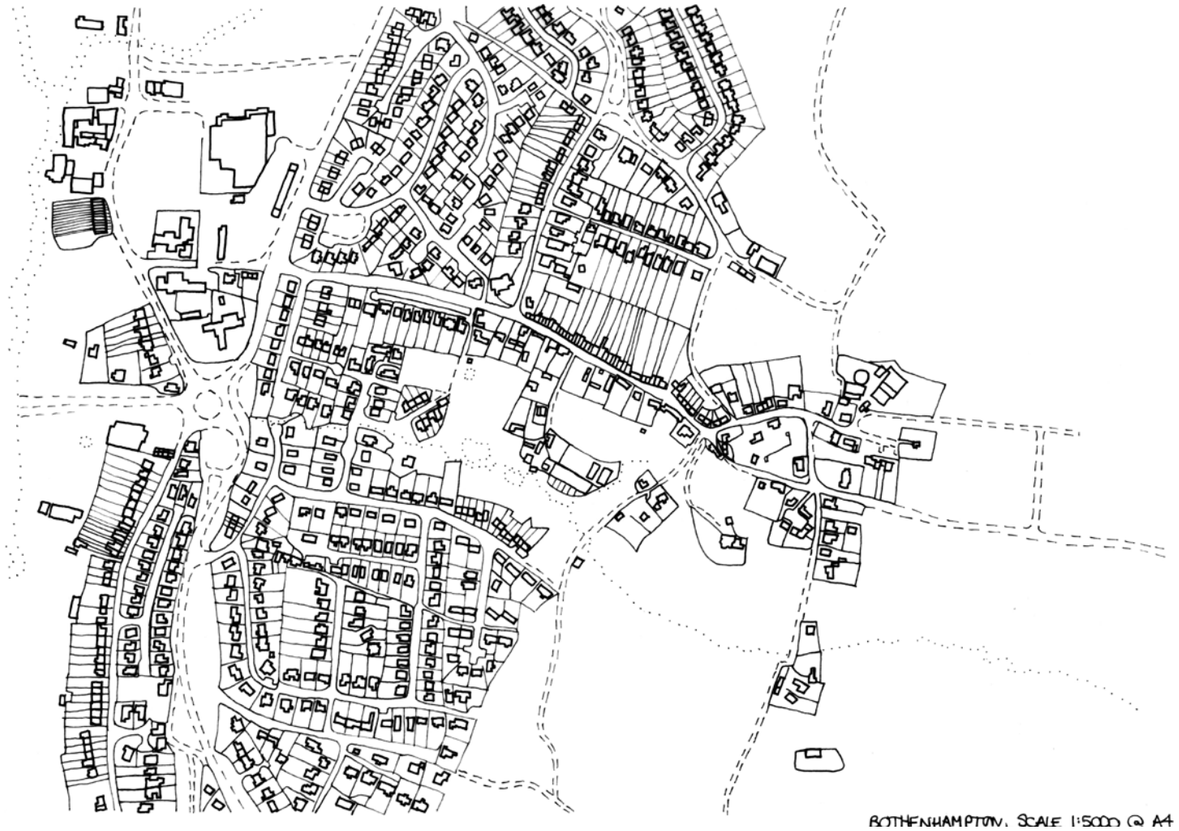
BOTHENHAMPTON & WALDITCH WARD

(FORMER CIVIL PARISH OF BOTHENHAMPTON & WALDITCH)

Bothenhampton has a small historic core in the form of a linear settlement flanking Main Street that is a designated Conservation Area. Walditch's historic core and Conservation Area, nestled in countryside, flanks Walditch Road to the east, somewhat remote from the newer built-up areas.

The 20th Century saw a large suburban addition on the western flank and north west corner of the parish with predominance of bungalows on large plots, with winding cul-de-sacs. These are largely clad in red or grey brick and are accompanied by garages.

Crock Lane and Lower Walditch Lane provide the spine for housing and in the north-eastern flank of the Parish lies the most recent development of homes. The reduction in plot size is substantial creating a higher density estate. The architectural design uses a wide range of cladding materials to achieve variation in appearance, such as light-coloured render, red brick, and stone.





Plumptree Gardens



Slades Green



Walditch village



Main Street, Bothenhampton



Howard Road

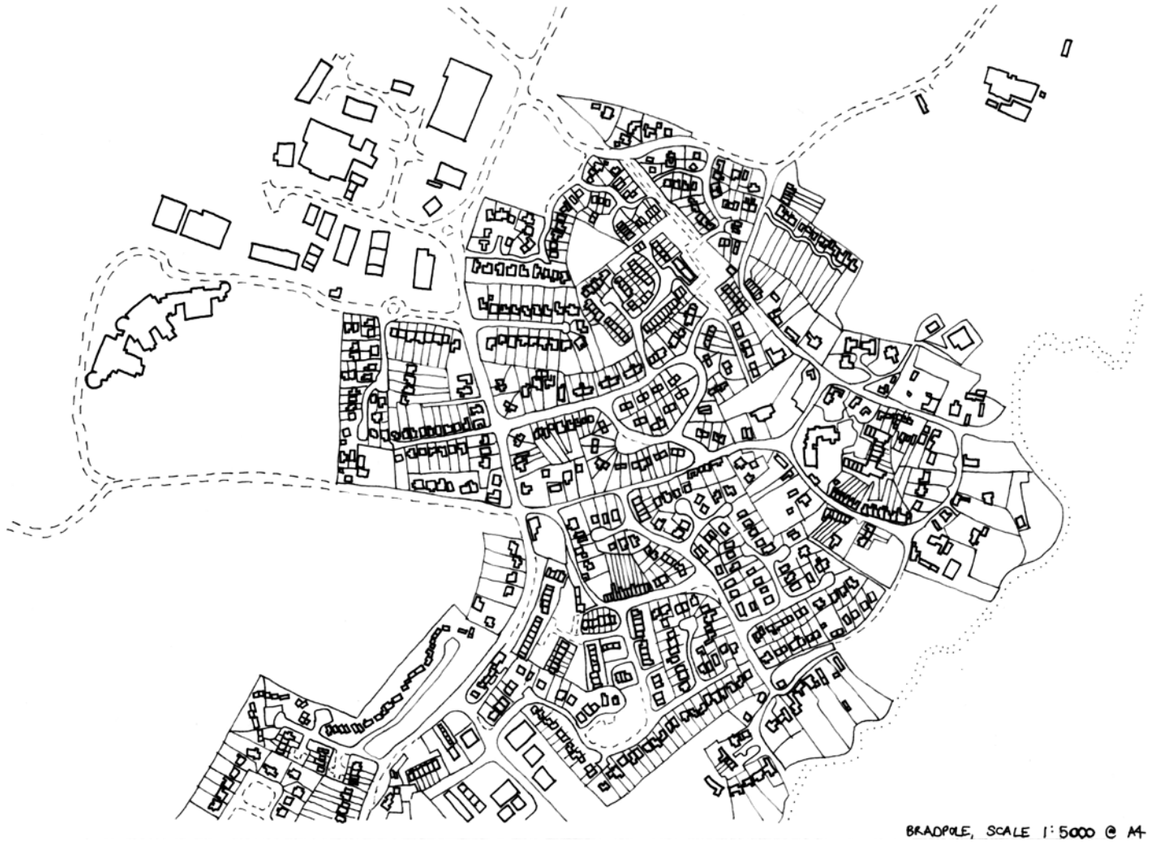
BRADPOLE WARD

(FORMER CIVIL PARISH OF BRADPOLE)

Bradpole has a historic core of deep sunken lanes and stone houses to the north-east of the parish that comprises its Conservation Area. The northern part of the parish is a large tract of hedged farmland.

To the north, west and south of the historic core lies predominantly 20th Century residential development. The architectural design here varies from bungalows on large plots as typically seen in Jessopp Avenue, to more tightly grouped two-storey homes and bungalows. The materials used range between red brick, render and pebbledash.

The parish is home to St Catherine's Primary and Colfox Academy schools and a substantial business park to the north.





Fishweir Lane



Middle Street



Stuart Way



Banton Shard



Jessopp Avenue

PYMORE

The hamlet of Pymore is bisected by the River Brit and falls within the parish of Bridport to the east and Symondsbury to the north and west of the river. The river was the centre of the local industry, initially powering the mills that originally produced flour. Today there is a mix of old and more modern homes (predominantly red brick) including some sensitive fusing of the old and new. There is also a small industrial estate.

By the 1700's Pymore had developed a reputation for rope making using locally grown flax. The industry used to employ many of the people living within the village and some of those workers cottages still exist at Pymore Terrace.

The rope making industry ceased in the mid-20th century and after a period of dereliction the village was refurbished at the beginning of the 21st century by blending modern housing with the old industrial buildings. This harmony of the old and the new presents a settlement of some 100 dwellings that has a particular character.



Pymore Terrace



Threadmill Lane



Suttill Crescent



Morbae Grove and Pond Terrace

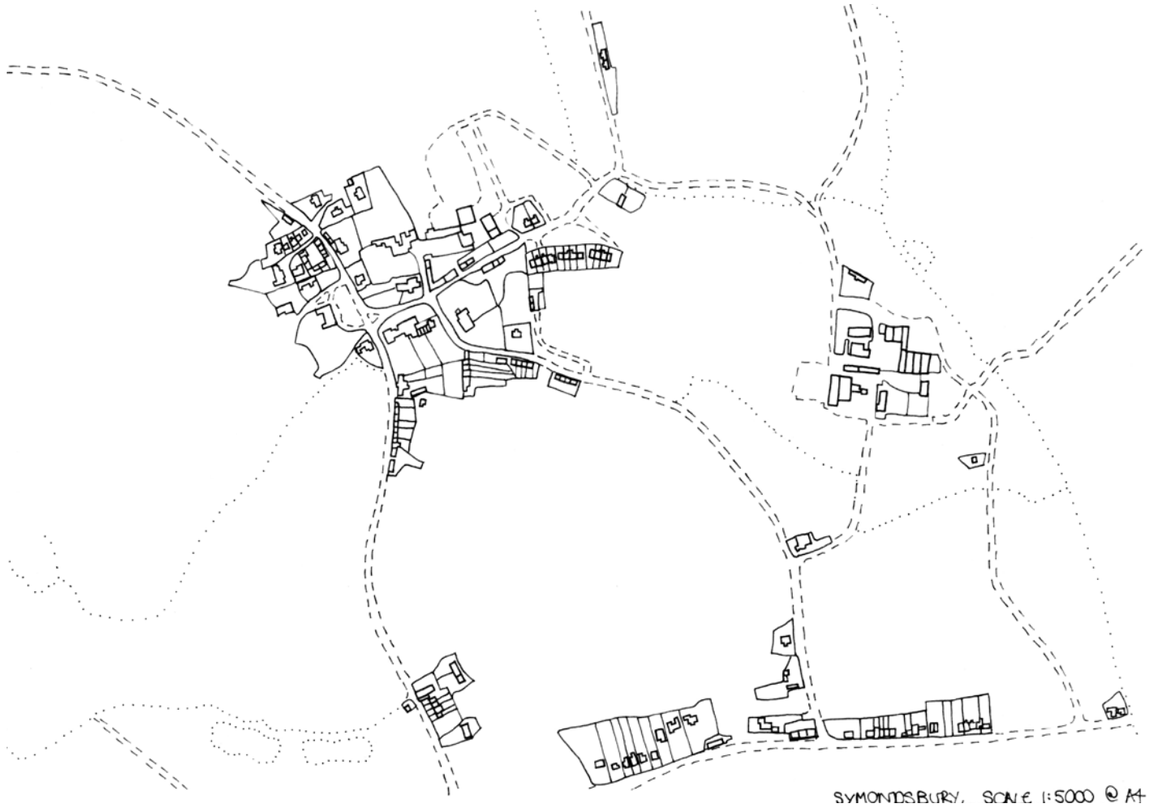
SYMONDSBURY

Symondsbury parish is predominantly farmland within which there are four main settlements; Symondsbury Village, Eype, Broadoak and West Mead.

The historic and picturesque Symondsbury village is a Conservation Area and has seen no significant new building over the last decades. The independent village of Eype by the coast also has a Conservation Area and has also seen little significant development in recent years. Broadoak to the north is a widely spread rural hamlet. Eype means ‘steep place’ and extends for about a mile from 19th century St. Peter’s Church to the coast. Many of the village buildings can be traced back to the late eighteenth or early nineteenth century and there is a pub and old school room, caravan parks and hotel.

Broadoak is made up of several farming communities, some with houses going back to 16th century, and has a small 19th century church, village hall, small craft centre and restored phone box!

To the east of the parish lies the housing development of West Mead and Lodge Lane, a mix of neo-Georgian and rustic style homes, the latter a mix of brick and stone and some with thatched roofs. Edwards Close, to the west of the Medical Centre, is a recently completed affordable home exception site.





Rectory Cottage



Manor Yard



Symondsbury Village



Eype

VISION STATEMENTS

Neighbourhood Area Vision Statement

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

Vision for Symondsbury

“Symondsbury is one of the largest rural parishes in West Dorset, and we are proud to help preserve its distinctive countryside character. Our mission is to protect the parish’s natural integrity while encouraging sustainable growth to bring lasting benefits to our residents, local businesses, and visitors alike.”



NEIGHBOURHOOD PLAN OBJECTIVES

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

Together, these results have been used to generate the 18 objectives of the BANP. These are the guiding principles of the plan and are designed to strike the right balance between protection and enhancement.

All 18 objectives are of equal importance and apply across both parishes that are partners in the plan project. The range of planning policies are written in such a way as to help the plan meet these objectives. The 18 plan objectives will be useful for monitoring the impact of the plan as part of the plan review process.

Objective 1

To ensure that the anticipated level of carbon emissions from development is made public.

Objective 2

To enable the community in the Plan area to make informed comment and decisions about proposed development, taking into account the anticipated carbon footprint.

Objective 3

To maintain, protect and enhance the unique nature of the area, its heritage, important features, character, and its environmental assets.

Objective 4

To enhance and protect the National Landscape designation, the Conservation Areas, and the Jurassic Coast UNESCO World Heritage Site.

Objective 5

To maximize the provision of housing that is genuinely affordable for those in need and of the right mix of house types and tenure.

Objective 6

To support socially balanced communities through measures that encourage younger people to live here, enable older people to downsize, and cater for a broad spectrum of financial means.

Objective 7

To ensure that the design of housing developments and the homes within them are responsive to local context and conditions, are energy efficient, adaptable to different residents' abilities, and accessible to public services.

Objective 8

To protect the excellent community facilities that exist today, including education, health, cultural, sport and leisure facilities.

Objective 9

To increase the range and availability of community facilities, sports, and leisure provisions where these bring benefits to the community.

Objective 10

To expand the local economy, improve opportunities to start up new businesses and to grow existing businesses.

Objective 11

To ensure that the local economy is robust and diverse with emphasis on creating skilled, well paid jobs.

Objective 12

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

Objective 13

To make it easier to walk, cycle and use public transport, with the aims of shifting to less polluting forms of transport and improving safety and well-being.

Objective 14

To safeguard and improve pedestrian movements in the neighbourhood area.

Objective 15

To safeguard and revitalise use of the bus station as a transport hub.

Objective 16

To maintain, protect and enhance the thriving, independent nature of the centre of Bridport, its businesses, and its attractions.

