

34. Western Dorset Functional Area

34.1. Introduction

34.1.1. The Western Dorset Functional Area is centred on the historic market town of Bridport and includes the small market town of Beaminster and the coastal resort of Lyme Regis.

Function and issues

34.1.2. The function of each of the main settlements is described in Figure 34.1 below, which also highlights some of the key issues in each of the main settlements. The three towns generally have a good range of services and some job opportunities, but there is a range of issues including: a low wage economy; an ageing population; a lack of affordable housing; and, in the case of Lyme Regis and in some villages, a high level of second home ownership.

Figure 34.1: The function and issues associated with the main settlements in the Western Dorset Functional Area

Beaminster - The small market town of Beaminster lies about 6 miles north of Bridport and has a population of about 2,900. The town has a range of local shops and facilities in the town centre and a secondary school. Although the Clipper Tea Company and other firms offer some employment opportunities, there is a net outflow of workers. The town has an elderly population and has experienced a decline in population in recent years.

Bridport - Bridport is a historic market town, which together with West Bay has a population of over 13,900. It is the main service centre in the western part of Dorset and a centre for the arts, culture and tourism. The town is relatively well self-contained with a good balance between housing and employment. The town's low wage economy gives rise to a particularly high level of need for affordable housing.

Lyme Regis - The small, historic coastal town of Lyme Regis is also one of Dorset's main tourist resorts. It has a population of over 3,600, with a further 1,700 people living in the adjoining village of Uplyme in East Devon. Tourism is a major source of employment in the town, but has also resulted in high house prices and more than 20% of the housing stock becoming second or holiday homes. As a result, the lack of affordable housing is an issue in the town.

Section 34: Western Dorset Functional Area

Figure 34.2: Key diagram map for the Western Dorset Functional Area showing local plan allocations



Section 34: Western Dorset Functional Area

Environmental constraints

- 34.1.3. This functional area lies almost entirely within the Dorset AONB, which 'washes over' Beaminster, Bridport and Lyme Regis as well as most of the villages in the area. The coastal landscapes around Bridport and Lyme Regis are protected as heritage coast and the coastline itself is of global significance for its geological interest. Fluvial flooding is an issue in parts of all three towns with coastal erosion and land instability being particular issues in Lyme Regis.

Figure 34.3 – Key Environmental Constraints in the Western Dorset Functional Area

Beaminster - Beaminster lies entirely within the Dorset AONB, where a bowl of hills provide a dramatic backdrop to the north of the town. This is drained by the River Brit and its tributaries, which run through the town.

Bridport - Bridport lies entirely within the Dorset AONB. The floodplains of the River Brit and its tributaries (Asker and Skilling) run through the town to West Bay. Either side of West Bay the coast forms part of the Jurassic Coast World Heritage Site and the wider coastal landscapes fall within the West Dorset Heritage Coast

Lyme Regis - Lyme Regis lies entirely within the Dorset AONB and adjoins sections of the Jurassic Coast World Heritage Site and the West Dorset Heritage Coast. Much of this coastal land is also nationally important for its wildlife interest and at risk of coastal erosion, which gives rise to land instability issues in the town. The River Lim runs from the north through the town.

Housing and employment land allocations

- 34.1.4. The spatial strategy for this area is set out in policy DEV5, which focuses the bulk of new development at the largest settlement of Bridport, with smaller-scale expansion proposed at Beaminster and Lyme Regis. The proposed allocations for housing and employment use that contribute towards this spatial strategy are summarised in Figure 34.4, and displayed on the key diagram for the western Dorset area on Figure 34.2
- 34.1.5. The Dorset Local Plan includes separate chapters for each of the three towns. Each chapter sets out a vision for the relevant town, a town centre strategy and greater detail on development opportunities, including policies for each of the allocations in Figure 34.4.

Section 34: Western Dorset Functional Area

Figure 34.4 – Housing and Employment Land Allocations in the Western Dorset Functional Area

Allocation	Number of homes	With consent	Employment land (ha)	With consent
Towns and other main settlements				
BEAM1 - Beaminster: Land to the north of Broadwindsor Road	170	160	--	--
BEAM2 - Beaminster: Land at Lane End Farm	--	--	0.7	0.0
BEAM3 - Beaminster: Land to the west of Tunnel Road	120	0	--	--
BEAM4 - Beaminster: Land to the south of Broadwindsor Road	--	--	3.8	0.0
BRID2 - Bridport: Vearse Farm Urban Extension	930	760	4.0	4.0
BRID3 - Bridport: Land to the East of Bredy Veterinary Centre	40	0	--	--
BRID4 - Bridport: St Michael's Trading Estate	91	91	0.8	0.8
BRID5 – Bridport Gateway Care Village	25	0	--	--
BRID6 - Bridport: Adj. Bridport Hospital	53	53	--	--
LYME1 - Lyme Regis: Woodberry Down Extension	40	0	--	--
Totals	1,469	1,064	9.3	4.8

Q: Western Dorset Functional Area

- 1: Do you agree with the suggested approach and what it is trying to achieve?
- 2: What about the suggested policy wording?
- 3: Could any amendments improve the policy or its strategy?

35. Beaminster

35.1. Introduction

- 35.1.1. Beaminster is a small rural market town, located wholly within the Dorset Area of Outstanding Natural Beauty (AONB). It has a population of 2,877 but the number of people living in the town has declined over the past five years. The town provides services and facilities to the surrounding rural area; it has a secondary school, a range of local shops and community facilities in its town centre, and some significant local businesses.
- 35.1.2. The historic routes and plot patterns radiate out from the small market square, and these, together with the local building materials, exert a strong influence over the character of the town. The Town Council is preparing a neighbourhood plan.

35.2. Vision for Beaminster

- 35.2.1. In 2038 Beaminster will:
- retain its attractive historic character and respect the beauty of the surrounding countryside whilst developing on a small scale, primarily to meet local needs for housing, employment and community facilities;
 - improve accessibility to facilities and continue its role as a local service centre to surrounding villages; and
 - have built resilience into its local economy through the provision of a broader range of employers and employment opportunities, encouraging young people and families to move to the area and stay.