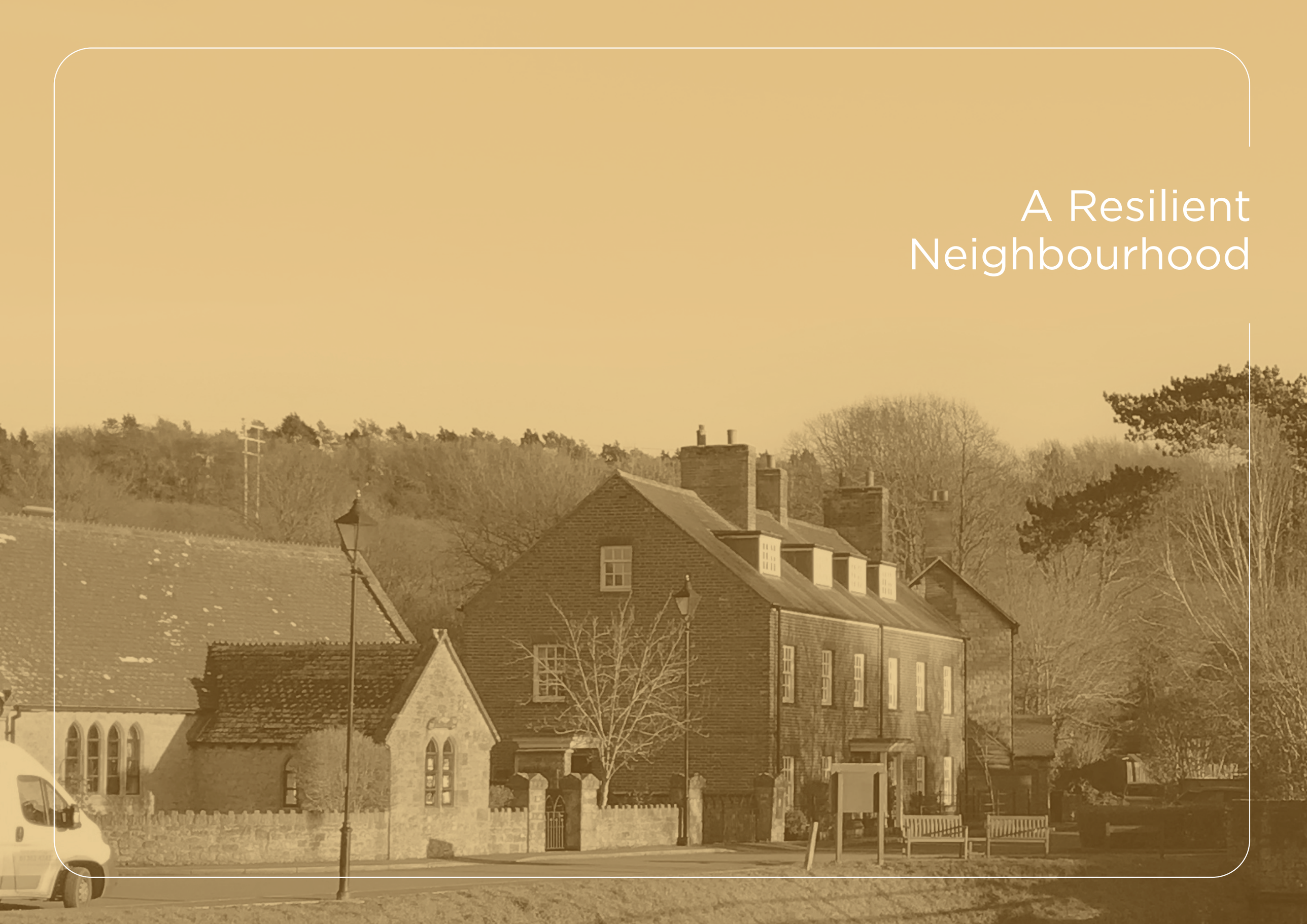
Objective 17

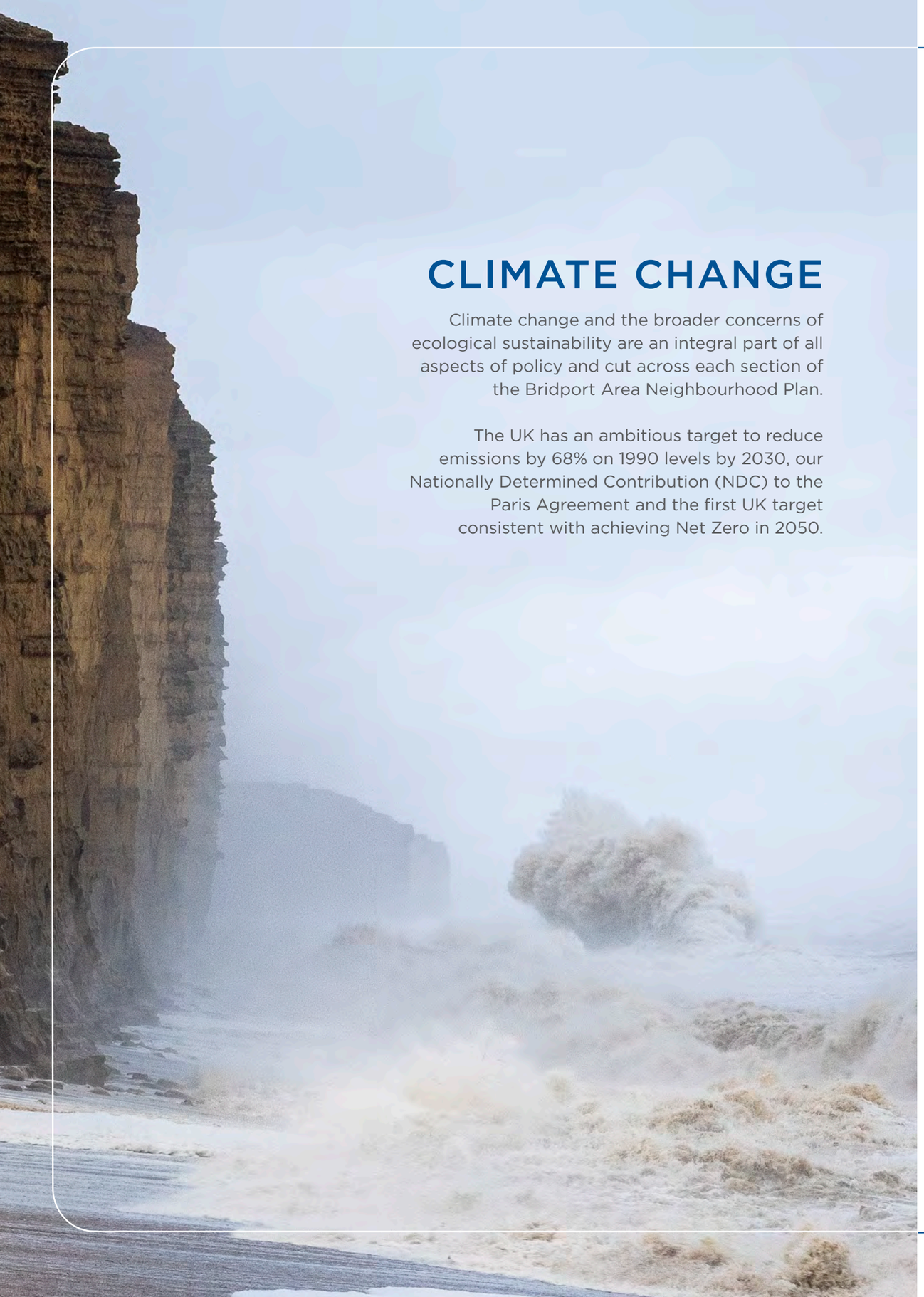
In the short to medium term, to protect car parking capacity in the centre of Bridport and explore options for temporary peak time/overflow car parking on the Bridport town edge.

Objective 18

Over the medium to longer term, move towards a town centre less dependent on private vehicle movements.

A Resilient Neighbourhood





CLIMATE CHANGE

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

The UK has an ambitious target to reduce emissions by 68% on 1990 levels by 2030, our Nationally Determined Contribution (NDC) to the Paris Agreement and the first UK target consistent with achieving Net Zero in 2050.

The UK is committed to reaching net zero. This means that the total greenhouse gas emissions would be equal to the emissions removed from the atmosphere, with the aim of limiting global warming and resultant climate change.

The **Climate Change Committee** provides a comprehensive overview of the UK Government's progress to date in reducing emissions.

Climate Smart Lifestyle Choices

The impacts of climate change are already being felt across the world and the scientific consensus is that without urgent action they will increase in frequency and severity over the coming years. In the 2015 Paris Agreement, governments agreed to act to limit global warming, further reinforcing the commitments made in the UK's own 2008 Climate Change Act. This implies changes to the way the economy and society are run, and influences actions by the authorities, by industry, and by ordinary citizens. Bridport Town Council has a **Climate & Ecological Emergency Action Plan** which is reflected in actions in its Town Plan.

People need to find it easier to make low-carbon and climate-smart choices in the way they heat their homes, what they consume and how they travel. Research shows that people's concern about climate change is on the rise, and peaks particularly in the aftermath of storms, floods and heatwaves. As these become more frequent, increasingly people will want to embrace greener lifestyles that might contribute to slowing down climate change. The choices being made, and their implications, should thus be transparent and open to public scrutiny.

NPPF paragraph 163 is clear, "the need to mitigate and adapt to climate change should also be considered in preparing and assessing planning applications, taking into account the full range of potential climate change impacts." This revised neighbourhood plan calls for significant development to undertake whole-life carbon assessments (WLC) so that the construction industry can assess and then control both embodied and operational carbon emissions.

POLICY CC1
Publicising Carbon Footprint

Applicants should seek to minimise the whole-life carbon footprint of development proposals and are encouraged to submit a statement setting out the anticipated whole-life carbon emissions of the proposed development.

Energy Efficiency in New Buildings

The Climate Change Act 2008 sets a long-term target to cut emissions by 80% by 2050. The UK has committed to reduce emissions in 2030 by 68% compared to 1990 levels, as its Nationally Determined Contribution (NDC) to the Paris Agreement. According to the Climate Change Committee Progress Report to Parliament 2024 –

"The country is not on track to hit this target despite a significant reduction in emissions in 2023. Much of the progress to date has come from phasing out coal-generated electricity, with the last coal-fired power station closing later this year. We now need to rapidly reduce oil and gas use as well."

West Dorset's emissions are above the national average, due to its predominantly rural nature, with people having to travel further to go to work, schools, shops, and other services. In addition, West Dorset has high numbers of detached, older dwellings, which require more energy to heat. Houses account for 37% of Dorset's carbon emissions and planning can encourage new homes to be more sustainably built, thereby meeting the need for houses that are cheaper to run.

The built environment makes up 25 per cent of the UK's total greenhouse gas emissions. This revised BANP makes an urgent call for improved energy efficiency of new development in the Bridport area. Further, the Future Homes Standard should align the timeframes for addressing operational and embodied carbon. This will help provide the industry with the confidence it requires to construct low-carbon, energy efficient buildings.

The Future Homes Standard (FHS), set to be fully implemented in 2025, mandates that new homes in England be built to be highly energy-efficient and future-proofed with low-carbon heating. These new homes will be designed to produce at least 75-80% fewer carbon emissions compared to those built under current regulations. The FHS is a key part of the UK's strategy to reduce carbon emissions, particularly those from the residential sector.

Both the Town and Country Planning Act and the National Planning Policy Framework expect neighbourhood plans to have a positive impact on reducing carbon within their areas.

The government has stated that *'local authorities are not restricted in their ability to require energy efficiency standards above Building Regulations'*. Thus, the current legal and policy framework allows Neighbourhood and Local Plans to set policies that require enhanced energy efficiency.

POLICY CC2
Energy and Carbon Emissions

New development is encouraged to achieve high levels of energy efficiency including by:

a) Exceeding the target emission rate in the Future Homes Standard for dwellings.

b) Meeting the relevant design category of Buildings Research Establishment BREEAM building standard "Excellent" for non-residential development.

Policy CC2 calls for an improvement based on Building Regulations, and thus is termed the regulated energy. It could be thought of as the intrinsic energy performance of the building, a consequence of the design and materials used. However, new developments will also result in energy use during their lifetime which is not covered by Building Regulations and is thus referred to as unregulated energy. To reduce the carbon impact of this unregulated energy consumption, a proportion of it is to be offset by renewable energy generated locally. This forms the basis of Policy CC3.

POLICY CC3
Energy Generation to Offset Predicted Carbon Emissions

New development, both commercial and residential is encouraged, where possible, to secure at least 10% of its total unregulated energy from decentralised and renewable or low carbon sources.

Support for Renewable Energy

During the preparation of this neighbourhood plan individuals have stated that they wish to make a personal contribution to addressing climate change through lifestyles choices. As they progress through the hierarchy of 'use less, use efficiently, source sustainably' they find that significant opportunities for the latter are relatively limited, and centre round renewable energy. The excellent level of sunshine enjoyed by the Plan area, and initiatives such as the Bridport Cohousing Group's decision to go all-electric, and the success of Dorset Community Energy, have been reflected in the support for renewable energy schemes expressed by 89.4% of respondents to the statutory consultation. Policy CC4 captures that support.

POLICY CC4
Neighbourhood Renewable Energy Schemes

Proposals for individual and community scale renewable energy will be supported subject to the considerations outlined in national policy and guidance.

Managing Flood Risk

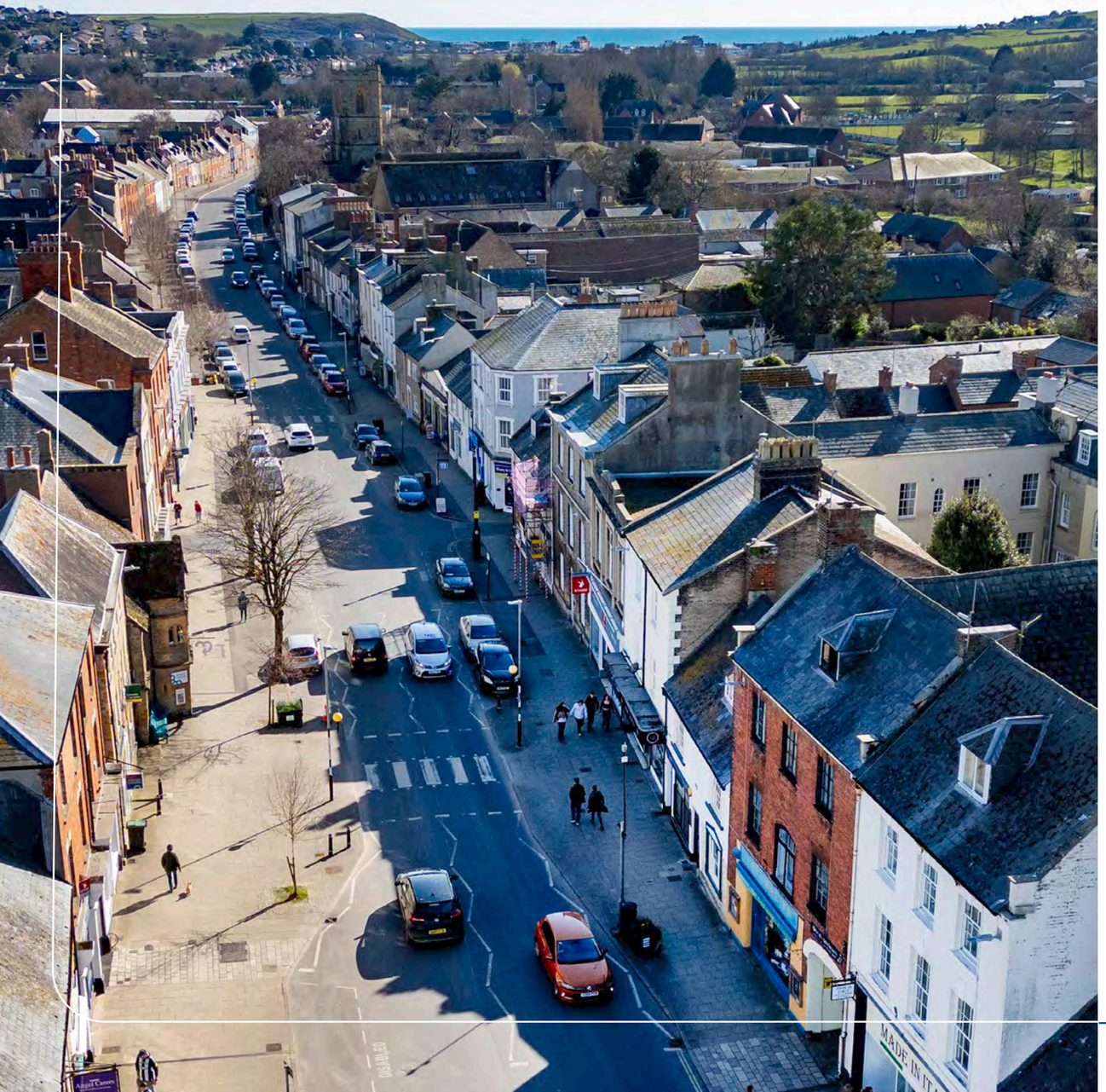
The climate is evolving rapidly, as is our understanding of the changing pattern of rainfall and the probable impacts of climate change. Nevertheless, there is a possibility that the flood risk guidance available to developers will be overtaken by the pace of change. The community would like to be reassured that the flood risk both at the site and downstream will be acceptable for the lifetime of any new development.

All developments, especially those required to submit a flood risk assessment should make every effort to be informed and take account of the most up-to-date predictions of flood risk and the probable impacts of climate change.

ACCESS & MOVEMENT

This section seeks to address issues of access and movement across the neighbourhood plan area. To tackle traffic congestion, air pollution and accelerate a shift to more sustainable modes of transport.

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



Access For All

Bridport is a busy, thriving town and is a centre for shopping and services for the surrounding villages and further afield. For many people the car is the principal mode of travel for journeys into town from the surrounding parishes. In the summer months, and especially on market days and for town events, traffic can be particularly heavy leading to major congestion, increased pollution, and extended journey times. Improving public transport and alternatives to the car have been identified through local consultation as a high priority for the area and this aligns with national planning guidance and the strategic priorities in the Local Plan.

The preferred policy response is to define a long-term ambition for a more sustainable transport future for the town centre whilst responding in the short to medium term to the current challenges of a primarily car-based transport system. The long-term aspiration is to make it easier to walk, cycle and use public transport in and around the BANP area, with the aim of reducing reliance on the car.

Bridport is a market town serving a large rural hinterland. For many people the car is the principal mode of travel for journeys into the town from the surrounding parishes. While there is a trend for transport to move away from fossil fuels, any new generation of cars will still cause congestion, continue to present a hazard to other road users and will require parking when not in use.

The BANP aims to support a transition to more sustainable access and movement patterns and enhance people's experience of the town centre. Improving air quality along with enhancing opportunities to use streets for social, cultural and commercial activities are important considerations.

To achieve this aim, it was necessary to understand how people access the centre of town and how they might do so differently in the future. Bridport Town Council commissioned an Access and Movement Study in 2021. This was a comprehensive study of local-transport and land-use within the neighbourhood plan area, designed to guide proposals for investment in footways, cycle paths and highways, and in the planning of public transport (see summary box for key findings). Particular attention was given to the needs of those who are particularly disadvantaged by present arrangements, such as the young, elderly and the less mobile.

Develop joined up and integrated sustainable transport solutions which enable more short journeys to be made by foot or bike.
Access & Movement Study recommendation

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.

POLICY AM1
Promotion of Active Travel Modes

Proposals for new development which are likely to generate increased pedestrian and/or vehicular traffic movement should:

a) Provide for pedestrian movement as a priority.

b) Make appropriate connections to existing footpaths, cycle paths, rights of way and bridleways to improve connectivity in and between settlements.

c) Enable safe and convenient access to be provided for all people including the disabled.

d) Make possible or not hinder the provision of improvements to public transport and of facilities for car sharing and electric vehicles.

POLICY AM2
Managing Vehicular Traffic

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

a) Provide convenient and safe access onto the adjacent roads and this should not adversely affect existing pedestrian movement.

b) Make the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve pedestrian access and connectivity to surrounding areas.

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

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

POLICY AM3
Footpath & Cyclepath Network

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

See: Footpath and cycle network improvement plan; **https://www.bridport-tc.gov.uk/bridport-area-neighbourhood-plan-evidence/**

Car Parking

Surveys and community consultations have highlighted that in the absence of extensive public transport, access into the centre of Bridport and around the neighbourhood plan area by car is the only choice many people have. Places to park cars, in or close to, the town centre and community facilities are therefore very important.

Improvements in air quality, associated with reducing pollutants, are also of paramount importance. This can be achieved by reducing the presence of motor vehicles, particularly in the town centre. It is an aim of this neighbourhood plan to encourage reduced access to the town centre by private motor vehicles to improve the quality of life for residents.

POLICY AM4
Car Parking Strategy

Proposals for the redevelopment of public car park sites in the neighbourhood plan area should be informed by a comprehensive Transport Assessment. A broadly equivalent amount of public car parking should be provided within walking distance of the existing car park, unless it can be demonstrated that the level of car parking is no longer required due to the provision of alternative modes of transport/access.



Public Transport

Surveys and community consultations shows that public transport provision from the parishes into the town centre has been in decline for some years, particularly recently with declining subsidies, and public transport for out of town journeys is currently too infrequent or too expensive to provide a viable alternative to the car for many people.

A round Bridport Town Service is funded by Bridport Town Council and provided by Dorset Community Transport. Support for the service has grown over the years and now provides much needed non car access for residents. (see BANP Project 05).

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

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

POLICY AM5

Connections to Sustainable Transport

Development proposals should, where achievable, include provisions to enable access to public and community transport and provide easy connections to the social, community and retail facilities of the neighbourhood plan area.

POLICY AM6

Transport Hub Proposal

Any proposals for the redevelopment of Bridport Bus Station (see Map 3) and the land immediately around should retain and enhance its primary use as a transport hub and

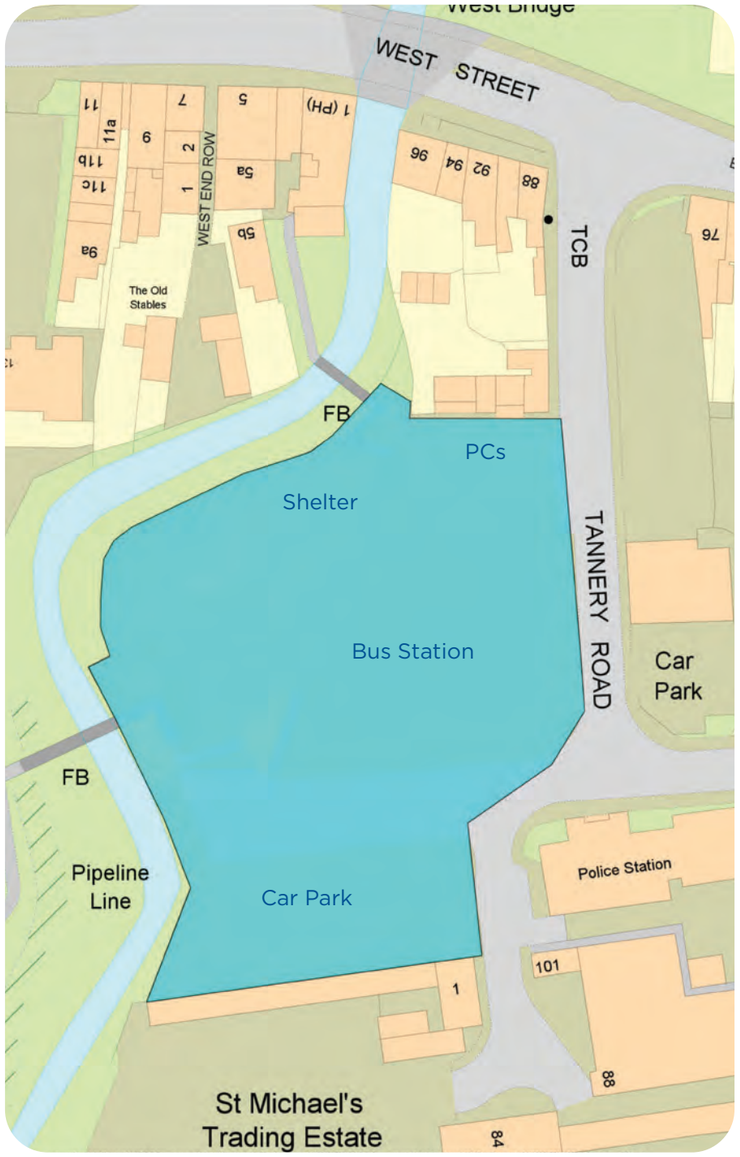
a) Demonstrate how development will relate to the wider Bridport context, with specific reference to safeguarding walking, wheeling and cycling links through the bus station to connect Foundry Lea with Tannery Road and the St Michael's Trading Estate redevelopment, and with the town centre and

b) Make the most efficient use of land and be developed to seek optimum use resulting from a design led approach to determine the capacity of the site with regard to the provision of affordable housing, preferably at social rent levels and

c) Enable the successful integration of the Bus Station with the surrounding area in terms of design facades, heights, layout and connections delivering a high quality public realm with wider benefits for residents and visitors.