35.3. Development strategy

- 35.3.1. Beaminster functions well as a small rural market town in the heart of the Dorset AONB. Future residential and employment development, primarily to the north and west of the town, presents an opportunity to maintain local services and increase economic prosperity and attract younger families to the town.
- 35.3.2. Opportunities for development at Beaminster include:
- Land to the north of Broadwindsor Road, west of Beaminster, with the capacity to provide around 170 homes and which is subject to outline planning consents for a combined total of up to around 160 units;

- Land at Land End Farm off Tunnel Road, north of Beaminster, with the potential to provide 0.7 ha of employment land;
 - Land to the west of Tunnel Road, north of Beaminster, with the capacity to provide around 120 homes; and
 - Land to the south of Broadwindsor Road, with the capacity to provide around 3.8 ha of employment land.
- 35.3.3. The town's setting entirely within the Dorset AONB, prominent heritage features and location within a natural bowl in the hills requires a sensitive and holistic approach to site layout and design. Landowners should consult with the Dorset AONB team, Historic England and Dorset Council to secure site layouts that minimise landscape and heritage impact.
- 35.3.4. Beaminster is located at the sources of the River Brit and its tributaries. Environment Agency data identifies several pockets of higher flood risk associated with the river and areas susceptible to surface water flooding.

35.4. Town centre strategy

- 35.4.1. Beaminster fulfils the role and function of a 'local centre' with a relatively small number of shops and services serving the local population. The town centre boundary is drawn around the eastern section of Hogshill Street, The Square, and short stretches of North Street, Church Street and Fleet Street, including the Town Council offices. The primary shopping frontage comprises The Square and a short stretch of Hogshill Street, whilst units further along the street are defined as secondary shopping frontage. The primary shopping area is based on the primary and secondary shopping frontages.
- 35.4.2. The centre is anchored by a Co-op store and this is supported by a number of local retailers selling food and convenience goods, which together serve the 'top-up' shopping needs of residents. There is a relatively strong comparison goods representation for a centre of its size and its offer comprises predominantly independent retailers. Beaminster has an adequate provision of services. However, it is considered that there is scope, in qualitative terms, to improve leisure services provision in the town. There are also no banks in the town centre.
- 35.4.3. The 2018 retail study identified limited need for new retail floorspace up to 2036; 28 m² net of new convenience goods floorspace and 98 m² net of new comparison goods retail. The historic nature of Beaminster, and its very tightly configured centre, mean there are limited opportunities for additional retail development. However the

forecast need could easily be met through the potential take-up of vacant units, the extension of existing stores (if viable), infill development and/or potential change of use applications.

35.5. Main development opportunities

Land to the north of Broadwindsor Road

- 35.5.1. Land to the north of Broadwindsor Road was previously a mixed use allocation in the 2015 local plan, prior to that having been an employment allocation in the 2006 local plan. Outline planning consent has been granted on the southern and western end of the site for up to 100 new homes and associated infrastructure.
- 35.5.2. Outline planning consent has also been granted on the remaining north-eastern corner of the site for up to a further 58 new homes originally identified for employment uses. However with the consolidation of Clipper Teas onto the southern side of Broadwindsor Road and the redevelopment of their vacated land for residential uses, it is considered that the site is no longer suitable for employment uses
- 35.5.3. Views into the site from the Wessex Ridgeway which runs to the south means that substantial strategic landscaping is needed. The wooded river channel to the east of the site provides a valuable linear wildlife habitat that should be protected as part of any development, by incorporating a suitably wide green buffer zone (likely to be at least 10 metres wide). Potential noise from the grain drying store to the south will need to be taken into account in the layout and design of buildings.
- 35.5.4. There are a number of heritage assets (including scheduled monuments) close to, and/or visible from the site. For example, the site is opposite the grade II listed Lower Barrowfield Farmhouse. Other grade II listed buildings could be affected to varying degrees such as Horn Park Farmhouse, Horn Park and the entrances to Horn Hill Tunnel. There is also a Roman fort on Waddon Hill and more local names such as 'Barrowfield' and 'Longbarrow Lane' suggest that there are pre-historic monuments in the locality together with other non-designated assets. The setting of these heritage assets and the impact of the development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site.

- 35.5.5. The site forms part of the approach to Beaminster from the west and should be developed with an active frontage in order to provide an attractive entrance to the town, with pedestrian links to the town centre.

BEAM 1: Land to the north of Broadwindsor Road

- I. Land to the north of Broadwindsor Road, as shown on the policies map, is allocated for housing and public open space.
- II. Proposals should come forward for the whole site accompanied by a detailed masterplan but applications for parts of the site may be permitted provided that they clearly demonstrate that their proposals will contribute towards the creation of a single integrated community.
- III. The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows within and around the boundaries of the site should be retained where possible. The development will also ensure the protection of the wildlife interest of the wooded river channel along the eastern boundary of the site.
- IV. The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.
- V. The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along Broadwindsor Road.

Land at Lane End Farm

- 35.5.6. Land to the north of Beaminster at Lane End Farm is slightly separate from the town, and as such would not be suitable for new housing. However, employment uses may be appropriate if carefully managed, and this area has the potential to deliver up to 0.7 ha of employment land. There is no pavement along this section of Tunnel Road, although there is sufficient highway verge to provide a pedestrian link to the town.
- 35.5.7. The surrounding land rises up to overlook the site and the northern part is more elevated and exposed. The farmhouse building forms a distinctive feature in the wider landscape. The site boundaries and bridleway track are defined by mature hedgerows with occasional hedgerow oak trees. There is a minor watercourse along the eastern boundary and the south-east part is within a high flood risk zone and will need to be excluded from any development. A suitably wide wildlife corridor should be retained next to the river.

- 35.5.8. If development is brought forward in phases, preference will be given to developing the southern portion of the site nearest the town first.

BEAM 2: Land at Lane End Farm

- I. Land to the north of Beaminster off Tunnel Road at Lane End Farm, as shown on the policies map, is allocated for employment.
- II. The development should retain and enhance the existing hedgerows, hedge banks and streamside vegetation, and provide a riverside wildlife corridor.
- III. The development will need to secure the delivery of a footway link to the town.

Land to the west of Tunnel Road (proposed allocation)

- 35.5.9. Land to the west of Tunnel Road is located on Beaminster's north-western edge. The site is located opposite Beaminster School and is a short walk from town centre facilities. The site has the capacity to provide for about 120 new homes.
- 35.5.10. The site's strategic position on the edge of the town offers several opportunities to improve connectivity and traffic flows. Road access can be achieved onto Tunnel Road but must be designed to complement the existing school access. A bus stop should be provided on the B3066 alongside a footpath/cycleway to the town centre to offer a safe route for cyclists and pedestrians. Opportunities also exist to improve connectivity to new development planned on land north of Broadwindsor Road. The development sites are currently separated by a small tributary stream of the River Brit which will need to be crossed.
- 35.5.11. The site is on gently rising land to the north. In order to minimise landscape impact and views to and from heritage assets, principally the scheduled monument of Waddon Hill and registered park and garden at Horn Park, built development will be kept to the southern end of the site. Proposals should seek the retention of existing hedgerows to reflect existing boundaries and maximise biodiversity opportunities. To meet leisure standards, development will be expected to provide for on-site accessible public open space.
- 35.5.12. An assessment of surface water flows concludes that water at the western end of the site flows into the tributary stream that runs parallel with Cockroad Lane and the eastern end of the site runs into the culvert at Tunnel Road. Due to existing flooding issues alongside Tunnel Road, on-site attenuation is required before water enters the

water course. A viable and deliverable flood mitigation scheme will therefore be essential to support this site.

35.5.13. A significant proportion of the site is subject to minerals safeguarding and therefore consultation with the Minerals Planning Authority would be required.

BEAM 3. Land to the west of Tunnel Road

- I. Land to the west of Tunnel Road, as shown on the policies map, is allocated for housing and public open space.
- II. The development will need to secure the delivery of an access onto Tunnel Road, a bus stop on the B3066 and a pedestrian/cycle link to the town. A road or pedestrian access to new development at land to the north of Broadwindsor Road should be explored.
- III. Built development should be focused on the southern part of the site and designed to minimise any impact of views to and from heritage assets, principally Waddon Hill and Horn Park.
- IV. The development should retain and enhance the existing hedgerows.
- V. A viable and deliverable flood mitigation strategy will need to be implemented to enable the development of this site.

Land to the south of Broadwindsor Road (proposed allocation)

35.5.14. Land to the south of Broadwindsor Road is located on Beaminster's western side, to the south of the B3163, between Clipper Teas and Lower Barrow Farm. To support the expansion of local businesses in the area this land is allocated for employment uses. The site has the potential to deliver up to 3.8 ha of employment land. As an expansion to local businesses, access can be achieved through the existing Clipper Teas site. To minimise landscape impact on a sloping site, development should be kept to the northern portion of the site. In order to soften development into the landscape and provide a buffer to nearby listed farm buildings, development should include structural planting along boundaries and where necessary avoid sensitive areas.

35.5.15. To support sustainable transport opportunities, a bus stop should be provided on the B3163. The development should also provide a footpath/cycleway to offer a safe link to the town centre. Two public footpaths cross the site and their connectivity should be maintained.

35.5.16. To prevent off-site flooding downstream at Broadwindsor Road and Clay Lane, flood mitigation measures must be provided to mitigate flows from the site as a whole.

A significant proportion of the site is subject to minerals safeguarding and therefore consultation with the Minerals Planning Authority would be required

BEAM 4: Land to the South of Broadwindsor Road

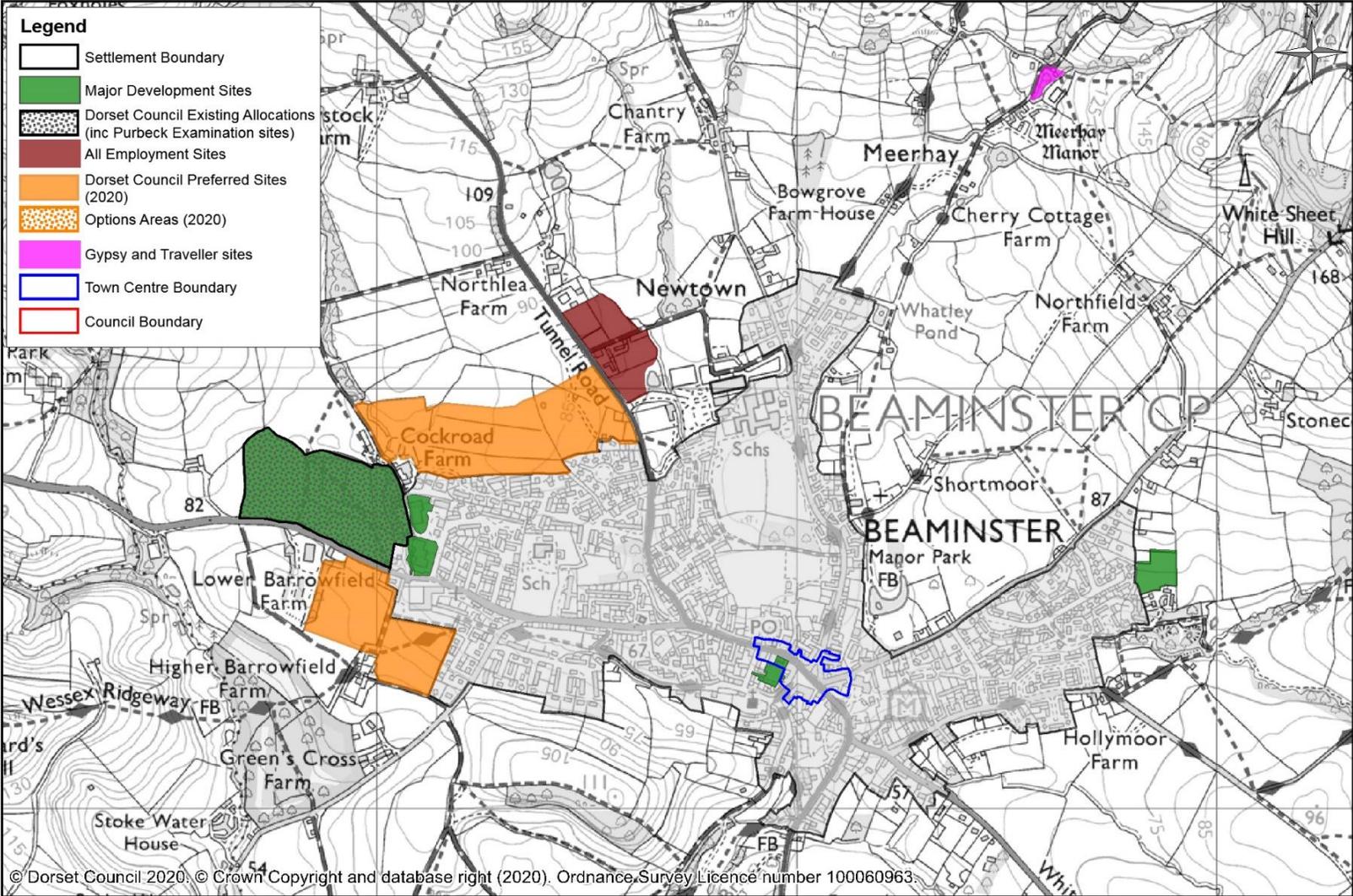
- I. Land to the south of Broadwindsor Road, as shown on the policies map, is allocated for employment.
- II. Access should be provided from Broadwindsor Road. Development should also secure the delivery of a bus stop on the B3163 and a pedestrian/cycle link to the town centre.
- III. Built development should be focused on the northern part of the site and provide structural planting along boundaries.
- IV. Measures to mitigate flooding from the site are required.