Development proposals for the Bus Station site that do not accord with this policy will not be supported.

Map 3: Bus Station Site



A Thriving Society

ECONOMY & EMPLOYMENT

This policy section aims to facilitate the resilience of the local economy, extending opportunities for established local and for new businesses, ensuring that the economy is robust with high quality jobs and skills.

This section has a strong relationship with the Centre of Bridport policy section but there is an awareness that the economic activity occurs across the whole neighbourhood plan area.



The review of the BANP has highlighted the need to ensure policies for the economy are cross referenced with those in the housing chapter. Action is required to ensure 'key workers' and young adults are able to find appropriate and affordable housing in the Bridport area.

Bridport Town Council produced an Investment Plan (2022) to encourage and support actions to promote the transition of the local economy.

Workspace and Business Needs

As part of the review of BANP the JCC commissioned a **Workspace and Business Needs Assessment**. This commission sought to update evidence and understanding about the need for premises to support sustainable business development.

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

- For protection of sites and buildings that provide flexible, small-business workspaces and shared workspaces, ensuring affordable and adaptable spaces;
- For short-term, flexible and affordable leases for start-ups;
- For mixed-use developments integrating workspace and housing.
- For conversion of unused commercial spaces into work-live hubs.

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 programs 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.

By addressing these key areas, Bridport can build a competitive, inclusive, and vibrant business ecosystem (see BANP Projects 07 and 08).

Workspace and Business Needs Assessment (2025) Summary of findings:

- 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.

The review of the neighbourhood plan has highlighted the need to ensure policies for the economy are cross referenced with those in the housing chapter. Action is required to ensure 'key workers' and young adults can find appropriate and affordable housing in the Bridport area. This plan will look to encourage mixed-use developments that include live-work units for freelancers and small businesses and supports conversion of unused commercial spaces into work-live hubs.

Protection of Employment Land

Eight areas of employment land are protected in accordance with Policies ECON2 and ECON3 of the local plan (2015):

A survey of Trading Estates and Employment Land undertaken in 2016 identified two other trading estates, The Old Laundry and East Road which also provide valuable workspace. Further assessment of workspace in the Bridport area in 2025 identified the need to ensure protection to employment sites that can or do provide flexible, small-business workspaces and shared workspaces, ensuring affordable and adaptable spaces. For example, The Old Timberyard, West Bay.

POLICY EE1
Protection of existing employment sites

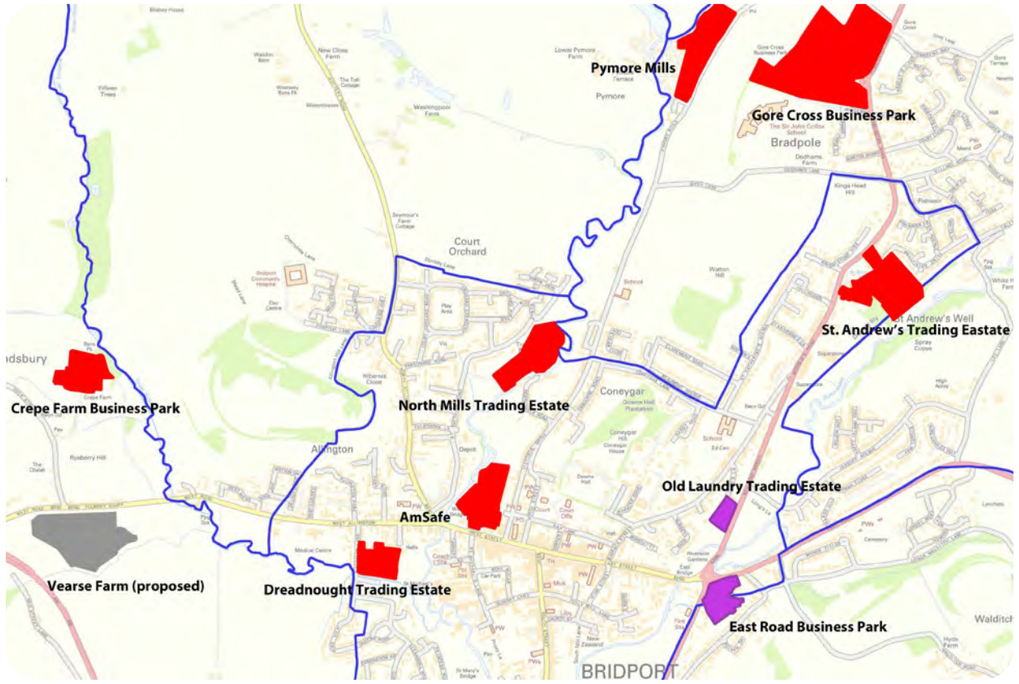
The Old Laundry and East Road trading estates in Bridport are important employment sites (see Map 4 for their location and extent). Applications for Class E, B2, B8 and similar uses will be supported subject to proposals not having a significant adverse impact on surrounding land uses.

Retail uses will generally be supported at these two important employment sites if they have trade links with employment uses or if they are un-neighbourly in character (such as tyre and exhaust centres, car showrooms and trade counters).

Other uses which do not provide direct, on-going local employment opportunities will not be supported at these two sites.

The Workspace Assessment undertaken in 2025 demonstrated a need to support co-working hubs and live-work spaces. Prioritising short-term, flexible leases for start-ups; and focus on partnerships or projects that secure funding to enable grants or incentives for retrofitting old buildings into affordable workspaces.

Map 4: Employment Sites in the Neighbourhood Plan Area Existing Plus Proposed and Foundry Lea Employment Area as Planned



Live/work units in UK planning are often 'sui generis' (unique), combining residential (C3) and business (Class E) uses, requiring specific planning permission with conditions on usage ratios, as they aren't standard dwellings, allowing flexibility for home-based professionals but needing genuine work to avoid being solely C3. They blend a home with a dedicated workspace (office, studio, light industry) within the same property. Planning permission usually imposes conditions, such as a minimum percentage for work, restrictions on employees, or limitations on client visits, to maintain the 'live/work' nature.

Non-key employment sites typically refer to business locations in former industrial buildings, like warehouses or smaller industrial units but not designated as strategically vital for major economic growth. Often they are 'mixed use' sites that are crucial for local jobs but smaller in scale than designated, strategic sites development areas. In a Planning Context it is important to identify and protect these sites (e.g., as Locally Significant Industrial Sites or LSIS) to ensure ongoing business space.

Proposals supported under Policy EE2 will also be assessed against relevant Development Plan and national planning policies. Depending on the nature and location of the proposal, this may include policies relating to employment development, design, amenity, transport, pollution and the rural economy. Relevant policies include Policy ENV16 (Amenity) and national policy supporting economic growth, rural enterprise and high-quality living and working environments.

POLICY EE2
Provision for New & Small Businesses

1. Development proposals that provide working spaces which encourage homeworking and creative small businesses will be supported. Provided that the scale and nature of the proposal are appropriate to their setting and accord with relevant Development Plan policies.

2. Support will be given for developments on sites that provide for:
   a) Start-up businesses by enabling low-cost facilities in cooperative clusters.
   b) Co-working hubs and live-work spaces.
   c) Working from home, enabling extensions and small new buildings.
   d) Enabling microbusinesses.

Provided that the scale and nature of the proposal are appropriate to their setting and accord with relevant Development Plan policies.

A micro business is generally defined as the smallest type of enterprise, typically having fewer than 9 employees with a low annual turnover/balance sheet and low energy usage. Essentially focusing on very small scale operations like sole traders, freelancers, or businesses with just a handful of staff.

Employment Land at Foundry Lea (formerly known as Vearse Farm)

The West Dorset District Council Local Plan 2015 contains reference to at least four hectares of land (ref: policy BRID1: Land at Vearse Farm) being allocated for employment uses and this neighbourhood plan expresses preference that this be focused on B1a (office) and B2 (General Industrial) given the proximity to residential properties and the need to avoid disturbance to residential amenity.

The published Vearse Farm Development Master Plan stated that the development will

"... make available four hectares of land for employment uses, located on the north west part of the site and ...set aside an area of land for affordable community-led business development such as small start-up units".

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

Sustainable Tourism

Tourism and the visitors it brings is extremely important for the economy, employment opportunities and vitality of the neighbourhood plan area.

The South West Research Company in 2013 put the value of tourism to Bridport at nearly £57 million per annum and estimated that it supports over 1300 full time equivalent jobs. Visitors to the area not only benefit those providing accommodation, but also pubs, restaurants, shops, taxi firms, and garages.

As well as the harbour side attraction of West Bay, the visitor experience is closely linked to the independent and vital nature of the Centre of Bridport with its strong sense of community, its industrial heritage and the town's proximity to the Dorset National Landscape, World Heritage Site and high-quality environment.

As a result of the creative nature of the town, events and festivals have grown over the last 10 years and, along with, the twice-weekly market are a huge draw into the town. The successful future of tourism in the BANP area is clearly linked to, and is dependent on, the continuing health and vitality of the Centre of Bridport and West Bay.



POLICY EE3
Sustainable Tourism

Proposals for the development of tourist related accommodation and facilities will be supported and encouraged in the neighbourhood plan area where they are in conformity with the relevant policies in the Development Plan.



HOUSING

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.



Affordable housing in West Allington built by Symene Community Land Trust and managed by Hastoe Housing

Definition of Affordable Housing in the National Planning Policy Framework (2024)

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Social Rent: meets all of the following conditions:
   (a) the rent is set in accordance with the Government's rent policy for Social Rent;
   (b) the landlord is a registered provider; and
   (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

b) Other affordable housing for rent: meets all of the following conditions:
   (a) the rent is set in accordance with the Government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);
   (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and
   (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Photo: Building works at the Foundry Lea development



Affordable Housing

This term, which is formally defined by national policies, includes homes for rent or purchase (typically through shared-ownership) made available at a discount from local market rates. Affordable Rented homes offer rents in the region of 20% below market rents, Social Rented homes in the region of 50%. Given the high cost of open-market rents in the area, Social Rented homes are the priority. Affordable Homes are only offered to eligible households whose needs are not met by the open market.

The latest HNA demonstrates the affordability gap for both purchasing and renting and shows that at the beginning of 2025 there were over 700 households on the local authority's housing waiting list within the area. The most pressing need in the BANP area, where lower-quartile house prices are 11 times greater than lower-quartile household annual incomes, is for affordable rented and social rented homes. For households on typical local incomes this represents the best chance they have of being decently housed.

Currently, for the Dorset Local Plan area, the proportion of affordable homes for developments of 5 or more homes is stipulated as 35%. A neighbourhood plan cannot demand more than this, nor that the homes be made more affordable. Instead, the provisions grouped together under the heading Policy H1 aim to ensure that these affordable homes are actually built and are of a type most useful to the BANP area. If the affordable proportion set by the Local Plan should increase or decrease in future, that change in percentage will apply.

When submitting a proposal for new homes a developer may request a reduction in the affordable housing quota on the grounds of the scheme being unviable and submit a report to prove their case. NPPF paragraph 59 states:

"All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available".

Policy H1.2 explains how proposals for the distribution of different sizes and tenures of affordable homes should be assessed. The affordable housing mix will be guided by the latest HNA.

To ensure that successive or multiple small developments in the same location contribute their fair share of affordable homes, Policy H1.3 places conditions on a developer wishing to add more homes either on, or adjacent to, a recently developed site.

POLICY H1
General Affordable Housing Policy

1. For residential housing proposals affordable housing should be provided in accordance with the provisions of the relevant policy in the Development Plan
2. The affordable housing mix will be guided by the latest HNA and any subsequent change in demand for priorities of different sizes as recorded on the local authority's Housing Register.
3. The subdivision of sites to avoid the provision of affordable housing will not be permitted.

Mixing Affordable and Open-Market Homes

A policy for the dispersal of affordable homes within a new housing development aims to avoid the situation where affordable and open-market homes become divided on a site, potentially creating unwanted social tensions. Policy H2 aims to ensure that a sensible distribution of different types of home is achieved.

Nevertheless, situations may arise which justify the provision of the affordable sector of a new development in advance of the open-market homes, which could then mean that a grouping of the affordable units is a necessary consequence.

POLICY H2
Placement of Affordable Housing

Affordable housing and open market housing will be fully integrated and evenly distributed across sites in such a way that once completed any quality and location differences are indiscernible.

An exception can be made in cases where the affordable portion of a development is to be completed ahead of the open-market portion.

Rural Exception Sites

These are small-scale sites for affordable housing adjoining existing settlements. The local planning authority will support such sites if there is an unmet local need for affordable homes, the scheme design is appropriate, and the homes remain affordable in perpetuity.

Such sites are recognised as an effective means of providing affordable housing. They provide an affordable proportion well above that expected on open-market developments, potentially up to 100%, and development of such sites is therefore supported in the neighbourhood plan area. Policy H3 is included to encourage and guide provision.

Whilst it is recognised that the strategy of permitting open-market homes risks increasing land purchase values, the principle of including a carefully limited number of them is supported. Allowing cross-subsidy through inclusion of open market housing potentially enables more affordable housing to be delivered within the neighbourhood. However, the number provided must not be so large that it is perceived as unplanned open-market growth, and it must be demonstrated that opportunities for obtaining grants and applying alternative types and mix of homes have been tested and incorporated in option viability studies.

A balance needs to be struck between the need for affordable homes, the need for project viability and avoiding too much open-market development. The proportion for each new site will need to be agreed, and to be high enough to be of some benefit and low enough to ensure the site is not an excuse for an open-market dominated development. As a guide, a limit of about 25% to 30% is envisaged.

Community Led Exception Sites

The NPPF now includes the concept of Community Led Exception Sites on sites that would not otherwise be suitable as rural exception sites. Local planning authorities should support the development of community-led exception sites for development. Such sites should be on land which is not already allocated for housing and should:

a) Comprise community-led development that includes one or more types of affordable housing of any tenure. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding; and

b) Be adjacent to existing settlements, proportionate in size to them, not compromise the protection given to areas or assets of particular importance in, and comply with any local design policies and standards.

c) Be adjacent to existing settlements and proportionate in size. i.e. less than one hectare or not exceeding 5% of the size of the existing settlement.

Opportunities for Community Led Exception Sites to help deliver genuinely affordable new homes, designed and managed for, and by, the local community will be supported. Such developments may include a proportion of open-market homes on the same basis as that described for Rural Exception Sites.

In June 2025 a Site Options Assessment was undertaken by AECOM consultants to evaluate all sites in the BANP area which might potentially be suitable for new housing. Of the 48 sites assessed, 7 had potential for housing development, some as Exception Sites. They could accommodate in the region of 133 new homes of which around two-thirds could be Affordable Housing. Of the rest of the sites, 30 were clearly unsuitable; 10 more had significant constraints such as visual impact or exposure to flood risk making development unlikely; and the only clearly suitable site is to be part of a Dorset Council Extra Care Housing scheme.

The Site Options Assessment has created a start point for further study across the neighbourhood plan area to establish, on a site-by-site basis, whether development can and will be supported. As an example, the development of four community led, social rent housing units on the Peter Foote site. See site reference 4 in AECOM Site Options Assessment Report (2025).

POLICY H3
Affordable Housing Exception Sites

1. Such exception sites will be supported where the preferred mix of housing is guided by latest HNA and any subsequent changes to trends in household composition identified by the local planning authority. (Small numbers of open-market homes may be included where cross subsidy is required for delivery of the affordable housing element).
2. If the development is phased, then the approved proportion of open market to affordable housing, preferably at social rent, will apply for each phase.

Towards a Balanced Community

It is in everyone's interests that development delivers the right mix of home types. A well planned development can foster a strong sense of community between neighbours of varied means and outlooks, and examples of successfully mixing tenure can be found locally as well as nationally.

The latest HNA and its supplement uses ONS Census data and other factors to present a preferred mix of home sizes to suit households from single people to larger families. This is illustrated in the diagrams below. There are separate calculations for affordable rented homes which take into account the Local Authority Housing List.

70% of any affordable housing provision is expected to be rented property, which is the most accessible type of tenure to neighbourhood plan area residents. Of the categories of Affordable Housing the one which will make the most positive difference in the BANP Area is social rented housing.

The strongest need is for smaller, 1- and 2-bedroom properties. Provision of more of these will enable younger residents to remain in the BANP area, provide suitably sized homes for the large number of residents without dependents, and also make it easier for older people to downsize should they wish.

With the aim of providing for the younger and less affluent members of the neighbourhood community and to help stem the departure or working-age people, housing policies which promote smaller, cheaper properties which are suitable for retaining younger and less affluent residents will be introduced. Developments where a majority of the homes are aimed towards the upper end of the market will be discouraged.

Consideration and support shall be given to the provision of mix-used developments which integrate workspaces and low-cost housing to create so-called live-work spaces. Such provision provides opportunities for freelancers and small businesses and would help stem the departure from the area of younger entrepreneurs.

The latest HNA must always be used when planning and assessing the size mix for a proposed new development. Being a projection, its figures will need to be periodically reviewed and adjusted to reflect changes in housing need. The proportions are for guidance rather than to be followed rigidly, but any significant departure from them will need to be justified.

A policy ensuring that new housing developments deliver the preferred mix of sizes and types must take into account that this cannot be made to work on very small sites, and sites where there are other practical constraints such as the character of its surroundings. The requirement to adopt the preferred mix therefore applies to major housing developments and takes into account the overall housing need within the neighbourhood plan area.

POLICY H4
Housing Mix & Balanced Community

1. To ensure a balanced community, major housing applications will contain a mix of housing types and sizes to meet a range of needs. The preferred mix will be guided by the latest HNA and any subsequent changes to trends in household composition identified by the local planning authority.
2. To help shape a balanced future community, developments of 1 or 2 bedroomed homes, suited to first time buyers, will be strongly preferred.

Preferred mix of sizes for different types of tenure

(Source: Bridport Area Neighbourhood Plan Housing Needs Assessment, 2025)

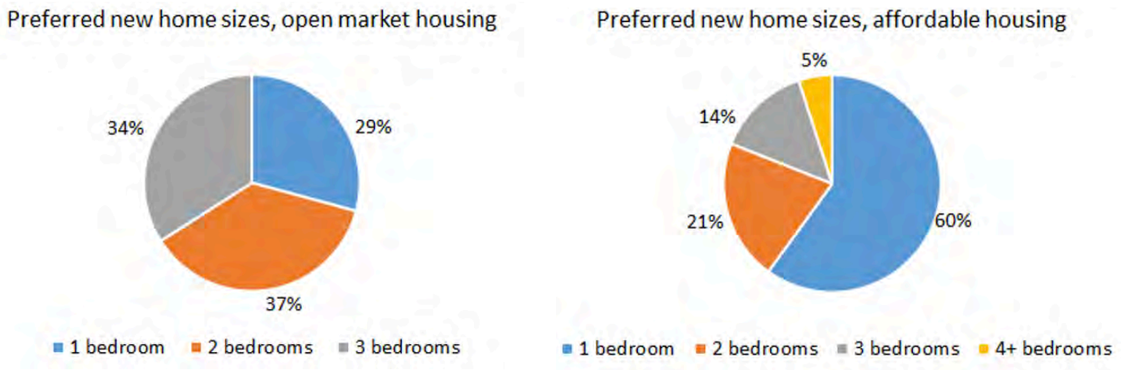


Figure 4: Preferred mix of sizes for different types of tenure



Retirement & Extra Care Living

Specialist homes for the elderly can be grouped as 'adapted, sheltered, or retirement living' where the residents enjoy a degree of independence, or 'extra care living' where the residents require a significant degree of care.

The BANP area is home to a higher-than-average population of older residents, refer Section on Age Demographics. Although many will prefer to live independently, some will seek some form of specialist sheltered or retirement home. Many of those that prefer to live independently would benefit from living in an adapted home or downsizing if doing so is appropriate for them. Inevitably, some will have to move to a care home (although the optimal location for a care home may not be in the neighbourhood area).

Studies aimed at forecasting the requirement for specialist homes over the planning period (refer latest HNA) concluded that there was a need for both open-market and affordable rented sheltered or retirement living homes with a split of approximately 70% open-market and 30% affordable. However, the final determination of these percentages would need to be agreed with Dorset Council.

While the neighbourhood area is deemed a suitable location for further sheltered or retirement housing development for people who do not want to leave their immediate surroundings and social networks when their housing needs change in old age, it may not be considered prudent to prioritise the potential demand from older people to the exclusion of other groups, such as those in need of affordable housing, young families and others, in order to maintain a balanced and vibrant community. This is especially the case given that new sheltered or retirement homes sold or rented on the open market, together with associated annual overhead costs, can only be afforded by the wealthy.

It is appropriate to make sure that, within the BANP area, any new developments intended as specialist homes for the elderly are located such that they afford easy access to Bridport town centre. This means they must take into account the distance from the town centre and natural obstacles including the hilly terrain. It is also important to verify that any such new or extended home will serve an existing, verified local need rather than being speculatively built.

Elderly people who are reasonably independent and seeking to downsize will also influence the analysis of the optimal housing type and mix in the neighbourhood plan area by putting pressure on the demand for 1-2 bedroom homes.

POLICY H5

Sheltered or Retirement Home or Extra Care Home Developments

A new or extended Sheltered, Retirement or Extra Care home development will:

1. Location

a) Be located within a defined development boundary and be of an appropriate scale in relation to its setting.

b) Be located so as to afford reasonably level and easy access to shopping and social facilities whether on foot or by use of mobility scooter or similar.

2. Need

Be subject to a proven local need for the development in the neighbourhood plan area or its closely surrounding parishes.

Home Accessibility & Adaptability

Around three-quarters of the population who are 75 and over are likely to live in mainstream housing, at least until they are unable to. A key means to sustain the housing needs of those not requiring, or wanting, specialist housing for the elderly is the provision of homes meeting standards of accessibility and adaptability.

The currently (2025) emerging Dorset Local Plan proposes a requirement for 20% of new homes to be built to Category M4(2) accessibility standards. The latest HNA provides evidence that a percentage higher than 20% would be appropriate for the BANP area based on the projected higher population of older persons over the coming Plan period.

The constraint of modifying Listed Buildings is relevant to the BANP area and consideration should be given to balancing heritage issues with the practical needs of older, less able, members of the community. Special consideration also needs to be given to the housing of people afflicted with dementia and the challenge of enabling them to stay in their homes for as long as possible.

The design of new homes, including retirement or sheltered homes, such that they provide for elderly people's needs is also a critical factor (refer Policy D12).

Planning Development to fit the Neighbourhood

Ensuring that a development achieves the best outcome for its future residents as well as for the community at large requires close guidance and control. Policy H6 provides a set of criteria which a developer is expected to provide early on in the project to the planning officer, who then has a basis to verify that the development is in line with BANP area requirements.

Further, Policy H6 seeks to ensure that even a small-scale new development fits in with and benefits the BANP area, that larger developments ensure that affordable housing provision is met in step with completing other homes, and that a provision for self-build is encouraged in development of any size.

POLICY H6
Housing Development Requirements

1. At the outline planning stage, major housing applications should demonstrate that they comply with all of the following requirements:
   a) The proposed development will integrate and connect with neighbouring communities.
   b) The variety of size, form, tenure, and type of homes will meet a range of needs and will help create a balanced and mixed community as described in Policy H4.
   c) Where a proposal involves the provision of public amenities (e.g. schools, health-care etc.), the phasing and schedule of these amenities will be such that they are commissioned in step with the demand created by the overall (or phased, where applicable) development completion.
2. For a phased development each development phase should include no less than the percentage of affordable housing agreed with the Council for the whole site (unless substantiated by viability assessment, or where an exception is made in cases where the affordable portion of a development is to be completed ahead of the open-market portion).
3. At the Reserved Matters stage of a planning application, where the provision of serviced plots for self-build is included, the location of such plots will be agreed.

Supporting Self- and Custom-Builders

A number of people like to build or complete their own home, whether as a means of containing costs or to produce something individual, and this is recognised in recent policies from both national and local planning authorities. The inclusion of plots for custom build and self-build homes with mains services laid in is encouraged in all larger residential development proposals, either on an individual basis or for a duly constituted self- build group to organise a collective self-build construction programme. Policy H7 reacts to the amount of interest shown by potential self-builders in the neighbourhood plan area.

POLICY H7
Self- and Custom-Built Homes

The provision of Self Build and Custom Build Homes is supported. For major applications the inclusion of 4% of serviced plots is encouraged

Community-Led Housing Development

Community-led housing is residential development by a group, often a Community Land Trust (CLT), that builds on land held in common ownership or trust for the benefit of the community. A CLT is a non-profit, community-based organisation run by volunteers that develops or renovates housing (or other assets) to meet identified needs. The assets are owned and controlled by the community as defined in the Rules of the CLT, which allows a CLT to stipulate that its homes are made affordable in the long term by a provision called an 'asset lock' which means that the land can never be sold for private profit.

Community-led Housing does not fall within the local authority definition of 'affordable housing on exception sites'. Nonetheless it is still subject to the same constraints as any other development and must meet the normal criteria which apply to housing as regards quality, location etc. The character, scale and design of any scheme will need to be appropriate to its location, as specified in the 'Design For Living' policies.

Policy H8 supports the principle that Community-Led Housing development is supported in the neighbourhood plan area. Any such housing will be in conformance with expected CLT practice.

POLICY H8
Community-Led Housing

Community-led housing will be supported.

Control of Second Homes

The community has raised concerns about the number and the impact of second homes (including holiday homes), particularly when there are local people in need of housing. Homes standing empty for much of the time have a depressing effect on a community's economic and social well-being. The latest national census as analysed in the latest HNA showed that across the neighbourhood plan area more than 1 in 10 homes were normally unoccupied. In every year since 2018, over 1 in every 4 home sale transactions across the BANP area has been to someone who already owns a home.

Current evidence does not support a policy which says new housing development may be used only as the occupants' main homes (a "Primary Residence restriction"). This is because the current level of second and holiday home ownership has been judged insufficiently intrusive and the consequences of introducing such a policy need more research.

The extent and potential impact of introducing a second and holiday home policy will be made the subject of further assessment with a view to introducing an appropriate policy, if justified, in a future revision of this neighbourhood plan.

COMMUNITY FACILITIES

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

Bridport Leisure Centre

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

Outdoor Play Areas

The neighbourhood area is well-provided for with its number of outdoor sports pitches for rugby, football and cricket and tennis courts offering residents formal and informal sporting opportunities. Alongside these are 16 playing fields, parks and community amenity areas which are valued by the communities that surround them.

There is a local wish to see that these areas are safeguarded and where possible, enhanced, particularly for users of different physical abilities. It is the intention of the plan to protect the existing playing fields and sporting facilities within the plan area. These should be retained and where possible enhanced to the benefit of the local area.

Defining Community Facilities

Community buildings and facilities in the BANP are defined as but not limited to:

- Neighbourhood Shops & Post Offices
- Community Halls
- Places of Worship
- Literary and Scientific Institute
- Arts Centre
- Lyric Theatre
- Electric Palace
- Bridport Town Hall
- Tourist Information Centre
- Mountfield
- Bridport Library
- Bridport Museum
- Medical Centre
- Dental practices
- Community Hospital
- Cemetery
- Schools
- Public Toilets
- Play Areas
- Allotments
- Amenity Open Space
- Leisure Centre
- Public Open spaces
- Job Centre
- Citizens' Advice Bureau
- Assembly Rooms
- British Legion Hall
- Masonic Hall
- Hazelmead Common House

Protection of Existing Community Infrastructure

POLICY CF1
Protection of Existing Community Infrastructure

1. Existing community buildings, infrastructure and ancillary facilities will be protected and enhanced unless it can be demonstrated that there is no local need for the facility or that the facility is no longer viable.
2. Where existing facilities are no longer viable alternative community use should be explored in full prior to any application for a change of use.

New Community Services & Facilities

POLICY CF2
New Community Services & Facilities

Proposals for new and improved utility infrastructure will be encouraged and supported where they meet the identified needs of the community and are in line with the wider provisions of this neighbourhood plan.

Young People

Support will be given to projects and actions that provide new or upgraded community facilities for young people where needs are confirmed through community support and/or research (see BANP Project 15).

Allotments

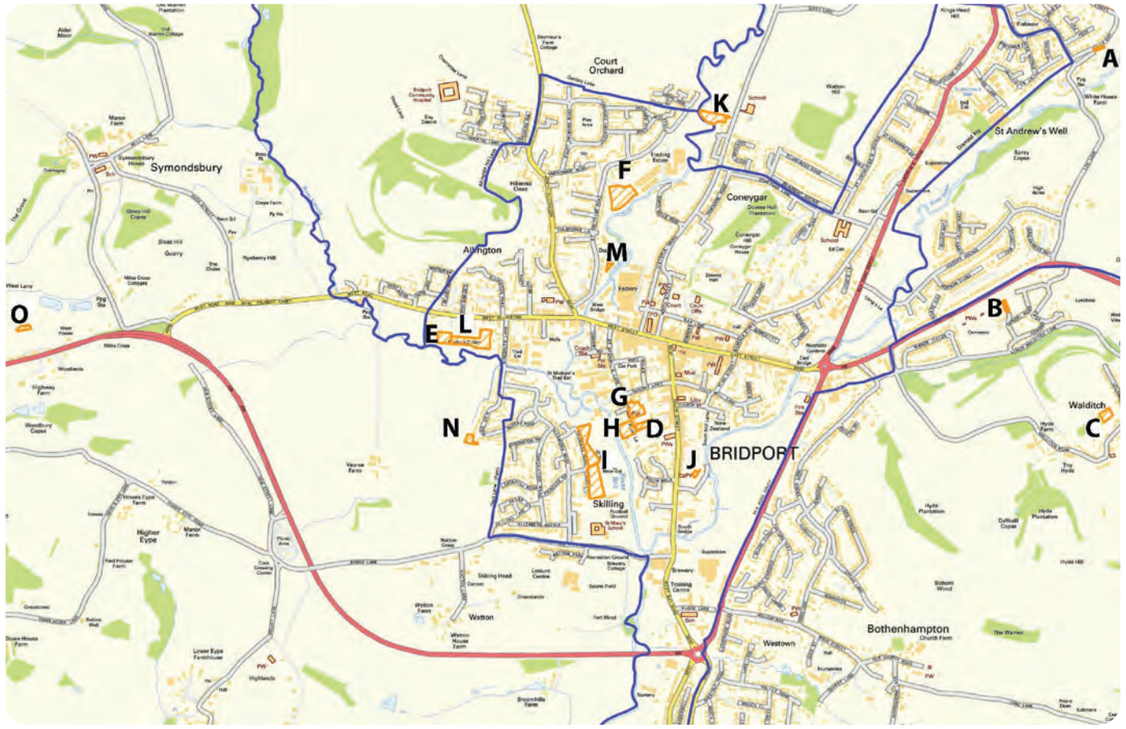
Allotments provide local people of all ages with the opportunity to grow their own food and to enjoy the exercise and social intercourse which are part of the activity all year round. As such they make a significant contribution to the promotion of healthier lifestyles and to the improvement of physical and mental wellbeing. The allotment sites in the BANP area also form an integral part of Bridport's green infrastructure network, making an important contribution to biodiversity and to preserving the historic character of the area.

The popularity of allotment gardening is an important feature of Bridport's commitment to the production and promotion of local food. The BANP area contains more than 200 allotments, most of them provided by the town council, yet there are still a significant number of residents on the waiting list. Opportunities to increase supply of allotment plots in response to growing demand will be sought through working closely with the Bridport and District Allotments Society (see BANP Project 16).

POLICY CF3
Allotments

Existing allotment sites in the neighbourhood plan area (See Map 5) will be protected from development and opportunities to provide additional provision where suitable sites can be identified and in response to defined need will be supported.

Map 5: Allotment Areas and Table 1 listing sites



	Allotment Name	Parish	Allotment Owner
A	Bradpole Allotments	Bridport	Bridport Town Council
B	Gundry Road Allotments	Bridport	Bridport Town Council
C	Walditch Allotments	Bridport	Privately owned
D	Bridport Community Orchard Allotments	Bridport	Bridport Town Council
E	Edwards Close Allotments	Bridport	Privately owned and let to Edward Close' tenants
F	Flaxhayes Allotments	Bridport	Bridport Town Council
G	Gundry Lane Allotments	Bridport	Palmers Brewery
H	Priory Gardens Allotments	Bridport	Bridport Town Council
I	Skilling Allotments	Bridport	Bridport Town Council
J	South Street Allotment	Bridport	Bridport Town Council
K	St Cecilia's Allotments	Bridport	Bridport Town Council
L	West Allington Allotments	Bridport	Bridport Town Council
M	St Swithin's Allotments	Bridport	Bridport Town Council
N	Pine View Allotments	Symondsbury	Symondsbury Parish Council
O	West Road Allotments Symondsbury	Symondsbury	Rented by Symondsbury Parish Council from Dorset Council

A Unique Place

HERITAGE

Bridport and the surrounding parishes have a rich and diverse heritage recognised in over 500 Listed Buildings and 7 Conservation Areas.

In addition to the designated heritage assets the neighbourhood plan area includes many locally valued buildings, structures and features that contribute to the character and distinctiveness of the area.

This section sets out policies to safeguard designated and non designated heritage assets.



Neighbourhood Heritage

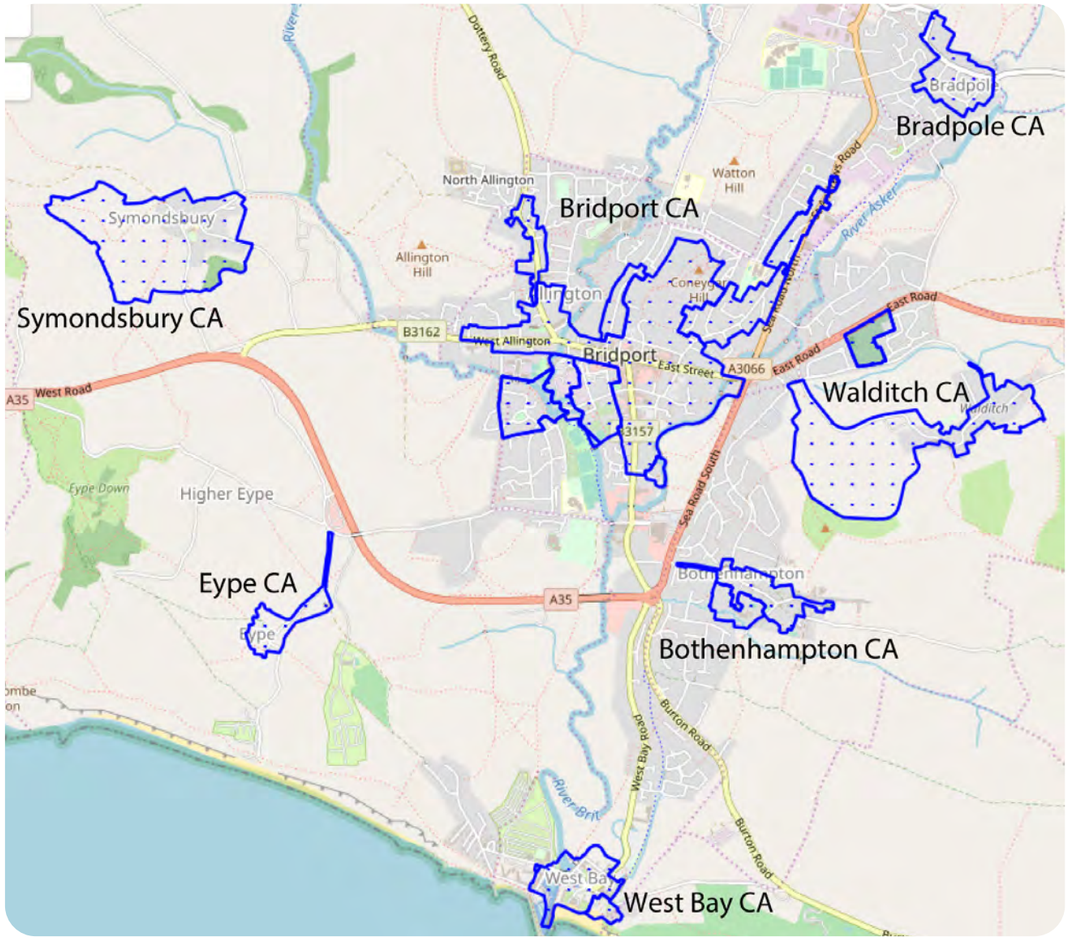
Within the BANP area the historic building legacy is concentrated within defined Conservation Areas although many important buildings and features are spread throughout the area.

Conservation Area Appraisals produced by West Dorset District Council describe in detail the characteristics of each area and show the listed buildings and other important buildings, hedgerows, trees and gateways. Outside the Conservation Areas there are numerous Listed Buildings and Locally Valued Non-Designated Heritage Assets which, whilst being unlisted, are considered to contribute significantly to the heritage of the area.

The appraisal reports also refer to factors that pose some threat to the Conservation Areas. These include loss of green space through infill housing, loss of architectural detail during maintenance, the difficulty sourcing original materials, buildings falling into disrepair and street clutter due to poles and wires.

Adopted Conservation Area Appraisals are used as supplementary planning guidance and support the conservation area policy within the adopted Local Plan for West Dorset, Weymouth and Portland (2015).

Map 6: Conservation Areas



Conservation Areas

There are seven Conservation Areas (CA) within the BANP area. The boundaries of each area are shown on Map 6. The areas are described in the following documents:

- **Bridport Conservation Area Appraisal:** Adopted by the District Council in 2010. The CA area was extended and the Appraisal updated in 2010. This sizeable CA is described in nine sub-areas.
- **West Bay Conservation Area Appraisal:** Adopted by the District Council in 2003 and updated in 2013.
- **Bothenhampton & Walditch, Bradpole, Symondsbury and Eype Conservation Area Appraisal:** This combined Appraisal was adopted by the District Council in 2007, with an extension to the Bothenhampton area adopted in 2008.

Key characteristics identified from the Conservation Area Appraisals

The historic building legacy and its characteristics for the parishes within the neighbourhood plan area are described in great detail in the Conservation Area Appraisals produced by West Dorset District Council. These adopted Conservation Area Appraisals are used as supplementary planning guidance. They support the conservation area policy within the adopted Local Plan for West Dorset, Weymouth and Portland (2015). Any development within one of the Conservation Areas will be assessed for suitability against the established criteria for that area.

The appraisal reports also refer to factors which pose a threat to the character of the Conservation Areas, these include loss of green space through infill housing, loss of architectural detail during maintenance, the difficulty sourcing original materials, buildings falling into disrepair and street clutter due to poles and wires.

Listed Buildings

It is impossible to list here all of the many hundred Listed Buildings (LBs) within the neighbourhood plan area. Those wishing to explore the list further can do so using the National Heritage List for England, which is maintained by statutory body, Historic England: **https://historicengland.org.uk/listing/the-list/**

Registered Parks and Gardens

There is one Registered Park and Garden, much of which coincides with the Millennium Green on Coneygar Hill. The entry says that Downe Hall in Bridport was registered as a Grade II garden in 1996. It is described as:

"Compact pleasure grounds and park laid out in the late 18th century to accompany a new house, together with early 20th century formal gardens designed by E S Prior".