Q: Beaminster

Do you agree with the proposed residential allocation to the west of Tunnel Road, as set out in BEAM₃?

Do you agree with the proposed employment land allocation south of Broadwindsor Road, as set out in BEAM₄?

Figure 35.1: Map of proposed development at Beaminster.



36. Bridport

36.1. Introduction

- 36.1.1. Bridport (including the adjoining parishes that form part of the built area of the town) has a population of over 13,900 and forms an important role as the main service centre for the western part of the plan area. There is a significant demand for housing, employment and retail development, including a substantial affordable housing need. It is relatively self-contained with a good balance between jobs and housing.
- 36.1.2. Bridport has a strong industrial heritage of rope making that goes back at least as far as Roman times. Net and rope making is still carried out in the town but is less extensive than it was. Some of the 19th and early 20th century buildings associated with rope and net works remain in the town, and the tradition is reflected in the long linear plots that were once rope walks. This industrial archaeology has been identified as being of national importance by Historic England.
- 36.1.3. Bridport is located within the Dorset Area of Outstanding Natural Beauty (AONB) and it is a major challenge for the local plan to protect the countryside views, river valleys and green spaces that form an essential part of the town's character, while at the same time providing for development to meet the town's needs and maintaining the balance between jobs and housing.
- 36.1.4. A neighbourhood plan for the Bridport Area was made part of the development plan by the Council in May 2020. The Bridport Area Neighbourhood Plan (BANP) sets out a vision for Bridport, West Bay and the surrounding parishes of Allington, Bothenhampton, Walditch, Bradpole and Symondsburry through to 2036. The neighbourhood plan vision is reflected in this plan's Vision for Bridport.
- 36.1.5. The BANP recognises the importance of the distinctive character of the landscape and topography of Bridport town and the outlying Parishes of Allington, Bradpole, Bothenhampton, Walditch and Symondsburry. Although it is acknowledged that growth is inevitable there is a clear intention to retain the individual character of Bridport and its surrounding parishes and prevent the town and parishes coalescing. As such the neighbourhood plan contains a policy which resists development within the identified green gaps.

36.2. Vision for Bridport

36.2.1. In 2038 Bridport will:

- still be seen as a working town with a good balance between housing and jobs and a vibrant town centre providing shopping, cultural and other facilities to the rural hinterland;
- focus development on meeting local needs for jobs and housing, providing opportunities for young people to stay in the area and exploring innovative and sustainable ways of meeting these needs;
- have protected the surrounding AONB landscape and floodplain, along with the countryside views and green spaces that contribute significantly to the town's character;
- safeguard the town's heritage and open spaces ensuring that development recognises the key features that make Bridport special, such as the rope and net-making legacy, the river corridors through the heart of the town that link to the coast, and the surrounding hills with their crowns of trees;
- be a low impact sustainable town, building on its reputation for local food and produce, developing sustainable tourism, and encouraging alternatives to the private car;
- along with the surrounding parishes support sustainable development that reflects and meets the present and future needs of all who live and work in the area; and
- protect the rural nature and distinctive character of the surrounding parishes.

36.3. Development strategy

36.3.1. Development at Bridport to help deliver the vision for the town will focus on safeguarding the town's heritage and open spaces. Sites allocated and consented that will help achieve the vision for the town include:

- Vearse Farm urban extension to the west of Bridport – which has the capacity for a mixture of homes, jobs and community facilities, including a new school and approximately 4ha employment land;
- Land east of Bredy Veterinary Centre – a small site that could come forward within the early part of the plan period, with the capacity for about 40 homes;
- St Michael's Trading Estate – the regeneration of this site just outside the town centre through mixed use redevelopment will help to secure the retention of the historic buildings and provide local jobs; and

- Bridport Gateway Care Village – Redevelopment of redundant Dorset Council land and buildings off South Street to deliver a care village and key worker affordable homes.
- Land to the south of Shoe Lane off Sea Road North (adjoining St Andrew’s Trading Estate) was previously allocated for employment but has not been developed due to abnormal land costs. Whilst there is no objection in principle for the site being developed, its deliverability remains questionable (and there is no suitable access for alternative uses such as housing). For these reasons the site is not considered suitable for allocation, but would be suitable for development if and when it becomes economically viable.

36.4. Town centre strategy

- 36.4.1. Bridport is identified as a ‘town centre’ in the retail hierarchy for the plan area. It performs an important role as the retail and service centre for the surrounding rural area in western Dorset.
- 36.4.2. The main town centre uses are concentrated along West Street, East Street and South Street. The town centre, as shown on the policies map, forms a ‘T’ shape running from just south of the Church Street junction on South Street to West / East Street. To the west, the town centre boundary runs from the St Michael’s Lane / West Street Junction to the East Street / Barack Street / King Street junction. The primary shopping area reflects the same ‘T’ shape and covers a slightly smaller area, defining where retail uses are concentrated.
- 36.4.3. The primary shopping frontage runs along the main length of the southern side of West Street / East Street, to the centre and east of the northern side of East Street and to the north of South Street. The secondary shopping frontage includes the units to the south of South Street, west of the northern side of West Street and the units to the far east of East Street.
- 36.4.4. The town is well represented in terms of financial services, has a strong offer of arts and cultural facilities and benefits from its historic environment and buildings. The retail offer is complemented by a popular street market which is held along the three main streets.
- 36.4.5. Bridport has a relatively good range and choice of food and convenience stores. Only a limited need for new floorspace for food retail has been identified for the period up to 2036. The latest retail assessment suggests that 175 m2 might be needed by 2036. This need could be met through the extension of existing stores or a new small convenience store.