Scheduled Monuments and Archaeology

There are 3 Scheduled Monuments within the neighbourhood plan area.

- A bowl barrow 200m north east of Holy Trinity Church, Bradpole.
- A bowl barrow on Eype Down 275m east of Frogmore Farm.
- Three bowl barrows north east of Thorncombe Beacon, and south west of Down House.

It is widely accepted in the literature and appraisal documentation that the archaeological potential of the Bridport area has not been realised. Digs have been restricted to specific plots, largely as and when site developments have taken place. The pre-medieval record is therefore limited, despite known Saxon activity and some Roman finds.

See BANP evidence base: **https://www.bridport-tc.gov.uk/bridport-area-neighbourhood-plan-evidence/**

Non Designated Heritage Assets

The BANP focuses on policies for the non designated heritage assets found across the neighbourhood plan area. Designated heritage assets are afforded protection in both national and local plan policies:

- Under the National Planning Policy Framework 2024 and
- By the West Dorset, Weymouth & Portland 2015 Adopted Plan Local Plan - Policy ENV4 – Heritage Assets.

Designated heritage assets are also protected under legislation, including the Planning (Listed Buildings and Conservation Areas) Act 1990. Many non-designated heritage assets are described in conservation area appraisals.

Policy HT1 identifies buildings, structures and features as being worthy of protection as non-designated heritage assets, which are locally valued due to the important contribution that they make to the distinctive local character of the neighbourhood plan area. 'Important local buildings' and 'building groups' identified in the relevant conservation area appraisals are also considered to be non-designated heritage assets for the purposes of applying national and local plan policies that protect heritage assets.

The Joint Councils Committee has drawn together and will maintain a local list of buildings, structures and features identified as being worthy of protection as non-designated heritage assets. This locally kept list may be updated from time to time as additional assets are identified.

Most of the buildings and structures included in the local list have been cited as buildings of local interest and distinction in a range of documents, including; Conservation Area appraisals, parish plans, Bridport Townscape Appraisal (2000) and Dorset County Councils Historic Towns Report – Bridport (2008).

This policy does not confer listed building status (a national designation) on any non-designated heritage assets, and works to buildings and structures on the local list will not necessarily require listed building consent.

POLICY HT1

Non Designated Heritage Assets

The Joint Councils Committee has prepared (and will maintain) a list of buildings, features and structures in the neighbourhood plan area which are considered to be 'non-designated heritage assets' and should be treated as such for the purpose of applying national and Local Plan policies including Policy ENV4 of the Adopted Local Plan (2015).

The list of non-designated heritage assets is available at: **https://www.bridport-tc.gov.uk/bridport-area-neighbourhood-plan-evidence/**

In Support of Good Design

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

The Conservation Area Appraisals across the neighbourhood plan area highlight the importance of the historic character of settlements and in particular the value of well-designed shopfronts to the sense of place and vitality of the area's retail offer. Community consultation reinforces the importance of the public realm and the support for safeguarding the unique spirit of Bridport and surrounding parishes.

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

The cumulative impact of developments that use inappropriate materials and intrusive lighting can erode the historic integrity of neighbourhood plan settlements. Therefore, the plan contains a range of policies that address design matters such as these.

The preferred policy response is to conserve and enhance the rich built heritage of the BANP area.

POLICY HT2

Public Realm

Proposals that have a negative impact or "harm" the qualities of the public realm as identified in the Neighbourhood Characteristics of this plan will not be supported.

Shopfront Design

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

Appendix A provides detailed shopfront design guidance for the BANP area. By describing the character of the retail heritage of the neighbourhood plan area the intention is to provide businesses, retailers, landowners and developers with the starting point for developments that will respect and add to the special character of the plan area.

POLICY HT3

Shopfront Design

1. Proposals for new or replacement shop fronts in the neighbourhood plan area will be permitted provided that they are designed in accordance with the relevant policy in the Local Plan (ENV14), any Shopfront Design Guidance for West Dorset; and the Shopfront Design Guidance for the Bridport area contained in Appendix A.

   High quality shopfronts in the neighbourhood plan area should be maintained and enhanced by:

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

   b) Requiring all new or altered shopfronts, including signs, to relate well to the original framework and scale of the building within which they are placed.

   c) Retaining or reinstating original fascia, pilasters or columns forming the shop surrounds, including where shop units are combined. Open shopfronts with a traditional glazed screen add variety to the street scene and will be supported.

   d) Choosing materials that relate well to the building and are of high quality. The use of timber will be encouraged whilst the use of aluminium or plastics discouraged.

   e) Providing wherever possible for separate access to any residential accommodation on other floors,

   g) Including provision of suitable access for people with disabilities,

   h) Including provision of storage for refuse and recycling bins where feasible.

2. In the Bridport, West Bay and Bradpole Conservation Areas, additional provisions will apply:

   a) Encouraging the retention of shopfronts where they are original to the building and/ or contribute to the appearance and character of the shopping parade or street scene in which they are situated,

   b) Requiring all new shopfronts and advertisements to relate well to existing buildings and street scene, be of a high-quality design with appropriate materials that preserve and enhance the character of the area.

LANDSCAPE

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

The neighbourhood plan area is dominated by several hills. They are flat-topped with steep sides and can be seen all over the neighbourhood area, greatly adding to the distinct “sense of place”.

The special landscape assets have inherent value in terms of natural beauty but also have economic value in terms of tourism and attracting people to the area.



A Distinctive Landscape

The whole BANP area is washed over by the Dorset National Landscape (DNL) designation. In line with NPPF 2024 paragraph 189 states that

”great weight should be given to conserving and enhancing landscape and scenic beauty in National Landscapes…. the scale and extent of development within all these designated areas should be limited”.

A number of assessments and management plans describe the special landscape qualities found in the neighbourhood plan area and can be used to safeguard landscape character by informing and guiding development proposals. These include:

- West Dorset Landscape Character Assessment (2009).
- West Dorset Landscape Character and Setting report (2016).
- Dorset AONB Landscape Character Assessment and
- Dorset AONB Management Plan (2020-2025)
- Dorset National Landscape Management Plan (2026-30)

The BANP wishes to support that assessment through its own set of landscape policies. Local distinctiveness and a sensitive response to local character go beyond aesthetic considerations, and cover issues such as landscape, surrounding hills, footpaths, skylines, townscape settings as well as green corridors.

POLICY L1
Green Corridors, Footpaths, Surrounding Hills & Skylines

1. Proposals must conserve and enhance the natural beauty of the Dorset National Landscape by:
   a. Being located on sites that do not adversely affect the wider landscape setting.
   b. Being designed in such a way as to positively exploit the site features using form, scale materials and an architectural approach appropriate to the site context.
2. Proposals that do not conserve and enhance the Dorset National Landscape will be refused.
3. Where development may be visually prominent or adversely affect landscape character, production of a Landscape and Visual Assessment (LVIA) will be required.

Wildlife and Biodiversity

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

Green Corridor Management

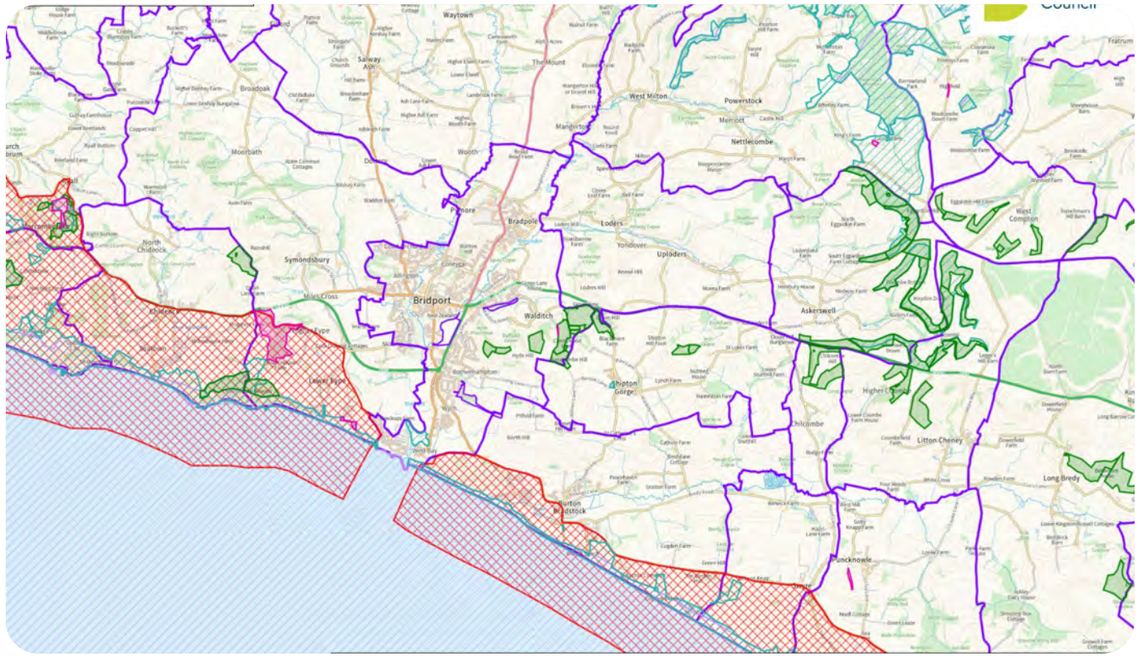
The term green corridors refers to the network of green spaces and linkages that are important biodiversity assets. The Dorset Local Nature Recovery Strategy (2025) identifies key pressures and opportunities for nature recovery in the wider Bridport Area. As such, the green infrastructure network will be given significant protection from development.

It is recognised by the community that the active management and enhancement of these features is encouraged as part of safeguarding their future. This support will continue to contribute to a successful local economy through making the area an attractive place to live, work and visit.

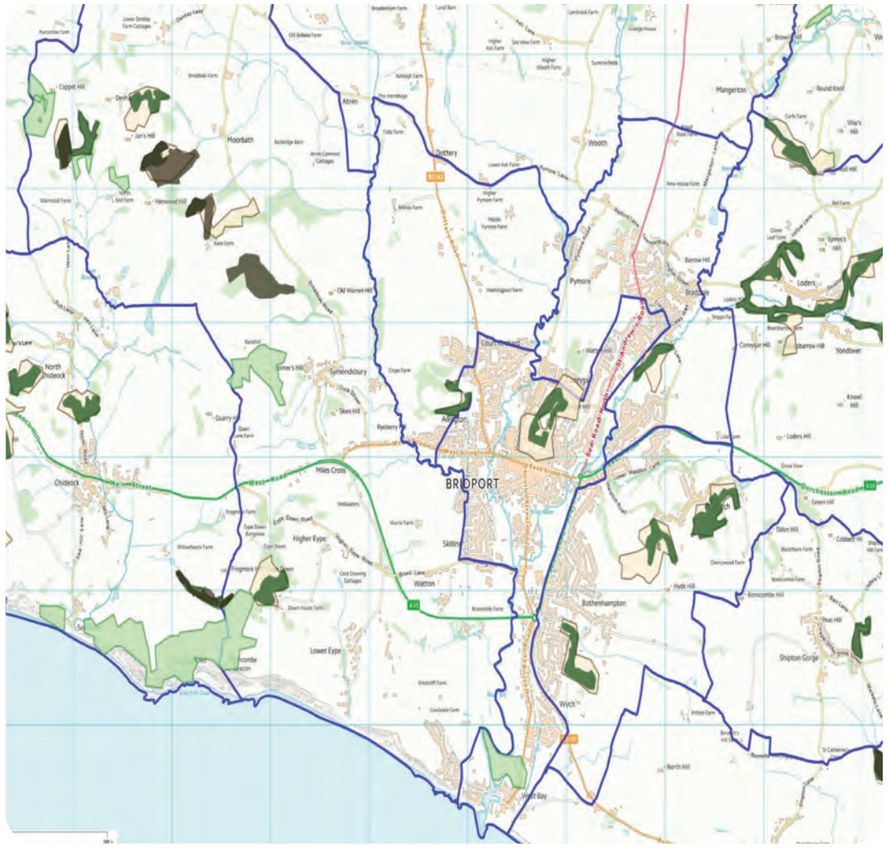
Biodiversity Net Gain

BNG is an approach to development. It makes sure that habitats for wildlife are left in a measurably better state than they were before the development. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

Map 7: Designated Biodiversity Areas



Map 8: Woodland & Grassland Areas



Legend:

- CROW S4 Open Country
- CROW S4 Common Land
- Parish boundaries
- Local nature reserves (Bridport)
- Heritage Coast
- SSSIs
- Special Area of Conservation

Map 9: River Corridors



Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.

The Bridport area is rich in bird species, with a high number of species per hectare compared to the national average (See BNP Project 13 and Bridport Bird Report 2023). For many of the local bird species, loss of nesting sites is a major factor in their decline, with the number of migratory swifts having declined by 60% between 1995 – 2020, and estimated numbers of breeding pairs falling from 59,000 to around 48,000. Swift bricks are a cheap, effective way of providing homes for cavity-nesting species and many other small birds and invertebrates. Although a seemingly small change, the inclusion of swift bricks, and other inbuilt cavities into new developments as well as incentives to retroactively insert them into existing buildings can make a huge difference for biodiversity and help to grow the connection between people and the nature on their doorsteps.

Policy L2 supports the delivery of Dorset LNRS Priorities 6 – Urban and 12 – Species Abundance and Diversity.

POLICY L2
Biodiversity

1. Development proposals that meet the mandatory biodiversity net gain (BNG) requirements*, will need to use the BNG metric tool to demonstrate how they will deliver habitat improvement to benefit biodiversity. Developers are encouraged to seek biodiversity gains over and above the 10% mandated by government
2. Wildlife corridors and important habitats have been identified on Maps 7, 8 and 9 and proposals that would result in their loss or harm to their character, setting, accessibility, appearance, quality, amenity value or biodiversity should be avoided.
3. New developments will be encouraged to consider creating new or enhancing existing habitats, such as incorporating swift bricks and bat boxes in developments over 5 metres in height or providing safe routes for hedgehogs between different areas of habitat, providing green roofs, green walls, street trees or sustainable drainage systems.
4. The developers of net new residential dwellings within the Neighbourhood Area will make a financial contribution to delivery of the Chesil & Fleet Interim Recreation Mitigation Strategy, in line with Dorset Council guidance.

* Exemptions from the requirement will apply to those applications set out in the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

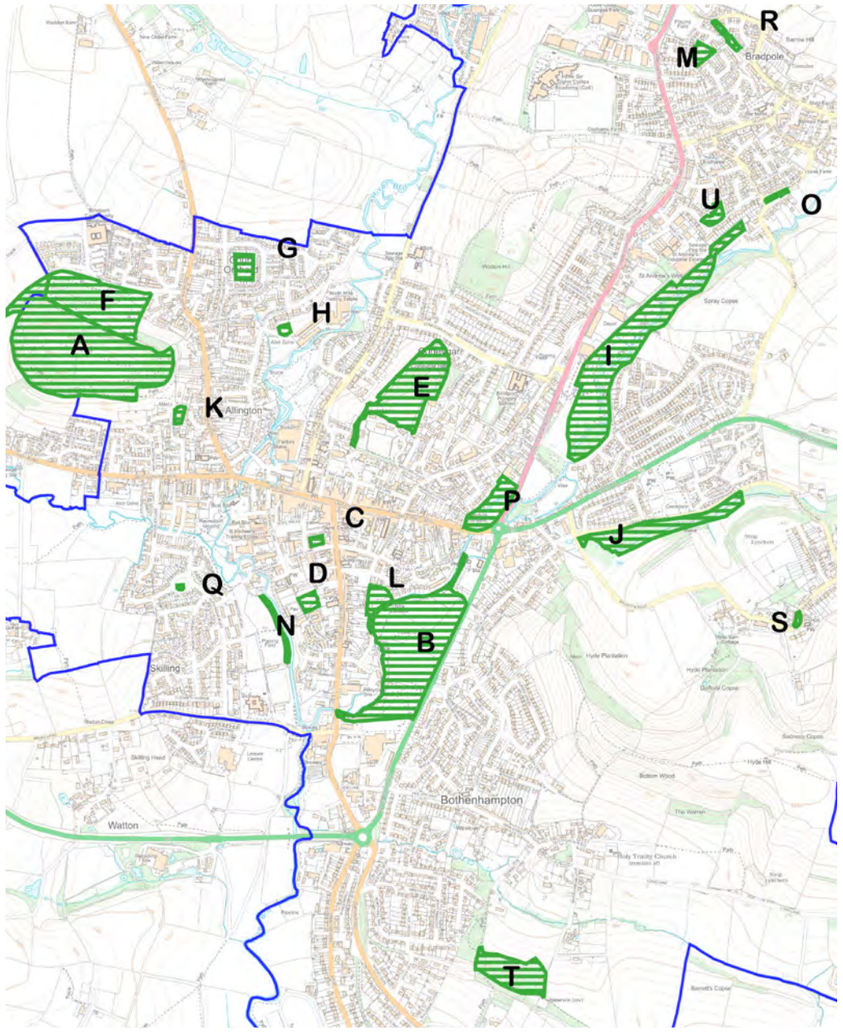
Local Green Spaces

The National Planning Policy Framework introduces Local Green Space designation to provide special protection against development for green areas of importance to communities.

The designation can be used where the:

- Green space is in reasonable proximity to the community it serves,
- Green area is demonstrably special to a local community and holds a local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife and
- Green area is local in character and is not an extensive tract of land.

Map 10: Local Green Spaces Designated in the Neighbourhood Plan Area (revised)



The designation of land as Local Green Space through the neighbourhood plan allows communities to identify and protect green areas of particular importance to them. In developing the list of sites to be designated Local Green Space were assessed using the following criteria:

- **Beauty:** A place of aesthetic beauty that adds to the visual qualities of the neighbourhood plan area.
- **History:** A place with significant historical importance for the town.
- **Recreation:** A place which offers formal or informal recreation and sporting opportunities for residents and visitors.
- **Tranquillity:** A place that offers an escape from everyday urban noise and activity.
- **Wildlife:** A place that provides a haven for wildlife, both animals and plants. (see Table 1: Local Green Spaces: reasons for designation).

A full explanation of the methodology, evidence and justification to support the designation of the nominated Local Green Spaces can be found in the neighbourhood plan evidence base: **https://www.bridport-tc.gov.uk/projects/bridport-area-neighbourhood-plan-evidence/**

The following Local Green Spaces are identified within Dorset LNRS mapping: Local Green Spaces E and I are covered by the High Opportunity Nature Areas and Potential Activities layers. Local Green Spaces B, J and T are covered by the Nature Areas of National Importance.

POLICY L3

Local Green Spaces

1. The following sites, identified on **Map 10** are designated as Local Green Spaces:

A Allington Hill
B Asker Meadows
C Borough Gardens
D Community Orchard
E Coneygar Hill
F Cooper's Wood and Field
G Court Orchard Play Area
H Flaxhayes Play Area
I Happy Island
J Jellyfields Nature Reserve
K Jubilee Green
L New Zealand Site
M Pageants Field
N Riverside Corridor (new 2025)
O Railway Gardens
P Riverside Gardens
Q Skilling Oval Play Area
R The Gore
S Walditch Village Green
T Wanderwell Nature Reserve
U Wellfields Drive Green Area

2. Any development proposals in areas designated as Local Green Spaces will be determined in accordance with the national policy for Green Belts.

Table 1: Local Green Spaces (Criteria for Designation)

Site Name & Reference	Paragraph 107 NPPF Local Green Space Criteria				
	Beauty	History	Recreation	Tranquillity	Wildlife
A Allington Hill	✓	✓	✓	✓	✓
B Asker Meadows	✓	✓	✓	✓	✓
C Borough Gardens	✓	✓	✓	✓	✓
D Community Orchard	✓	✓	✓	✓	✓
E Coneygar Hill	✓		✓	✓	✓
F Cooper's Wood and Field	✓		✓	✓	✓
G Court Orchard Play Area			✓	✓	
H Flaxhayes Play Area			✓	✓	
I Happy Island	✓	✓	✓	✓	✓
J Jellyfields Nature Reserve	✓		✓	✓	✓
K Jubilee Green	✓		✓	✓	
L New Zealand Site	✓	✓	✓	✓	✓
M Pageants Field			✓		
N Riverside Corridor (new 2025)			✓	✓	✓
O Railway Gardens		✓			
P Riverside Gardens		✓			
Q Skilling Oval Play Area	✓	✓	✓	✓	
R The Gore				✓	
S Walditch Village Green	✓		✓	✓	
T Wanderwell Nature Reserve	✓	✓	✓	✓	✓
U Wellfields Drive Green Area	✓		✓	✓	

Green Gaps:
The Need to Avoid Coalescence

The town of Bridport and the adjacent parish of Symondsbury are characterised by their distinctive landscape and topology. The green spaces provide not only unique backdrops to their settlements but establish a relationship between the town and its surrounding, largely undeveloped, landscape.

All of this is vitally important in retaining not only their individual rural or urban character, but an important sense of place too. Whilst it is accepted that settlements will grow, there is a risk that as development happens, the town and surrounding parishes will coalesce. This will happen if, for example, development were to take the form of ribbon development alongside the surrounding road networks that link the town and the parishes concerned.

Map 11: Green Gaps: Anti Coalescence Areas



In certain locations, it would take only a small amount of development in the green gaps as indicated on the Map 11 provided, for this to happen. Such development would not only undermine the sense of place that now exists in the town and parish concerned but undermine the distinctiveness of individual communities both in terms of the visual, social, and physical separation that now exists. It would also lead to urban sprawl and encroachment into the Dorset National Landscape. These points are recognised in several existing parish plans and village design statements. These include recognising that their sense of place is retained in that residents pay considerable regard to the natural setting of the parish and town.

POLICY L4
Green Gaps
(Anti-Coalascence Measures)

1. The distinctive identities of existing individual settlements within the wards and parishes of Allington, Bradpole, Bothenhampton & Walditch, Symondsbury, Bridport and West Bay should be retained. Proposals within the green gaps identified on Map 11 must demonstrate through appropriate Landscape Visual Impact Assessment (LVIA) that the proposal would not diminish the visual gaps between settlements.
2. Proposals for development across the neighbourhood area will be required to retain the character and setting of the area and should seek to avoid coalescence between the settlements of Pymore, Allington, Bradpole, Bothenhampton, Bridport, Eype, Symondsbury, Walditch and West Bay.

Green Infrastructure

Community consultation has demonstrated a strong desire to add to and strengthen the existing network of green spaces in the neighbourhood plan area. Additional green spaces and stronger connections are required, especially as linkages between the surrounding hills, the river corridors through to the centre of Bridport and the housing estates.

The range and quality of the ecosystem services provided by green spaces, in particular; flood alleviation, wildlife habitats and access to health and wellbeing benefits need to be recognised and actively managed.

The policy response of the BANP is to support the extension and active management of green infrastructure across the neighbourhood plan area.

Policy L5 supports the delivery of Dorset LNRS Priority 6 – Urban.

POLICY L5
Enhancement of the Environment

Appropriate to the scale of development, proposals for new housing development should:

1. Include good quality outdoor space, both private and community gardens, and contribute to providing tree cover and improving biodiversity and.
2. Support delivery of nature recovery priorities identified within the Dorset Local Nature Recovery Strategy, particularly through protecting and, where appropriate, enhancing green infrastructure.

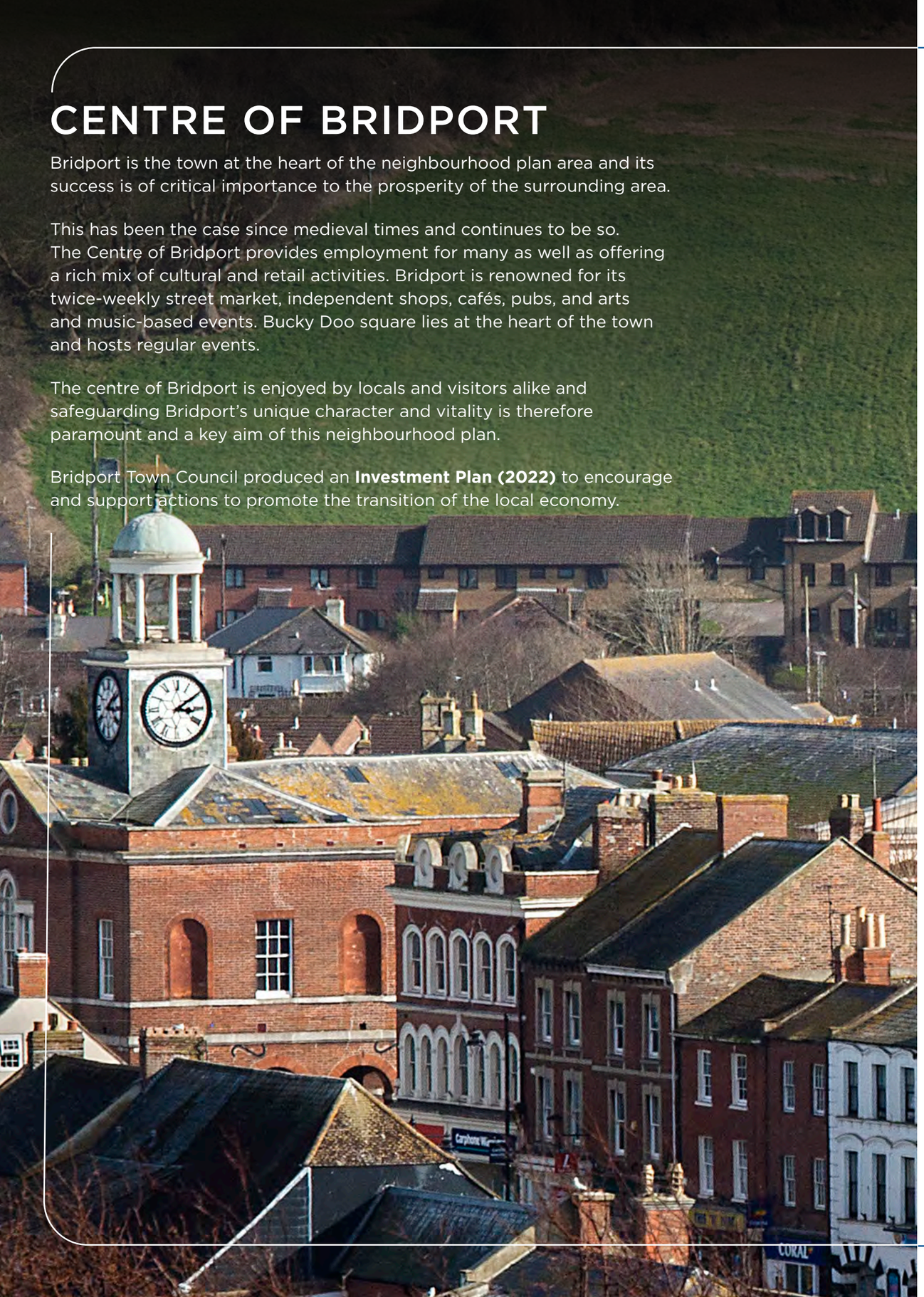
CENTRE OF BRIDPORT

Bridport is the town at the heart of the neighbourhood plan area and its success is of critical importance to the prosperity of the surrounding area.

This has been the case since medieval times and continues to be so. The Centre of Bridport provides employment for many as well as offering a rich mix of cultural and retail activities. Bridport is renowned for its twice-weekly street market, independent shops, cafés, pubs, and arts and music-based events. Bucky Doo square lies at the heart of the town and hosts regular events.

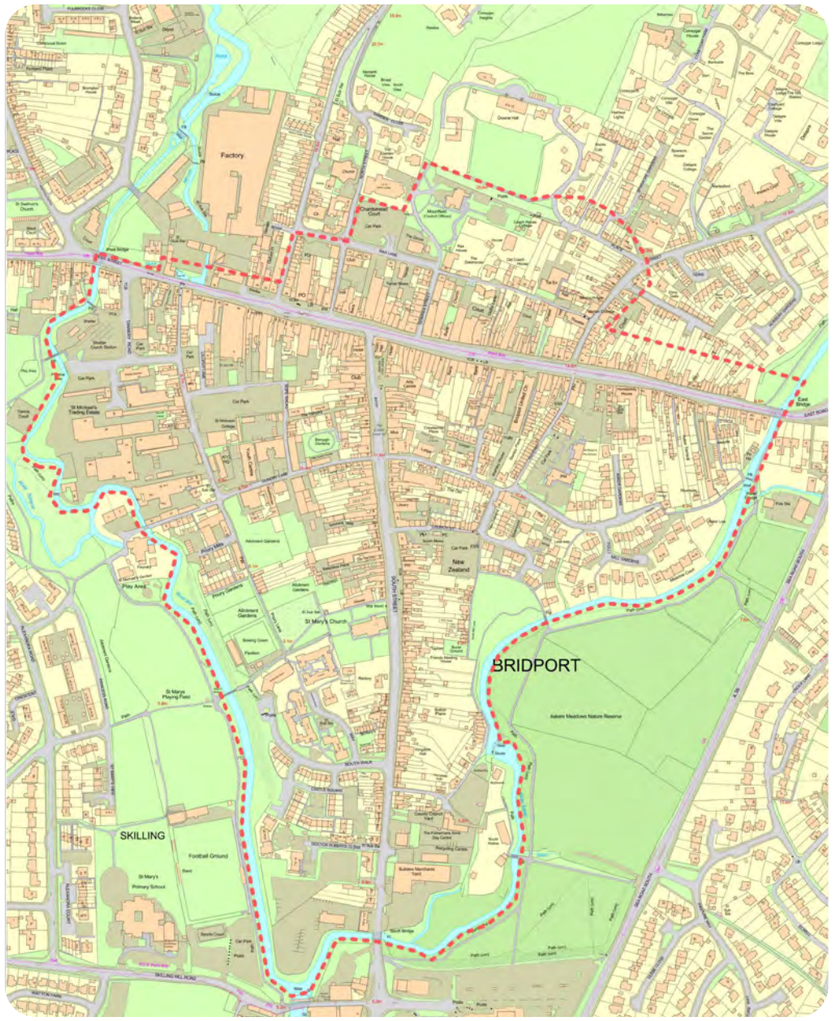
The centre of Bridport is enjoyed by locals and visitors alike and safeguarding Bridport's unique character and vitality is therefore paramount and a key aim of this neighbourhood plan.

Bridport Town Council produced an **Investment Plan (2022)** to encourage and support actions to promote the transition of the local economy.



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

Map 12: Area Defined as Centre of Bridport



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

The Neighbourhood Plan Consultation Report, Neighbourhood Plan Shop Survey and Bridport Conservation Area Appraisal (2010, which includes multiple references to shop fronts and their contribution to the town centre) as well as West Dorset District Council's retail survey and the Neighbourhood Plan retail floorspace survey (2018) evidence the need to reinforce the role of the Centre of Bridport and its potential to support a more sustainable pattern of development by ensuring that it is the focus for a range of private and public services to which people need access.

The collected evidence for this BANP shows that Bridport town centre is vibrant and faring well. It compares well with other similar sized market towns in the south west. It appears to have built a distinctive offer based upon a good range of shops, many of which are independents. By bucking the national trend of declining choices and domination of chain stores Bridport appears to have carved out a successful and distinct niche.

The planning policies contained in this neighbourhood plan seek to ensure that retail and other key uses located in the Centre of Bridport are maintained and that new development make a positive contribution to the character, vitality and viability of the centre of Bridport as well as the wider neighbourhood plan area.

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

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

POLICY COB1
Development in the Centre of Bridport

Development in the Centre of Bridport (See Map 12) which meets the following design and planning principles will be supported, subject to satisfying other policies in the Plan, where it:

a) Improves the town centre environment for pedestrians, cyclists, users of buggies, wheelchair and mobility scooters;

b) Gives greater priority to bicycles and pedestrians by reducing the impact of traffic movement from motor vehicles in the town centre;

c) Enhances the character and appearance of the town centre, considering the heritage and history of the urban area;

d) Provides an improved setting for the open-air markets and other similar events and festivals and

e) Would not cause a deterioration in air quality.

POLICY COB2
Ropewalks Car Park & Bus Station Car Park

1. Redevelopment of the car park sites for a mix of town centre uses will be supported subject to the following provisions:
   a) A broadly equivalent amount of public car parking is provided within Bridport Town Centre (Map 13), or within reasonable walking distance of the Centre of Bridport (Map 12).
2. The proposed redevelopment of these sites should be described and illustrated through a Design & Access Statement and applicants are encouraged to undertake consultation with residents and businesses in the Bridport area; and:
   a) Demonstrate compliance with Appendix A of this Plan (Shopfront Design Guidance); and
   b) Have detailed regard to the Bridport Conservation Area Appraisal and relevant West Dorset Local Plan design policies; and
   c) In its approach to replacement car parking, have appropriate regard to best practice design guidance such as 'Car Parking: What Works Where' (English Partnerships, 2006); and
   d) Demonstrate how any relevant planning issues identified through community engagement and consultation have been satisfactorily addressed.
3. Any redevelopment proposals should comply with Policies CoB3 and AM4.

Locally-owned and accessible shops and businesses

The character and vitality of the centre of Bridport owes a lot to the locally-owned and largely independent businesses that bring financial benefit and security to those living and working in the area.

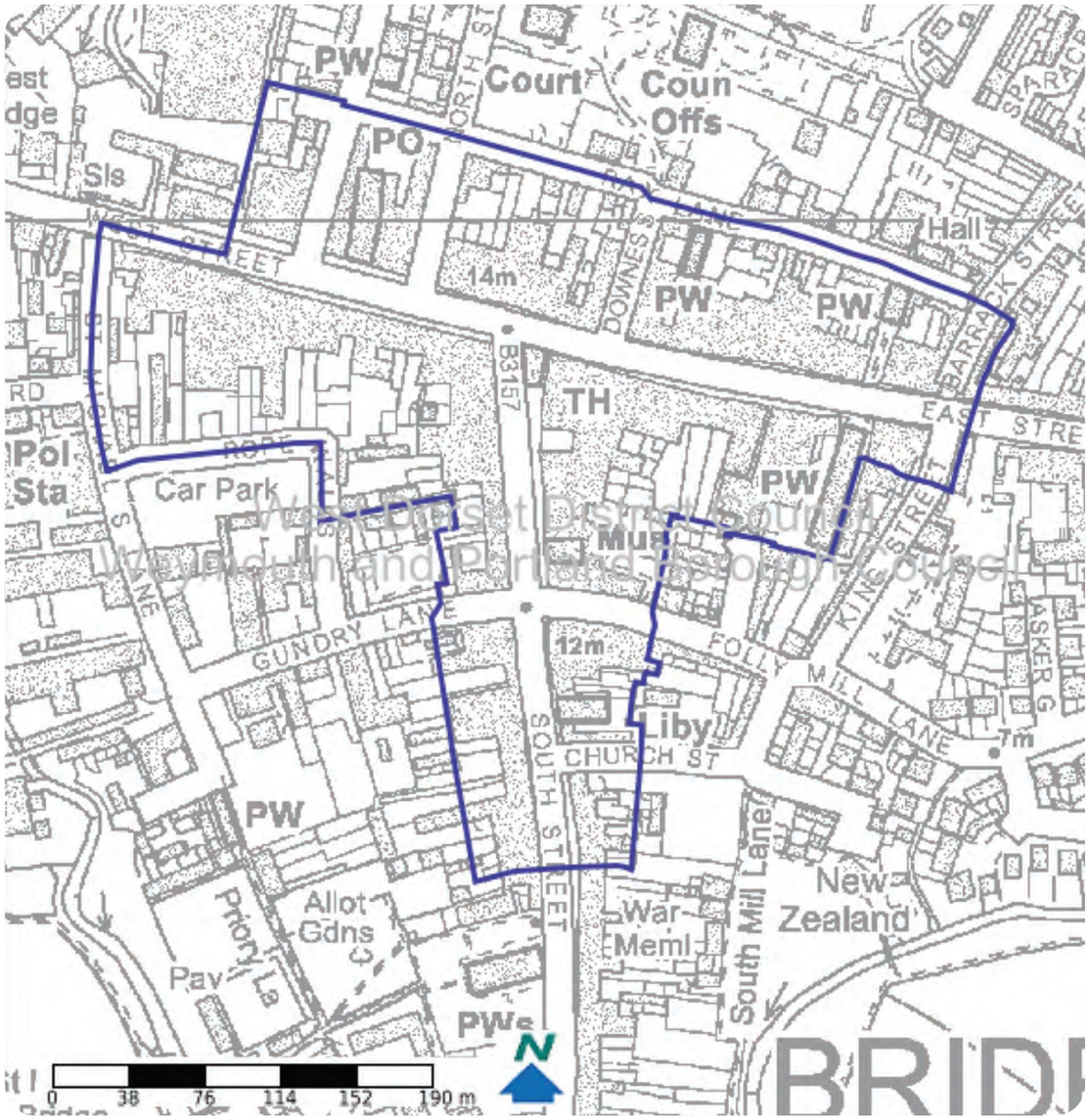
Ever-changing consumer shopping preferences are causing uncertainty for the future viability of small-scale, retail activity in Bridport. The move to internet-based shopping is having wide ranging impacts on high streets across the country, driving shop closures and reducing the range of the retail offer.

The preferred policy response is to develop policies and projects (including more detailed surveys) that can help underpin the diversity and vitality of the small, independent businesses currently operating in the town centre and to resist developments that undermine this.

Table 2: Bridport Retail Floorspace Survey 2018 Using Data From the District Valuation Office

Street	Ave Retail floorspace of units (sq m)	% below 280 sq m (defined as small)
South Street	66.51	97%
West Street	147.51	90%
East Street	160.46	86%

Map 13: Bridport Town Centre Defined by Local Plan (2015)



Evidence shows that some 91% of retail units in Bridport Town Centre fall within the government's definition of small (<280 sq m). It is therefore considered reasonable, in supporting the small, independent retail offer in the town, to place a requirement on retail unit development to retain a high proportion of small units.

POLICY COB3
Small Business Support

1. Due to the impact on the appearance and character of the town centre and where planning permission is required, proposals for the significant enlargement of A1 to A5 retail units, or the merging of multiple units will be resisted within the defined Bridport Town Centre (see Map 13).
2. Redevelopment proposals will be supported where, through the design of the ground floor retail units, they encourage small, local, and/or independent traders to locate in the town centre. Smaller retail floorplates (<280sq m) can often be more attractive to small, local, and/or independent retailers than large format units and therefore redevelopment proposals should include a significant proportion (a minimum of 80%) of such units.

St Michael's Trading Estate and Creative Industries

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

The owners of the St Michael's Estate have obtained outline planning permission for 92 homes and new commercial space (7,951 sq m). It will be essential that the current tenants and community interests in St Michael's work with the landowners to deliver a redevelopment that is in keeping with current uses and values of the area. The redevelopment of St Michael's Estate offers the opportunity to address the access and amenity issues along the River Brit, helping to rediscover the green corridor along the river whilst implementing pedestrian and cyclist connections between Foundry Lea and the bus station.

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

POLICY COB4
St Michael's Support for the Creative Industries

In the provision of new commercial floorspace at the St Michael's Estate, proposals will be supported which seek to retain a broadly comparable area (7,951m^2) of workspace for small and start-up businesses and particularly for those in the creative industries.

DESIGN FOR LIVING

To provide welcoming, attractive and sustainable communities, housing developments must be well designed and built. New development across the neighbourhood area will be expected to have high standards of design. Housing proposals should also demonstrate how its new homes meet the needs of an ageing population and those with impaired mobility.