- 36.4.6. Bridport also has relatively good non-food retail provision. As well as high profile national multiple retailers there are a range of quality independent retailers trading in the town centre. The retail assessment suggests that there is capacity for more comparison retail space during the plan period. Up to around 2,730 m² could be needed by 2036. Although it may be possible to achieve this level of provision through infill and / or change of use applications it might be necessary to develop a site or sites to help meet the need in full.
- 36.4.7. If needed, two possible sites have been identified as being appropriate for the expansion of town centre uses subject to impact and sequential tests. These are the public car parks at Rope Walks and the area surrounding the Tannery Road Bus Station.
- 36.4.8. The provision of public car parking close to the town centre is important to its continuing success, and therefore any development on these sites will need to take this into account. Policy AM4 Car Parking Strategy of the BANP also seeks to achieve this. If car parks are redeveloped a broadly equivalent amount of public car parking should be provided within close proximity. This expectation is shared by Policies COB2 Ropewalks Car Park & Bus Station Car Park and AM6 Transport Hub Proposal of the BANP. A scheme here could be dependent on the reconfiguration or relocation of the bus station and depot, should a preferable location be identified.
- 36.4.9. The design and development of the sites will be influenced by the location within the conservation area and nearby listed buildings.
- 36.4.10. Some of these areas do not currently have active frontages onto the street (particularly where buildings have been demolished and replaced by surface car parks), and it is important that the opportunity is taken to redress this loss. Development should ensure integration into the existing town centre, which may be achieved through the provision, strengthening and enhancement of suitable accesses.
- 36.4.11. While each site could be considered in isolation there may be benefit to a holistic approach.

BRID1: Future town centre expansion

- I. Land at Rope Walks and Coach Station Car Park, as identified on the policies map, will be the preferred location for future expansion of the town centre area.
- II. Any scheme will need to retain an appropriate amount of public car parking.
- III. Development must respect the character of the conservation area and other heritage assets.
- IV. Any scheme should be integrated with the existing town centre and its main shopping streets.

36.5. Main development opportunities

Vearse Farm Urban Extension

- 36.5.1. Bridport and the Vearse Farm site are entirely within the Dorset AONB. The Vearse Farm site was recognised in the previous local plan as the main route to delivering the long term growth needs of the town including meeting its future housing needs. The development site is exceptional in this regard as recognised by the previous local plan inspector .
- 36.5.2. Land at Vearse Farm, within the line of the bypass, is allocated to meet the long term needs of the town, with new homes, employment workspace and community facilities, including a new school, leisure and recreation facilities and public open space. It is close to the town centre with potentially good pedestrian and cycle connections. The site is relatively well contained in wider views of the town from all directions, and there are some well-established hedgerows within and around the perimeter of the site that should be retained, reinforced and managed as part of any development. The developable area of the site is limited by the floodplain of the River Symene, surface water drainage, its proximity to the bypass and rising land to the south.
- 36.5.3. The whole Vearse Farm site could deliver around 930 new homes. This includes about 760 on the main consented part of the site with around a further 170 homes on three residual sites, namely: land at Vearse Farmhouse; land west of Coronation Road; and land to the west of Pine View.

- 36.5.4. Delivery will be phased over 10 or more years, with the intention of providing in the region of 100 homes a year with an equivalent proportion of employment workspace and community facilities. This level of growth will require the expansion of local primary school provision which cannot easily be achieved on the existing school sites in the Bridport school catchment. As such, a school site with capacity to accommodate a two-form entry primary school has been included in the urban extension. The school will be built as the urban extension is developed. Some of the employment land has been set aside for 'affordable' community-led business development such as small start-up units (on a similar basis to affordable housing as a percentage of open market employment provision). There is also land set aside for allotments and community growing areas on the site and a residential care home.
- 36.5.5. Vearse Farmhouse is a Grade II listed building, which along with its associated outbuildings of historic interest, should be retained and restored as part of any scheme. There are also a number of heritage assets close to, and visible from the site, including: Bridport Conservation Area (including part of the Skilling estate); Grade I listed buildings, such as St Mary's Church and the Town Hall; Grade II* listed buildings, such as Downe Hall and St Swithun in North Allington; and Scheduled Monuments. The setting of these heritage assets and the impact of development upon their significance must be taken into consideration and be used to inform the distribution and scale of built form on the site.
- 36.5.6. Outline planning consent has been granted for the development of up to 760 dwellings, a 60 unit care home, 4 hectares of land for employment, a mixed use local centre, primary school and associated playing fields, areas of public open space and allotments. The land will be developed in phases, with the north-eastern parts of the site nearest to the town centre in the earliest housing phase. The floodplain of the River Symene and other areas prone to surface water flooding will be kept clear of development. The area in the far north-west of the site, which is more suited to less neighbourly employment uses, will be identified as a key employment site. Improvements to the junction of West Road with the A35 at Miles Cross have been secured as well as more localised traffic management improvements along West Allington. On and off-site provision and financial contributions to community infrastructure including Bridport Leisure Centre and Bridport Medical Centre have been sought in line with policy COM1 and secured through a section 106 legal agreement. The requirements of policy COM1 will also apply to the residual parcels of land.

36.5.7. Although much of the site now has the benefit of planning consent and only detailed matters remain to be decided, the policy will be retained in the local plan until such a time as the whole urban extension is built out.