To meet these objectives the local authority's Supplementary Planning Document "Design and Sustainable Development Planning Guidelines" provides a useful reference point and much of it is adopted here.



Introduction

This section addresses the BANP objective number 7.

'To ensure that the design of housing developments and the homes within them are responsive to local context and conditions, are energy efficient, adaptable to different residents' abilities, and accessible to public services'.

High standards of design are encouraged and these design guidelines and policies give greater clarity with respect to design expectations for housing developments and will be a material consideration in deciding planning applications.

Good design ensures attractive, usable, durable and adaptable places to live, contributes to sustainable development, and should be applied whatever the type or scale of building works proposed. A well-designed development should be in keeping and in scale with its location, and sensitive to the character of its surroundings.

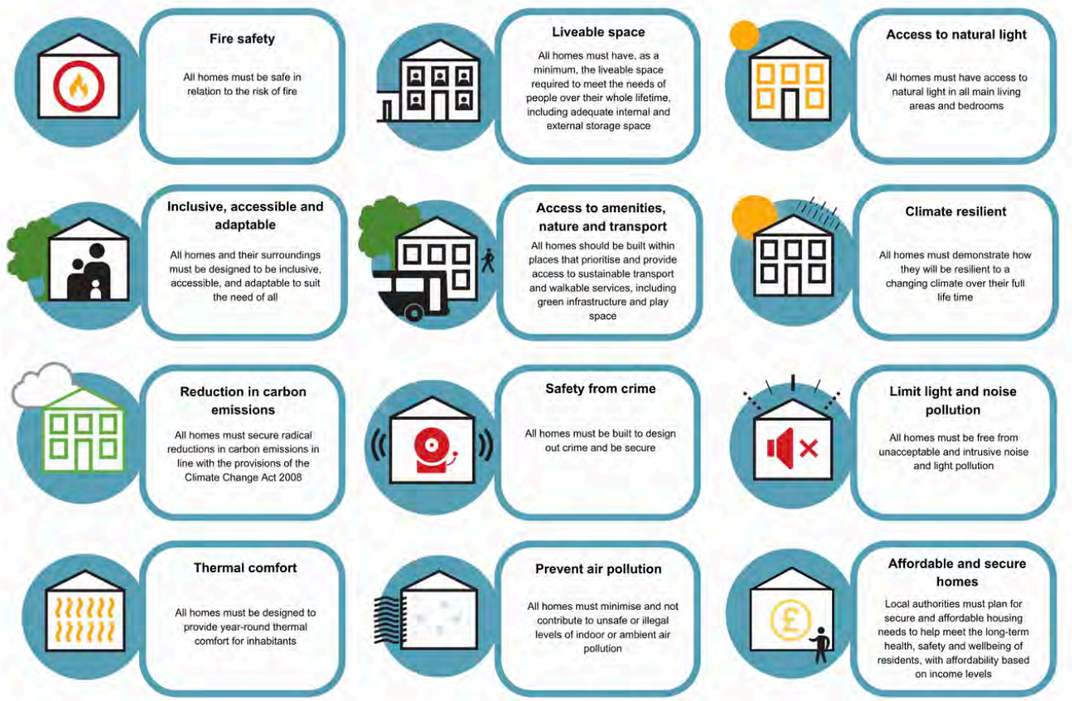
The three main references from which policies have been developed are:

- Dorset Council adopted 'Sustainability statement and checklist for planning applications – interim guidance note, December 2023[1],
- Building for Life, and
- HAPPI (Housing our Ageing Population: Panel for Innovation) principles.

Key aspects of each are outlined below.

Healthy Home Principles

Bridport Town Council and Symondsbury Council have endorsed the Healthy Home Principles[2] shown in Figure 5 below.



1. https://www.dorsetcouncil.gov.uk/documents/35024/302701/December+2023+-+Dorset+Council+Sustainability+Checklist+and+Guidance.pdf/77dd07f9-424e-f4ba-971a-ba3fd51b1fad
2. https://www.tcpa.org.uk/resources/healthy-homes-principles/

Design of Housing Developments

All development within the neighbourhood plan area should deliver the highest possible standards of design, both in terms of urban form and sustainability criteria.

Based on earlier West Dorset District Council documentation the key aspects relevant to the neighbourhood plan area have been extracted and incorporated within the 10 design policy themes as listed below:

1. Work in harmony with the site and its surroundings.
2. Involve the right people at the design stage.
3. Create places where people can get about easily without needing to use their cars.
4. Create and sustain an appropriate mix of uses.
5. Make efficient use of land.
6. Create well-defined streets and spaces.
7. Make sure public areas are full of activity, overlooked by residents, and private areas are secure.
8. Maintain and enhance local character.
9. Achieve high standards of environmental performance.
10. Mitigate External Light Pollution.

Policy themes 1 and 2 relate to good planning practice, the need to understand the site and the issues that may be raised in relation to any development and are relevant for all types and scales of development.

Policy themes 3 and 4 relate mostly to large-scale developments or changes that will affect how a neighbourhood functions

Policy themes 5 to 7 consider how buildings affect surrounding spaces, and how those spaces can function most effectively.

Policy themes 8 to 10 focus on the more detailed design and sustainability of built development and are most relevant to householders considering changes to their properties as well as being applicable at larger scales.

Work In Harmony with the Site and its Surroundings

Understanding the development site and how it relates to the wider area is essential to ensuring that developments can reinforce a sense of local identity within the neighbourhood plan area, have good access to the town (for those developments closer to Bridport town centre), and do not adversely impact neighbouring uses.

Checks on, and surveys of, the setting of the development to identify features of interest for possible incorporation into the design should be made at an early stage. A site assessment should be submitted with most planning applications (as part of the design and access statement) that identify the various constraints and opportunities for that site, and how these have influenced the design. This may include information on

- The local landform, and factors influencing how the buildings or spaces function.
- Opportunities to connect into the existing pedestrian, cyclists and motorised traffic networks.
- Existing features that are either locally significant or important for local character.
- Opportunities to build in beneficial plant and wildlife measures or geological features.
- Opportunities to enhance the natural beauty of the area.
- What the neighbouring land is used for, the likely level of activity and noise and proximity to people's homes to ensure people's enjoyment of their own homes is not unduly affected.

POLICY D1
Harmonising with the Site

1. A housing development will be required to respect and work in harmony with:
   a. the local landform and microclimate
   b. the existing pedestrian, cyclists and motorised network
   c. existing features that are locally significant or important for local character, historical, ecological or geological reasons
   d. neighbouring land uses.
2. Opportunities to incorporate features that would enhance local character, or the historical, ecological or geological interest of a site, should be taken if practical and appropriate.

Involve the Right People at the Design Stage

Involving the right people at an early design stage will save unnecessary time being spent pursuing schemes that have insurmountable objections, and may potentially achieve a greater degree of support for a project. It may also show opportunities to improve a scheme. Developers should engage in early discussions with adjoining residents, service providers and other groups likely to be affected by, comment on, or have creative ideas about the development, to ensure the design takes into account planning issues, problems and opportunities that these groups may identify.

Who is consulted and how will depend upon the type and scale of the development and developers should identify all stakeholders and potentially impacted parties as the first step in establishing a consultation programme. In addition to the requirements of the local validation list, it is good practice for a statement setting out who was consulted, the findings and how these have influenced the design to be submitted for developments appropriate to the scale of that development.

POLICY D2
Programme of Consultation

Applicants are encouraged to enter into a meaningful programme of community consultation appropriate to the scale of development.

Create Accessible Neighbourhoods with Transport Links

Aspects of developments that promote lifestyles that are not reliant on the car and provide natural opportunities for healthy recreation and social interaction will be supported.

Developments should ensure:

- Places that people go to on a daily or frequent basis are in walking distance of their homes.
- Routes are well connected.
- The layout is easily understood.
- Streets and spaces are safe and pleasant to use, with emphasis on considering pedestrians, wheelchairs, and mobility scooters first.
- Microclimate problems (such as wind tunnelling and shading) are avoided.
- Routes that would not be well used or overlooked and have potential 'hiding places' are avoided.

The road and pavement widths should reflect the likely levels of vehicular and pedestrian traffic, providing this doesn't undermine the historical significance of the route.

Design should ensure that less able people have reasonable access to facilities (including for the passage of wheelchairs and mobility scooters), services and premises, and pavements and road crossings designed accordingly.

Designs should consider first pedestrians (including wheelchairs and mobility scooters), then cyclists, public transport users, specialist service vehicles (emergency, waste) and other motor traffic, in that order.

POLICY D3
Internal transport links

Proposed new residential development should incorporate the following:

1. Walkable and accessible neighbourhoods suitable for people of all abilities, with a plan for public transport access as appropriate.
2. Ensuring that everyone has reasonable access to facilities, including for the passage of push-chairs, prams, wheelchairs and mobility scooters.
3. The design of streets and access ways such that they are well-connected, able to be understood, and respect opportunities for future growth.
4. In residential areas, or where pedestrian activity is high, a design that aims to keep traffic speed below 20mph unless otherwise specified by accredited road safety consultants.

Create and Sustain an Appropriate Mix of Uses

Planning of large developments should aim to ensure that places people go to often (such as local shops, school and doctor's surgery) are in a reasonable walking distance of their homes. A mix of open spaces can also support a greater mix of plants and wildlife and provide recreational and other benefits.

For developments in the neighbourhood plan area the proximity of, and potential impact on, existing facilities will be the main consideration. The following factors are also relevant:

- The scale and design requirements of the proposed uses and whether these would adversely affect local character.
- Where commercial premises are part of an overall development scheme, the potential noise and disturbance and whether this would adversely affect neighbouring uses.
- The likely generation of trips by car and other vehicle movements, and whether these can be accommodated without harm.
- Wider potential impacts, for example on wildlife, protected habitats or human health.

In planning developments of 100 or more homes a detailed development brief or masterplan for the site would enable demonstration that these and other requirements are addressed.

POLICY D4
Mix of uses

1. Proposals for development of new buildings or change of use within settlements should, where practical, contribute towards an appropriate mix of uses, through a balance of homes, open spaces, local services, community facilities and employment workspace. In particular:
   a) The scale and design requirements of the proposed uses should not adversely affect local character.
   b) Where commercial premises are part of an overall development scheme, the potential noise and disturbance should not affect neighbouring uses.
   c) The likely generation of trips by car and other vehicle movements should be accommodated without harm in terms of safety and noise.
   d) Wider potential impacts, for example on wildlife, protected habitats or human health should be taken into account in the design.
2. For developments of 100 or more homes a masterplan for the site will be required.

Make Efficient Use of Land

Making efficient use of land means providing an appropriate mix of uses at an appropriate density, whilst also taking account of an area's prevailing character and creating attractive places with acceptable living standards in terms of amenity.

In terms of housing density, an element of land-use efficiency, a target of 40 dwellings per hectare is typical. Whilst the National Planning Policy Framework does not set an absolute figure for minimum density it states, 'plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible'.

Given the overall demand for housing and affordable housing, low density developments should be avoided unless justified on the basis of, for example, local character impact or poor accessibility of a location.

The subdivision of plots may be inefficient if it results in areas that are difficult to develop, for example because of proximity to adjoining buildings or other limitations, and when the leftover space has no intrinsic value.

The adoption of landscape solutions, for example inclusion of street trees, verges, and planting strips, to help soften the impact of a new development will be supported. The design and intended use of the space between buildings, on- street parking, pavements, public open spaces and private front garden, will also have a bearing on local character, overlooking and privacy, and the servicing arrangements for the building. Public spaces must work within the development's overall design to help achieve the most efficient use of land.

The use of brownfield sites and vacant housing (including unoccupied accommodation above shops) suitable for occupation is, in itself, an efficient use of land and is supported provided the land is not of high environmental value.

Policy D5 supports the delivery of Dorset LNRS Priority 6 – Urban.

POLICY D5
Efficient use of land

Development should make efficient use of land, and layouts that create wasted or leftover land will not be supported.

a) The design and management of outdoor spaces within and adjoining settlements should fully utilise the opportunities for:
   - Recreation and social interaction.
   - Dealing with surface water drainage and alleviating flooding.
   - Providing new or enhancing existing wildlife habitats.
   - Incorporating landscape solutions to soften the urbanising impact of new development.

b) Development of brownfield sites for housing will be supported provided the land is not of high environmental value.

c) Application for residential development above commercial ground floors will be supported.

Create Well-Defined Streets and Spaces

In built-up areas, the relationship between the buildings is a major factor in defining the character of the street and is also important in reducing fear of crime. A common building line is normally the preferred approach to creating well-defined streets. Street trees and boundary features can also help define a street or space. Variations in the building line will be acceptable, where they provide interest and local character.

The road and pavement widths should reflect the road's place in the hierarchy within an overall network. Factors that should be addressed in the design are:

- Avoidance of excessive overshadowing.
- Where a sense of enclosure cannot be achieved through a strong building line, the use of street trees or appropriate boundary features (walls or hedges) to provide a reasonable level of definition.
- Where parking is likely to occur on the street, ensuring that parked vehicles do not dominate the space.
- Variations in building height where this may help add interest to the street scene, unless the local character is that of strict uniformity.

Information on the above criteria should be incorporated into the design and access statement.

POLICY D6

Definition of streets and spaces

Proposals for new residential development in the plan area should create a sense of place through

a) A strong sense of enclosure, considering building lines and appropriate building height to street width ratio.

b) The use of street trees or appropriate boundary features (walls or hedges) in areas where a sense of enclosure is needed but cannot be achieved through strong building lines.

c) The provision of parking to the required standard so that it does not dominate the street scene.

Create Active and Overlooked Public Areas and Secure Private Areas

It is important that public areas are well used, appropriately lit and overlooked, to reduce opportunities for crime.

Extensive sections of blank walls or fencing facing onto public areas will not normally be acceptable. Windows and doors (including the main access door) should face onto the street and other places where surveillance is needed (such as parking courtyards).

The required privacy for ground floor rooms on busy streets should be maintained and can be achieved by raising the floor above street level or providing a private front garden area.

Designs should ensure that areas that do not need to be overlooked, such as rear gardens, are clearly defined. Designs should avoid creating easy, unobserved rear or side entry points for intruders.

POLICY D7

Creation of secure areas

1. New developments should:
   a) Have the main access to a building at the front, facing the street or communal entrance courtyard.
   b) Make sure doors and windows face onto the street and other places where surveillance is needed.
   c) Avoid that blank walls enclose public areas.
   d) Provide a basic level of privacy at the rear of homes either through sufficient rear garden depth or orientation and screening to prevent direct overlooking. Private areas should be clearly defined through appropriate boundary treatment, and care taken to limit opportunities for intruders to gain easy access to the rear of buildings and other private spaces.
2. Exceptions to a) and b) may be permitted where the development is a gated community or there are other compensatory measures taken in the design to increase security.

Maintain and Enhance Local Character

It is important that new developments are seen as part of, and belonging to, the location in which it is placed. Housing development design will be influenced by the BANP area being within a designated National Landscape. Similarly, developments within or encroaching on designated Conservation Areas will be required to conform to their existing surroundings. The description of Neighbourhood Characteristics chapter demonstrates the diversity of house design, invariably a reflection of the preferred style at the time of building.

The architecture of a neighbourhood's built environment embodies its past and present culture, ways of living and values. It establishes the neighbourhood's cultural heritage stock. New building developments, including additions and modifications to existing buildings should represent the best of current architecture and design.

Designs should ensure new development enhances local character, not merely duplicate existing developments which in themselves may not always be of good quality. Also, it is recognised that local distinctiveness and innovation can go together in a way that supports the other objectives for good design. Where there is a pattern of development (for example, relating to plot widths) that clearly defines the character of the street or reflects the history of the site, this should be respected, unless it would conflict with other objectives in which case a balance should be sought.

Development should not obscure important views and sight lines or significantly reduce the impact of local landmark features.

Within the BANP area there are a number of buildings greater than 2 storeys in height. Within certain developments heights of neighbouring building may dictate the appropriate height for a new or extended building. Similarly, the provision of apartment blocks of, say, up to 4 storeys height would be appropriate as an integral part of a development.

However, where factors such as cutting out light from a neighbouring building or landscape and visual impact come in to play buildings should normally be no more than two storeys in height (with use of the roof space with dormer windows as a useable living space being accepted). Information on how the development has responded to local identity and addressed these considerations should be incorporated into the design and access statement.

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

- Avoiding any variation in designs and quality of architecture that would highlight particular groups in society (affordable housing, for example, should not look different from similarly sized private housing).
- The relationship between wall space and windows (technically known as the solid to void ratio).
- The proportion, elegance, scale, symmetry (or asymmetry).
- The richness of detail; unless there is a particularly strong sense of uniformity, designs should allow for some variation and expression of individuality.
- The quality of materials used and workmanship, both in terms of their appearance and future maintenance requirements.

The coherence or harmony with surrounding buildings and street scene. In an existing building, or an extension to it, the design and materials used should respect the character and appearance of the original building (this does not preclude incorporation of a modern yet complementary design).

POLICY D8
Contributing to the local character

Proposals for new development (residential and commercial) in the Plan area should demonstrate high quality architecture and seek to maintain and enhance local character as follows:

a) New development should reflect the local building forms and traditions, materials and architectural detailing that are significant in the local area, and maintain or, where appropriate, enhance local character. Exceptions may be the use of modern design and materials that contrast with yet complement local character.
b) New developments should enhance the local character, although this does not imply simply duplicating existing developments which, in themselves, may not be of good quality.
c) Where a development is proposed in or on the edge of an existing settlement, any new routes will respect their place in the hierarchy within the overall network, and the design of the development should be influenced by the need to define or soften the transition between areas of different character.
d) Where new plots are being formed, these should reflect the existing grain and pattern of development where these form a significant characteristic in the street scene, unless this would conflict with other policies.
e) New developments should not be disproportionate in scale to adjoining buildings in the locality, unless warranted by its proposed use and position on the street.
f) Innovation in building design and materials in a way that supports local distinctiveness and the other objectives for good design and sustainable development will be supported.
g) Buildings should normally be no more than two storeys in height, (with use of the roof space with dormer windows as a useable living space being accepted), unless heights of neighbouring buildings dictate the appropriate height for a new or extended building and the proposed design causes no impairment of light or visual impact.

Environmental Performance & Resource Efficient Homes

The lifecycle costs of the primary materials used in the construction of floors, roofs, walls etc should be considered. Use of the Green Guide[3] to assess the environmental performance of the most common building materials is supported.

General energy and water saving approaches that are supported are:

- Specifying devices that use water and energy more efficiently.
- Use of the landform and landscaping, together with optimisation of building shapes, orientation and positioning.
- Optimising daylight requirements (both within the planned building and to neighbouring properties).

Sustainable drainage systems are supported. Any large areas of hard surfacing (over 5 square metres) should normally be made permeable. Rainwater and grey water harvesting is a practical solution that can be accommodated in most new homes.

Developments that are easy to maintain and can be readily adapted to meet the needs of a range of potential users are encouraged including the application of the Building Regulations 2010 'Access to and use of buildings' (M4 (1,2,& 3)[4] .

The design of a home such that it is energy efficient is also covered under Climate Change policies.

Policy D9 e) and f) support the delivery of Dorset LNRS Priority 6 – Urban.

POLICY D9
Environmental performance (see also Policies CC2, CC3)

Applicants are encouraged to design buildings to last, employing modern innovative technologies and methods of construction to, for instance, reduce construction costs, speed up construction, and minimise energy consumption and carbon emissions during the building's lifetime, such as:

a) Adopting energy conservation in the construction phase of new buildings (including the use of local materials to avoid transport impacts).
b) Avoid using those materials most harmful to the environment (those given a 'D' or 'E' rating in the Green Guide to Specification).
c) Use southerly facing roof slopes for solar thermal and/or photovoltaic installations, where possible integrated into the roof design, subject to the appropriate level of heritage and conservation assessment.
d) Maximise opportunities for natural lighting and ventilation to buildings.
e) In areas with known flooding issues, or where extensive areas (greater than 5 square metres) of hard surfacing are required, using permeable materials.
f) Including systems to collect rainwater for use, also the use of grey water.
g) Designing homes to meet Building Regulations Part M4(2) category 2: Accessible and Adaptable dwellings.

3. https://www.bre.co.uk/greenguide/calculator/page.jsp?id=2071
4. https://assets.publishing.service.gov.uk/media/5a7f8a82ed915d74e622b17b/BR_PDF_AD_M1_2015_with_2016_amendments.V3.pdf

Mitigation of External Light Pollution

Light pollution causes annoyance to other property owners and disturbance to wildlife. Light spillage from external lighting can be minimised by careful siting, orientation and choice of external lighting installations.

The following policies apply to external lighting schemes (not all of which require planning consent).

Policy D10 supports the delivery of Dorset LNRS Priority 6 – Urban.

POLICY D10
Mitigation of Light Pollution

Proposals for external lighting schemes in any new development should seek to minimise light pollution by:

a) In any new development, light pollution will be minimised by use of the lowest light levels compatible with safety, fittings that emit no upward light, low reflectance ground surfaces and use of spill-over lighting where possible. Development proposals will demonstrate that these measures have been observed.

b) External lighting should be arranged to avoid shining into the windows of nearby homes.

Building for Life

The Design Council's Building for Life enables an objective assessment to be made by developers as to the extent to which 12 design quality aspects have been met.
Ideally the use of Building for Life should be implemented from the outset of the development process, including the involvement of the Local Authority (with communities able to be involved). To avoid fundamental disagreements at a later stage any issues should be highlighted early and resolved between the parties concerned.

Building for Life states it is applicable for developments of 25 to 50 homes per hectare.

The 12 aspects covered by Building for Life are summarised as:

1. Connections - integration into surroundings, respecting existing buildings etc.
2. Facilities and services - provision of and interface with community facilities.
3. Public transport - access to public transport, reduce car dependency.
4. Meeting local housing requirements – the mix of housing types and tenures that suit local requirements.
5. Character - a place with a locally inspired or otherwise distinctive character.
6. Working with the site and its context - taking advantage of existing topography, landscape features, wildlife habitats, existing buildings, site orientation etc.
7. Creating well defined streets and spaces - define and enhance streets and spaces
8. Easy to find your way around.
9. Streets for all - low vehicle speeds, streets as social spaces.
10. Car parking - sufficient, well integrated, does not dominate the street.
11. Public & private spaces - clearly defined and designed, accessible, safe etc.
12. External storage and amenity space adequate for bins, bikes etc.

POLICY D11
Building for Life

1. Applicants for new housing developments are encouraged to assess their proposals against the 12 objectives in the guidance published in the latest edition of "Building for Life" published by the Design Council.
2. Proposals for large scale residential development should obtain the Building for Life quality mark and the achievement of nine "green" levels is encouraged.

HAPPI, Housing our Ageing Population: Panel for Innovation

Meeting the needs and aspirations of our ageing population concerns the entire machinery of housing delivery, from planning to construction. Emphasising the space of the home, HAPPI identified ten key design elements, the so-called HAPPI[6] principles, these address:

- Space and flexibility.
- Daylight in the home and in shared spaces.
- Balconies and outdoor space.
- Adaptability and 'care ready' design.
- Positive use of circulation space.
- Shared facilities and 'hubs'.
- Plants, trees, and the natural environment.
- Energy efficiency and sustainable design.
- Storage for belongings and bicycles.
- External shared surfaces and 'home zones'.

Developments of any size intended to make provision for elderly person's accommodation, such as housing for over 55s or sheltered housing will be expected to meet the HAPPI principles.

POLICY D12
HAPPI (Housing our Ageing Population: Panel for Innovation) Principles

Proposals for new housing schemes which make provision for elderly persons' accommodation, such as housing for over 55s or sheltered housing, are encouraged to demonstrate how they meet Housing our Ageing Population: Panel for Innovation (HAPPI) principles as part of the planning applications.

5. https://www.designcouncil.org.uk/our-resources/archive/reports-resources/building-life-12-third-edition/
6. https://www.housinglin.org.uk/Topics/browse/Design-building/HAPPI/

NEIGHBOURHOOD PLAN
PROJECTS & ACTIONS

Uniquely the Bridport Area Neighbourhood Plan includes projects and actions that will help meet or deliver the objectives and policies set out in the plan.

In this section we set out the projects and actions that will be supported, subject to detailed project proposals meeting neighbourhood plan objectives and being compatible with the polices in the neighbourhood plan.

Project sponsors are encouraged to consider delivery across the whole neighbourhood plan area but it is recognised that this may not always be possible or practical.



Projects & Actions to Deliver Neighbourhood Plan Objectives and Policies

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

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

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

Climate Change

PROJECT 1 **Climate Smart Activities** Lead Partner: Sustainable Bridport	Support will be given to ‘climate smart’ initiatives where the outcomes encourage the community to reduce, reuse, repair, and recycle products.
PROJECT 2 **Energy Conservation Initiatives** Lead Partner: Bridport Town and Symondsbury Parish Councils	Support will be given to community scale energy generation and retrofit measures where local support and viability has been demonstrated.
PROJECT 3 **Electric Car Charging Points** Lead Partner: Bridport Town and Symondsbury Parish Councils	Support will be given to the installation of electric car charging points where local support or viability has been demonstrated.

Access & Movement

PROJECT 4
Town Hall Junction Improvement Plan

Lead Partner: Dorset Council/ Bridport Town Council

To develop and consult stakeholders on a fine-grained brief for improving the operation of the Town Hall junction and pedestrian space/movements in and along South Street.

PROJECT 5
Community Bus Schemes

Lead Partner: Bridport Town Council / Dorset Community Transport

Support will be given to community led transport solutions where they can demonstrate local community support and can demonstrate both low carbon and economic viability.

Maintain support for Bridport Town Service 7

PROJECT 6
Footpath and Cycle path maintenance

Lead Partner: JCC

Developer contributions will be sought towards the costs of maintaining and improving the network of footpaths and cycle paths within the neighbourhood plan area

Economy & Employment

PROJECT 7

Lead Partner: Bridport and West Bay Business Chamber

Support will be given to establish a centralised platform to connect businesses with flexible workspace options and allow smaller operators to advertise short-term leases or available units.

PROJECT 8

Lead Partner: Bridport and West Bay Business Chamber

Establish a local workspace property partnership to unlock access to commercial property, map capacity needs, track and promote available workspaces.

Housing

PROJECT 09
Community Led Housing

Lead Partner: Bridport Town and Symondsbury Parish Councils

Enable and support Community Land Trusts, self-build and other innovative projects that provide genuinely affordable and social housing by carrying out a study to analyse, assess and report on:

- The social and sustainability pros and cons of such developments in all their forms.
- The types of development judged most suitable for the Bridport area.
- Measures that may assist the passage of planning applications for such developments.

PROJECT 10
Brownfield Register

Lead Partner: Dorset Council

Prepare and maintain a register of brownfield sites in the neighbourhood area including a statement on the potential for housing development and related challenges associated with developing each location.

PROJECT 11
Bioregional Construction

Lead Partners: Wessex Community Assets, School of Natural Building, Architectural Association

Support will be given to proposals for construction projects which provide skills training centred on low impact construction methods using bioregional materials, bioregional economies, and ecological land management.

Centre of Bridport

PROJECT 12
Town Centre Health Checks

Lead Partner: Bridport Town Council

Commission on a regular basis ‘Town Centre Health Checks’ to record and understand how changing patterns of retail are impacting locally and help develop responses to support the resilience of independent businesses in the neighbourhood plan area.

Use the Health Check findings to commission delivery of business growth support and advice targeted at new and growth businesses in neighbourhood plan area.

Landscape

PROJECT 13
Bridport Bird survey

Lead Partner:
Bridport Bird Group

To continue to gather and present data on bird species in the Bridport area to drive actions to improve nesting sites and habitats.

PROJECT 14
Protect and Improve Bridport's Rivers and Waterways

Lead Partner: Dorset Wildlife Trust, Dorset National Landscape, and Bridport Town Council.

A community-led Citizen Science programme, trains and equips local volunteers to monitor river health, share findings, and take action.

By increasing understanding, fostering behaviour change, and building a lasting volunteer hub, the project will lay the groundwork for future river restoration and conservation efforts.

Community Facilities

PROJECT 15
Facilities for Young People

Lead Partner: Bridport Town and Symondsbury Parish Councils

Support will be given to projects and actions that provide new or upgraded community facilities for young people where needs are confirmed through community support and/or research.

Support the Youth and Community Centre to a point where it is seen as a compelling offer for the young people in the neighbourhood area.

PROJECT 16
Additional Allotments

Lead Partner: BADAS

Support will be given to proposals for additional allotments in response to demand, where suitable sites can be identified.



WHAT'S NEXT?
MONITORING AND REVIEW

In this section we set out what happens next with this reviewed version of the 'made' neighbourhood plan and how the local councils propose to undertake monitoring and review of the neighbourhood plan.



Regulation 15 Consultation

This final version of the Bridport Area Neighbourhood Plan 2020 - 2036 is our submission to Dorset Council as the reviewed 'made' plan. It has been updated (Regulation 15), gone to consultation (Regulation 16) and been examined (Regulation 17).

Further amendments have resulted from the Examiners Report.

Bridport Area Neighbourhood Plan – Governance Arrangements

The delivery, monitoring and review of the neighbourhood plan will be overseen by a Joint Councils Committee (JCC), supported by a Steering Group reporting to the JCC. The JCC will, as at present, be the formal decision-making body with a particular role in securing funding for and supporting projects that deliver the objectives and policies set out in the neighbourhood plan. Any changes to the plan, or to the governance arrangements, would be subject to the agreement of both participating councils.

The JCC will comprise six main member and one 'reserve' member from each of the five Bridport wards plus a member from Symondsbury Parish Council. The quorum for JCC meetings will be three.

The Steering Group will be appointed by the JCC and will be the body that carries out the work involved in the delivery, monitoring and review of the neighbourhood plan. It will comprise no more than nine members drawn from the community who are deemed to possess the appropriate range of skills and experience needed.

Other ad hoc 'task and finish' groups may be created for specific purposes as required, to be appointed by the Steering Group.

Support for the JCC and other meetings will be provided by the Bridport Town Clerk (as clerk to the JCC) and the Bridport Town Council Project Manager (providing project support).

For governance 'rules', the JCC will adopt the Standing Orders and Financial Regulations of Bridport Town Council. The Standing Orders will provide for the conduct of meetings, public participation, election of Chair, casting vote, co-option, and other governance matters. The Financial Regulations will ensure proper control and management of neighbourhood plan expenditure.

JCC members will need to be mindful of any rules from their own councils' Standing Orders, and any local Code of Conduct stipulations, that may be of relevance whilst carrying out their duties in respect of the neighbourhood plan. Advice on these matters will be available from the Clerks to each of the participating councils.

Terms of reference for the JCC and the Steering Group have been produced, reflecting these arrangements in more detail.

Further information

Contact for further information:
Community Projects Manager,
Bridport Town Council
01308 456 722

APPENDIX A
BRIDPORT AREA SHOP FRONT DESIGN GUIDANCE

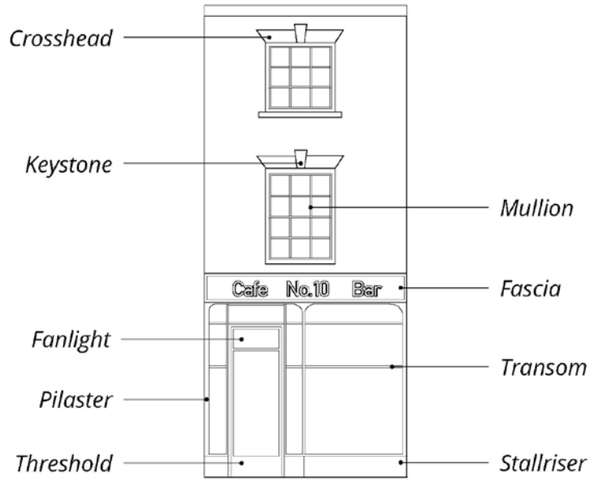
(as found in Reg 14 document)

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

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

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

Diagram: Key components of shopfront design





Elements of shopfront design

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

1. Windows

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

2. Stall Risers

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

3. Pilasters & Console Brackets

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

4. Doors & Access

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

5. Mobility Impaired Access

To be accessible to those with mobility impairment, entrance doors and access ramps should comply with

"BS8300: Design of buildings and their approaches to meet the needs of people with access problems – Code of practice".

This means the door should have a clear opening width of at least 750mm and preferably 800mm. If a ramp to the entrance door is needed, it should not exceed a slope of 1:12.

6. Shop Fascia

The fascia must fit the frame, and architectural details such as corbels and pilasters must not be obscured. As a rule, fascia boards should be about 600mm high and never more than 900mm high, measured from top of cornice to window frame below. A shop may occupy several units, but it is important that shop fascia should not extend uninterrupted across several buildings. Where a false ceiling is proposed inside a shop, it may not be acceptable to alter the fascia depth in line with it. Careful detailing of the window design, using opaque glass or setting the false ceiling back within the shop could be ways of dealing with the change of level.

7. Colours

The colours used in the fascia should not clash with the colours of adjacent fascia. The use of acrylic or fluorescent materials in signs is inappropriate and not acceptable. Large areas of acrylic or other shiny material are unacceptable. Internally illuminated fascia boxes are always inappropriate for historic buildings and will not be allowed in the Bridport Conservation Area.

8. Lighting

Internally illuminated signs on shop fascia are often out of place and will be resisted. Shopfronts can be disfigured by a clutter of swan-neck or long-stemmed projecting lamps or crude internally-lit fascia. If a fascia is to be lit, it must be done discreetly so as not to detract from the character of the building. Internal illumination of the fascia and signs is not appropriate in the Conservation Area. Where lighting is proposed, full details of the fitting, method of fixing and luminance will be required in support of the application. Back-lit or halo illumination of fascia signs may be acceptable if well-designed. In all cases, external lighting is preferred.



9. Traditional Materials

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

10. Modern Materials

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

11. Security

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

12. Traditional Lettering & Sign Writing

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

13. Projecting & Hanging Signs

The neighbourhood plan is likely to approve signs which are located at fascia level in character with the scale of the building and respectful of the architectural features of the building. Fascia box signs which do not protrude more than 100mm, are not internally illuminated and use a style of lettering appropriate to the character of the building will be supported. Highly reflective and brightly coloured plastic signs are inappropriate for the Conservation Area. The use of standard corporate advertising and signs can be damaging in some locations.

Organisations will be required to show flexibility and consideration to their building and its surroundings. Plastic and projecting box signs will not be permitted on buildings in the Conservation Area. They often block the view of other shop signs and are therefore generally discouraged. Hanging signs should not damage architectural features and should be located sensitively at fascia level. It is important that colours harmonise with the detailing and character of the building and surrounding area. Free-standing adverts, such as A-boards placed on the pavement, are not permitted because they obstruct the public highway.

14. Canopies & Awnings

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



Planning permission for shopfront changes

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

Advertisement Consent

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

Historic Shopfronts

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

Submission of Applications

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



Good Example 1: The Cherry Tree, Great Vape Shop, South Street

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

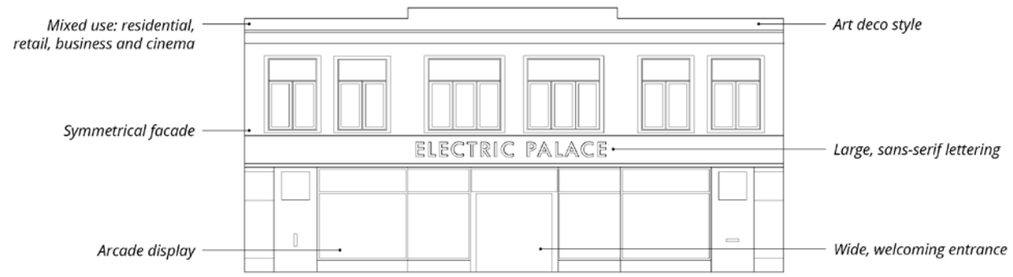
These windows are aligned further towards the left of the façade, giving an asymmetrical appearance. On the ground floor are two large windows without mullions or transoms. These allow the unobstructed display of the shops' interiors while remaining in keeping with the high street. The finish of the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



Good Example 2: The Electric Palace, South Street

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

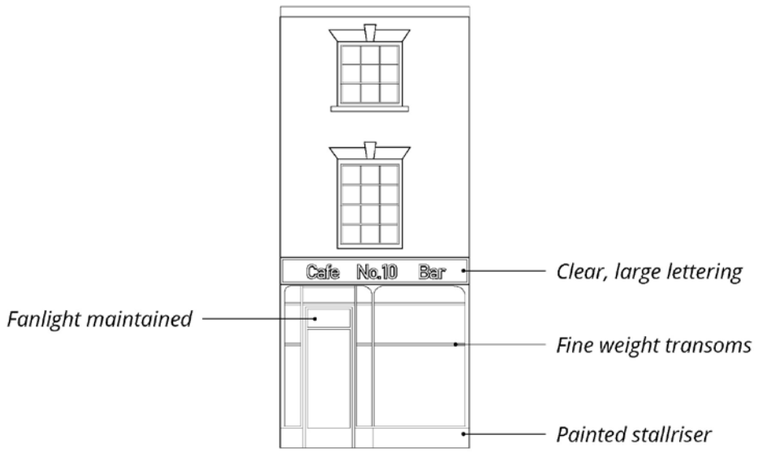
Large sans-serif letters read 'Electric Palace' upon a thick blue fascia. The ground floor is well-glazed with a wide entrance, leading visitors into the venue via floor to ceiling windows which open out towards the street. This deep doorway acts as a small arcade, which accommodates a cafe to the left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





Good Example 3: Former Café No. 10, East Street

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

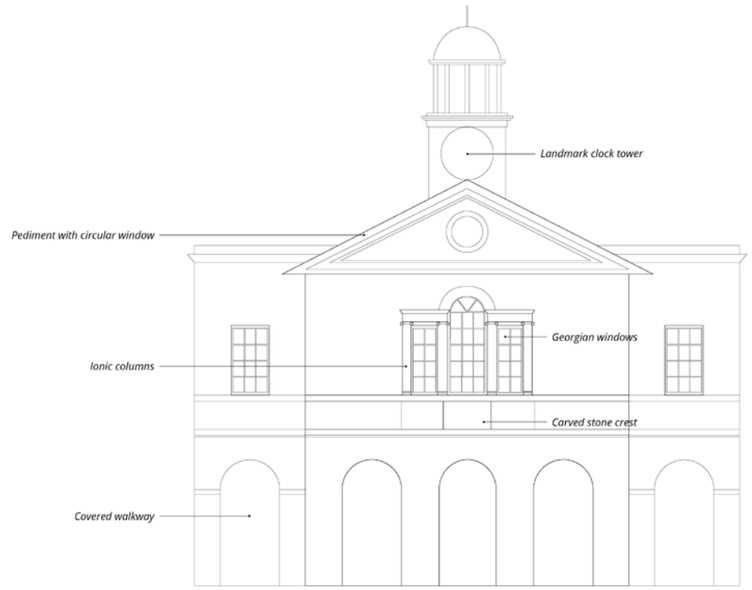


Good Example 4: Frampton's Family Butchers, East Street

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

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

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





Good Example 5: The Ropemakers, West Street

The two-storey Ropemakers pub is painted a bright pastel green, with white stone quoining down either side of the façade. A chunky chimney and two pitched dormers protrude from the roof. All openings and their decoration are painted white and all windows are Georgian sash windows. The first-floor features three windows; the central window is arched and the outer two are each topped with a crosshead.

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





Good Example 6: The Pursuit of Hoppiness, West Street

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

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

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