BRID2: Land at Vearse Farm

- I. Land at Vearse Farm (as shown on the policies map) will provide for the strategic growth of Bridport through a comprehensive mixed-use development, to include new homes, local community facilities (including land for a two-form entry primary school) and at least 4 hectares of employment land.
- II. Delivery will be phased with the intention of providing in the region of 100 homes a year with an equivalent proportion of employment workspace and community facilities.
- III. The main employment area will be designated as a key employment site and should be accessed directly from the B3162 West Road.
- IV. The development will deliver highway improvements necessary for the development to go ahead, including improvements to the Miles Cross junction of the A35 with the B3162 West Road.
- V. The development will provide footway/cycleway links from the site into Bridport town centre and to the surrounding areas, including the countryside and coast.
- VI. The floodplain of the River Symene where it flows through the site and other areas prone to surface water flooding, will be kept free of buildings.
- VII. Adequate noise mitigation measures will be provided to protect the amenity of future occupiers from vehicle and road noise generated by the A35 Bridport Bypass.
- VIII. The site should be developed in accordance with a masterplan prepared by the developer / landowner in conjunction with Symondsburry Parish Council, Bridport Town Council and the local community, and agreed by Dorset Council. The masterplan should ensure that:
 - the design and layout relates positively to the surrounding area and does not have an adverse impact on the surrounding landscape, nearby heritage assets and the setting of the town;
 - an area of the site is reserved for a two-form entry primary school;
 - there is adequate on-site provision of community infrastructure;
 - the layout secures opportunities to provide improved access and recreational use and promote biodiversity within a network of spaces. The floodplain of the River Symene and the rising land to the south of

the site will remain undeveloped and be managed appropriately for the long-term benefit of the local community and wildlife;

- good links to the wider footpath and cycle network are provided through the site;
- the layout allows for at least two points of vehicular access into the development from the public highway, and for a bus route through the site. Primary vehicular access should only be from the B3162, West Road (with the exception of emergency vehicles / public transport);
- strategic planting around the south and west perimeters of the site is carried out in advance of the site being developed. Existing hedgerows should be retained where possible and provision for their future retention and management put in place;
- an area of the site is reserved for employment uses that are less suited to being mixed with residential, and the location and layout of all uses has regard to safeguarding the residential amenity of nearby properties;
- the development is appropriately phased to ensure necessary infrastructure and mitigation measures are delivered in advance of occupation.

Land to the East of Bredy Veterinary Centre, off Jessopp Avenue

36.5.8. This area is currently unmanaged waste ground but has good access to the strategic highway network and could be more productively used. There is an attractive row of mature beech trees and a public right of way along the southern boundary. The site lies outside the flood plain, which is also valued for its amenity, recreation and wildlife benefits, and development will also need to respond well to this green corridor. Species such as water voles and otters are currently using the bankside habitat alongside this allocation and there is a badger sett on the site. The existing buffer between the development and river is ten metres wide and would provide a minimum functional wildlife corridor that will protect riverside vegetation and allow access through the site by otters, etc. However, a wider corridor would provide more space for establishing an appropriate interface between the built development and the wildlife corridor. It will also provide opportunities for improving riverside public access without compromising wildlife value. The layout of the development will therefore need to exploit opportunities to enlarge the existing buffer and provide high quality green infrastructure along the river corridor.

- 36.5.9. There are a number of heritage assets (including Scheduled Monuments) close to, and visible from, the site. For example the site is visible from the Bridport Conservation Area and opposite listed buildings. The site is in the Asker river valley which is historic floodplain pasture and is therefore considered to be a non-designated asset. The site also adjoins historic rights of way which include the continuation of Long's Lane (on the southern boundary), linking to St Andrew's Road within the Conservation Area. This rural route was in existence at least before the arrival of the railway in the 1850's. The setting of these heritage assets, and the impact of development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site.
- 36.5.10. Highway improvements may be needed to the right hand turn lane off Sea Road North and East Street roundabout.

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

- I. Land to the east of Bredy Veterinary Centre, off Jessopp Avenue (as shown on the policies map) is allocated for housing.
- II. The development of the site will require positive frontages onto Sea Road North and Jessopp Avenue. The boundary of the site with the river meadow areas will need sympathetic treatment, either through appropriate planting or a positive frontage. This should ensure that the riverside wildlife corridor along the banks of the Askers River is protected and enhanced with improved public access.
- III. The row of mature beech trees along the southern boundary of the site and public rights of way should be retained.

St. Michael's Trading Estate

- 36.5.11. St. Michael's Trading Estate is an area which makes an important contribution to the vitality of Bridport town centre. The site is occupied by an eclectic mix of businesses in traditional, small scale industrial buildings. The regeneration of St. Michael's Trading Estate is important to secure a viable future for both its historic (listed) buildings and the small-scale employment opportunities it provides for local businesses. The site has planning permission (subject to the signing of a legal agreement) for a scheme that includes residential development, which was necessary to make the scheme viable and cross-subsidise the refurbishment and regeneration of the historic (listed) buildings.
- 36.5.12. There are a number of protected species that use the river and the bankside areas, which form part of a wider green network through Bridport. The development should

not cause harm to this important corridor. Securing public access along the attractive riverside edge would also be a benefit. The riverside walk should include provision for the enhancement of habitats along the length of the river corridor, including on St Michael's Island.

- 36.5.13. Development of the site may be guided by the supplementary planning guidance for this area (adopted in 2002) which remains a material consideration. The Bridport Area Neighbourhood Plan (BANP) also provides additional detail as to the type of development that would be supported on the site. Policy COB4 St Michael's Support for the Creative Industries in the BANP specifies that proposals will be supported if they seek to retain a broadly comparable area of workspace for small and start-up businesses, particularly those in creative industries.

BRID4: St. Michael's Trading Estate

- I. St. Michael's Trading Estate (as shown on the policies map) is designated for a comprehensive mixed-use development, subject to:
 - the retention and restoration of buildings of historic interest;
 - ensuring the maintenance or enhancement of employment opportunities;
 - respecting the character of the conservation area, including the historic plot patterns;
 - the provision of a riverside walk; and
 - the provision for a wildlife corridor along the River Brit, including St. Michael's Island.

Bridport Gateway Care Village (proposed allocation)

36.5.14. The provision of appropriate care facilities within Bridport is an important element in the overall vision for the town and is supported by the Bridport Area Neighbourhood Plan Policy H5 Retirement Living Development.

36.5.15. The redundant Dorset Council sites off South Street, at Flood Lane and at Fisherman's Arms, could be redeveloped to provide much needed care facilities within the town. These sites lie within the defined development boundary north of the Crown Inn roundabout and while they are not directly accessed from the A35, they are within an important gateway location to the town. These sites would need to be sensitively designed to respect the nearby listed buildings. The retention of green space and trees would also be required as part of any development.

36.5.16. At present the sites are being considered as part of Dorset Council's Building Better Lives Bridport Gateway Care Village. The development is in the early stages but aims to provide an integrated scheme. The scheme in development includes a new purpose built extra care housing scheme at Flood Lane. Alongside the housing scheme, a new care home providing care services for people with dementia and a respite care facility are proposed. In addition around 25 affordable housing units, some of which will be targeted for workers in care and health jobs, are currently proposed at the Fisherman's Arms Site.

BRID5: Bridport Gateway Care Village

- I. The redundant sites of South Street (the former Dorset Council Depot, Fisherman's Arms Day centre and sites at Flood Lane) as shown on the policies map are to be redeveloped to provide an integrated care village to meet the needs of the Bridport Area. Any scheme would need to consider the impact on the historic character of Bridport and be designed to provide an attractive gateway into the town centre.

Bridport Community hospital site

36.5.17. This site is currently a greenfield site north west of Bridport in the Parish of Allington. Bridport Community Hospital is located to the east of the site.

36.5.18. The site is well contained by the established hedgerows and mature trees. These features, in particular the hedgerows along the north eastern and western boundaries, have been identified as being worthy of retention and enhancement.

36.5.19. The gradient of the land slopes down to the south with the north-west section having the highest ground level. As such the highest portion of the site is to be kept free of development to minimise the impact on the AONB.

36.5.20. The site currently has permission for 34 custom build houses and flats, a common house, access road and car park to form a cohousing neighbourhood (Phase 1) and a further 19 custom build affordable houses and flats (Phase 2).

36.5.21. The ethos behind the current scheme is for community led housing. Community led housing is residential development carried out by a group, often a Community Land Trust. Policy H8 of the Bridport Neighbourhood plan supports the principle of Community-Led Housing development in the neighbourhood plan area.

36.5.22. The council supports community led housing on the site. Given the rural nature of the site any scheme should be landscape and biodiversity led with green infrastructure incorporated with the design. The inclusion of allotments and communal food growing areas will be encouraged.

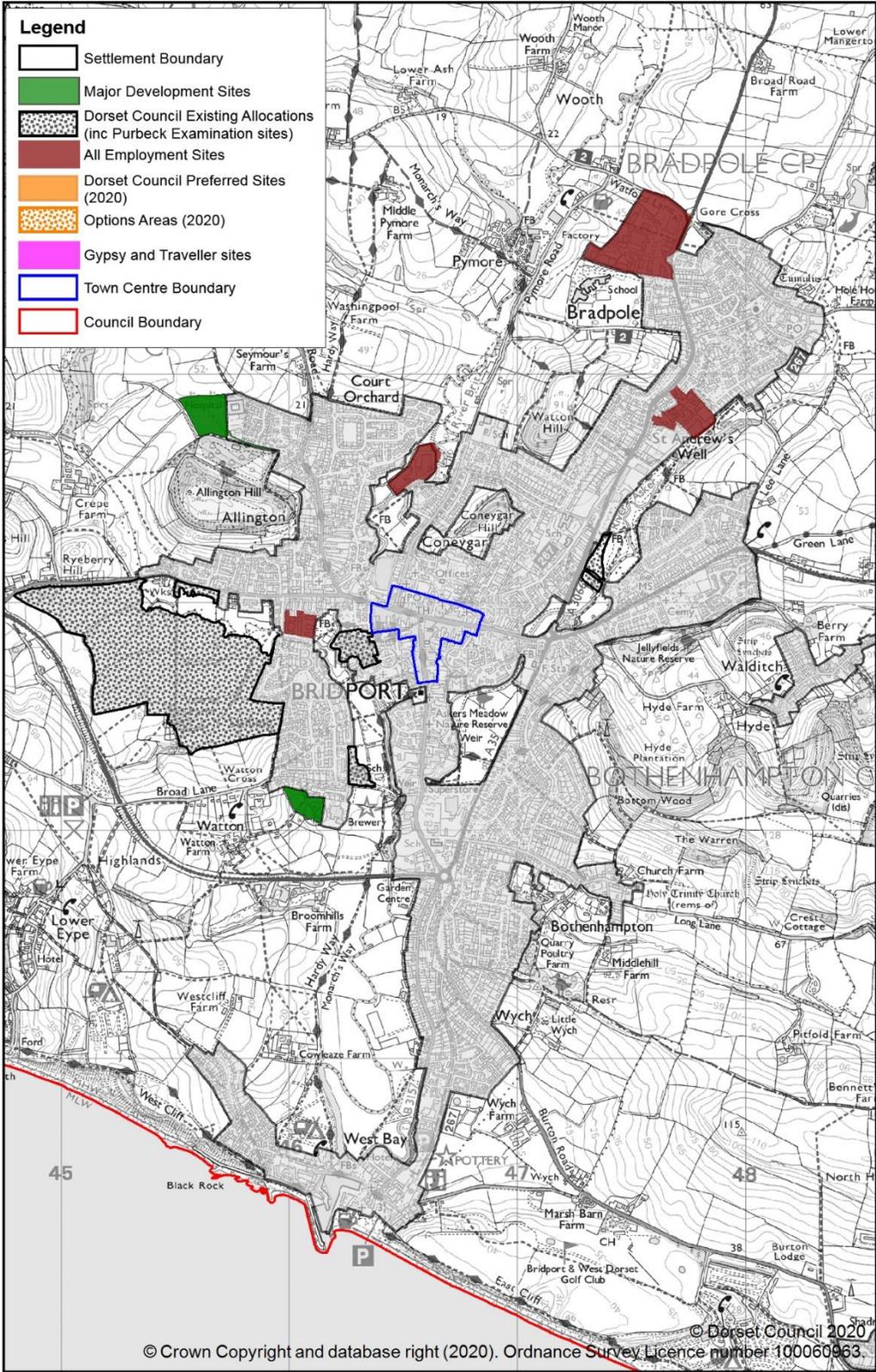
BRID6: Land adjacent to Bridport Community Hospital

- I. Land to the west of Bridport Community Hospital (as shown on the policies map) is allocated for community led housing
- II. The land at the highest portion of the site shall be kept free of development.
- III. The hedgerows and mature trees along the eastern, northern and western boundaries should be retained and enhanced.
- IV. A deliverable surface water management scheme must be implemented to manage surface water flows

Q: Bridport

Do you agree with the proposed allocation of land for an integrated care village at the redundant sites of South Street?

Figure 36.1: Map displaying proposed development for Bridport



37. Lyme Regis

37.1. Introduction

- 37.1.1. The historic coastal town of Lyme Regis lies wholly within the Dorset AONB at the westernmost edge of western Dorset. It has a resident population of around 3,600 with about 1,700 people living in the adjoining village of Uplyme in East Devon. It is one of Dorset's principal tourist resorts and an important centre for visitors to the Jurassic Coast World Heritage Site. As a result, the town has an issue with second homes: in 2011 more than 20% of the housing stock in Lyme Regis was second homes.
- 37.1.2. One of the key constraints in Lyme Regis is land instability, mainly caused by coastal erosion. The 2011 South Devon and Dorset Shoreline Management Plan identifies the town as a location that should continue to be defended and additional coastal defence works have recently been completed to 'hold the line'.
- 37.1.3. The town is relatively self-contained in terms of employment, with approximately 1,500 economically active residents and 1,300 people working in the town. Employment is predominantly in the accommodation and food service sectors with major employers being Dorset Council and Lyme Regis Community Care Ltd.
- 37.1.4. Challenges for the Dorset Local Plan include taking advantage of the economic benefits of tourism and the World Heritage Site location, while meeting the local needs for affordable housing and jobs, and protecting the town's unique character and environment.

37.2. Vision for Lyme Regis

- 37.2.1. In 2038, Lyme Regis will:
- retain its unique coastal character while developing to meet local needs (as far as is possible within the various constraints on development), with a focus on affordable housing, so as to retain a viable mixed-age community;
 - develop its role as a visitor and educational centre on the Jurassic Coast, with a strong identity based on its geological heritage and fossil interests;
 - tackle access issues in the town including transport issues through effective traffic management, and improve pedestrian access in and around the town centre;
 - adapt to the effects of global warming, due to the town's position on an unstable coastline;

- have a positive relationship with the nearby village of Uplyme, with the two communities working together to meet their needs.

37.3. Development strategy

- 37.3.1. Development opportunities in and around Lyme Regis are very limited due to land instability and both highway and landscape constraints. The development of an extant permission on land south of Colway Lane will provide a further 45 houses, but otherwise sites on the edge of the town, further from town centre services and facilities, have had to be considered, with the only development opportunity identified being:
- Woodberry Down Extension – a continuation of the recent development site able to provide around 40 units.

37.4. Town centre strategy

- 37.4.1. Lyme Regis is classified as a 'town centre' in the retail hierarchy for the plan area. The town centre boundary is tightly drawn to include the southern end of Silver Street, Broad Street and the Bridge Street area with the primary shopping area concentrated along Broad Street and the Bridge Street area. The primary shopping frontage runs along Broad Street whilst Bridge Street and the southern end of Silver Street are defined as secondary shopping frontages. The Cobb area comprises a number of town centre uses - food, drink, comparison goods units mainly geared towards visitors to Lyme Regis – but is not included within the town centre boundary.
- 37.4.2. The 2018 retail study identifies that vacancy rates in the town centre are much lower than average, indicating a healthy performance. However, access to the town centre is difficult with narrow roads and pavements causing congestion on the roads at busy times. There are also limited numbers of pedestrian crossings throughout the centre.
- 37.4.3. The types of shops/amenities in the town centre are very much geared towards the tourism industry with the proportion of leisure services, restaurants, cafes and pubs being higher than average. However, the town centre is lacking in services for local residents, for example there is no retail bank, optician, or mobile phone store. It would benefit from a broader range of goods being sold to readjust the balance between tourist and local needs.
- 37.4.4. Lyme Regis also lacks a major food store, resulting in residents having to travel to Seaton, Bridport and Axminster for the majority of their bulk food shopping. Overall

Lyme Regis is sufficient as a 'top-up' centre, however residents do need to travel to surrounding centres for additional services.

- 37.4.5. Although a new larger food store in Lyme Regis would benefit local residents, there is limited quantitative need for new convenience goods floorspace over the plan period: 17 m² net by 2021, increasing to 48 m² net by 2033 and to 68 m² net by 2036. The need for new comparison goods floorspace is also limited, being forecast as 45 m² net by 2021, increasing to 170 m² net by 2031 and 245 m² net by 2036.
- 37.4.6. The forecast quantitative need could be met through: the potential take-up of vacant units, such as the Three Cups Hotel; the extension of existing stores (if viable); and/or potential change of use applications. A larger food store would be more difficult to accommodate and although the retail study examined four possible sites, it concluded that all were highly constrained in terms of location and access, and none were ideal for retail development at the time.

37.5. Main development opportunities

Woodberry Down extension (proposed allocation)

- 37.5.1. This site would form an extension to the Woodberry Down development, which is currently nearing completion, and could link into existing infrastructure and services.
- 37.5.2. The site is located within the Lyme Regis and Charmouth Land Instability Zone 2 and will require an appropriate ground stability report to be prepared by a suitably qualified and experienced engineer to demonstrate that the development can be carried out safely. The report should identify any mitigation and stabilisation measures required to ensure there would be no adverse effect on slope stability both on and surrounding the site.
- 37.5.3. The site has a number of drainage issues, which may have implications both for surface water flooding and land instability. These issues will require further assessment and an appropriate mitigation strategy.
- 37.5.4. The site is located wholly within the AONB and needs to be sympathetically designed with appropriate landscaping and screening to ensure that the landscape and scenic beauty of the AONB are not harmed.

37.5.5. Although the site is located away from services and facilities in the town, the option of walking or cycling should be made available through the provision of linkages into the existing network.

LYME1: Woodberry Down extension

- I. Land to the west of Woodberry Down, as shown on the policies map, is allocated for housing and associated public open space.
- II. It must be demonstrated that the site is stable or could be made stable, and that the development would not trigger landsliding, subsidence, or exacerbate erosion within or beyond the boundaries of the site.
- III. Viable and deliverable drainage strategies will need to be factored into any development scheme on the site.
- IV. The development must be designed to be sympathetic to its location within the Dorset AONB. Native species tree and hedge planting that will contribute to enhancing biodiversity potential will be required along the edges of the site in advance of the site being developed, with existing trees and hedgerows on the site retained and improved where possible.
- V. Connections from the site to the existing footpath/cycle path network, linking it to the centre of Lyme Regis, will be provided.

Q: Lyme Regis

Do you agree with the proposed residential allocation as an extension to the existing Woodberry Down development, as set out in Policy LYME1?

