

Application Number:	P/FUL/2025/05240
Webpage:	Planning application: P/FUL/2025/05240 - dorsetforyou.com
Site address:	Sidney Gale House Flood Lane Bridport DT6 3QG
Proposal:	Demolish existing building, erection of a new 56-bed reablement centre (Care Home with Nursing) with associated communal and supporting accommodation, landscaped gardens and car park
Applicant name:	Mr Samuel Poole
Case Officer:	James Lytton-Trevers
Ward Member(s):	Cllr D Bolwell; Cllr B Bolwell; Cllr Williams

1. Reason application is going to committee:

- 1.1 The application is brought to committee in accordance with the scheme of delegation as the applicant is Dorset Council and the land to which the application relates is owned by Dorset Council.

2. Summary of recommendation:

- 2.1 Grant planning permission subject to the conditions at section 16 of this report.

3. Key planning issues

Issue	Conclusion
Principle of development	A building in this location, where it would replace a building of the same use, would be acceptable in principle and comply with local plan policies SUS2 and HOUS5.
Character and appearance of the area	The proposal would comply with local plan policies ENV10, ENV11 & ENV12 and Bridport Area NP policies D1 & D8.
Amenity	The proposal would comply with local plan policy ENV16 and Bridport Area NP policy D10.
Heritage	The proposal would comply with local plan policy ENV4.
Biodiversity	The proposal would comply with local plan policy ENV2 and Bridport Area NP policy L2.
Highway safety	The proposal would comply with local plan policies COM2 & COM9 and Bridport Area NP policies AM1 & AM5.

Issue	Conclusion
Trees and landscaping	The proposal would comply with local plan policies ENV2 & ENV9 and Bridport Area NP policies L1, L2 & L5.
Flood risk and drainage	The proposal would comply with local plan policies ENV5 & COM10 and Bridport Area NP policy D5.

4. Description of site

- 4.1 The Sidney Gale House site is located near to Bridport town centre on the eastern side of West Bay Road and immediately north of the junction of West Bay Road and Sea Road (at the roundabout).
- 4.2 The site has a single vehicular and pedestrian access point from Flood Lane to the north, shared with Gordon Court Retirement Living. There are 10 parking spaces available on-site. The building was purpose built and dates from approximately the 1970s. There is a low, stone wall on the site boundary. The land is relatively level, laid mainly to lawn with ornamental trees of varying size and age.
- 4.3 Adjacent to the site is Gordon Court Retirement Living, a purpose built three-storey complex dating from 2023, for independent living for older adults. To the east, on the opposite side of West Bay Road, there are residential buildings, mainly two-storeys dating from the 19th century.
- 4.4 Sidney Gale House is currently not in use. It was last used as a care home for older people. The building is outdated and does not meet modern design standards, particularly in terms of fire safety and privacy. As a result, demolition is proposed to facilitate the proposed replacement building.
- 4.5 The site is in the Dorset National Landscape (Area of Outstanding Natural Beauty) and is not in a Conservation Area.

5. Description of development

- 5.1 The proposal is for demolition of Sidney Gale House and the erection of a purpose built 56 bed facility offering short-term recovery and rehabilitation for older adults post-hospital discharge. The building would comprise of four 2 storey blocks arranged symmetrically and joined by a linking building. Adjacent to the entrance from Flood Lane there would be a new car park with 26 car spaces and a drop-off area. The grounds would be laid to garden with landscaping.
- 5.2 The building would be designed around a homely, non-clinical environment to promote dignity, independence, and well-being. It would be organised into household clusters of 10–12 single ensuite bedrooms, each with communal lounge, dining and kitchen areas. There would be dedicated therapy and reablement spaces, including kitchens and laundry for daily living skills practice. A refuse bin enclosure would be in proximity to the kitchen and laundry entrance.
- 5.3 In particular the proposal would have the following attributes:
Flexible building layout incorporating dementia-friendly design, ceiling hoists, and bariatric provision;
Targeting BREEAM Excellence through passive design, low-energy systems, renewable technologies and design features;

Outdoor access through balconies, gardens, and terraces to support mental and physical health; and,

Council-owned and CQC-registered Care Home with Nursing, operated by Care Dorset or another regulated provider.

5.4 The application is supported by the following documents:

Photographs and photomontages

Sustainability Statement

Design and Access Statement

Preliminary Ecological Appraisal

Reptile Survey

Flood risk assessment & drainage strategy report

Landscape Ecological Management Plan

External lighting statement

Acoustic assessment report

Transport statement

Travel plan

Tree Schedule & tree work

Arboricultural Impact Assessment

Ventilation or Extraction Statement

Statement of Community Involvement

Biodiversity Net Gain Assessment

Geotechnical & Geoenvironmental Interpretative Report

6. Background and relevant planning history

P/PAP/2025/00195 - Decision: RESPONSE ISSUED - Decision Date:
10/06/2025

Proposed development of a new bedded reablement centre in Bridport.

Support given in principle.

7. List of constraints

Dorset National Landscape (Area of Outstanding Natural Beauty AONB)

Special Area of Conservation (SAC) (5km buffer): Sidmouth to West Bay (UK0019864)

Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076)

Special Area of Conservation (SAC) (5km buffer): Lyme Bay and Torbay (UK0030372)

Site of Special Scientific Interest (SSSI) impact risk zone

Flood Zone 2 (record ID 8810231.0)

Risk of Surface Water Flooding Extent 1 in 30

River Brit climate change

Surface water flooding - 1 in 100 year event plus 20% allowance

Radon

Contaminated Land

8. Consultations

All consultee responses can be viewed in full on the website.

Consultees

8.1 **Wessex Water** - No reply

8.2 **Environment Agency** – No reply

8.3 **Dorset Police Architectural Liaison Officer** - No objection

8.4 **Dorset Council Natural Environment Team** - Received the ecology documents for review under the DBAP

8.5 **Dorset Council Highways** – No objection conditional of the following:

Construction traffic management plan to be submitted

Turning/manoeuvring and parking construction

Cycle parking

EV parking bays as submitted

Updated Travel Plan to be submitted.

8.6 **Dorset Council Minerals & Waste Policy** - No objection

8.7 **Dorset Council Waste Team** – No reply

8.8 **Dorset Council Trees** – Objection - The loss of trees and the proposed tree planting.

8.9 **Dorset Council Economic Development and Tourism** – No objection - Job Creation.

8.10 **Dorset Council Flood Risk Management** – No objection conditional of the following:

A detailed surface water scheme and maintenance and management of it.

8.11 **Dorset Council Env. Services – Protection** – No objection conditional of the following:

Noise and odour from the proposed kitchen extract be assessed

Management of dust and noise

8.12 **Dorset Council Building** - No reply

8.13 **Dorset Council Adult social care-Accommodation with support** - No reply

8.14 **Dorset Council Asset & Property** - No reply

8.15 **Dorset Wildlife Trust** - No reply

8.16 **NHS Dorset (Dorset Integrated Care Board) ICB** - No reply

8.17 **Public Health Dorset** - Support

Provision of a facility that will support healthcare delivery by providing short-term respite care for older adults. Recommend further consideration is given to:

The use of greening opportunities

The provision of food growing

EV charging provision for all vehicles

Further exploration of the potential for community use

12 m² of internal, useable floorspace, not including an ensuite bathroom

8.18 **Dorset Fire & Rescue Service** - Building Control requirements to be met to improve safety and reduce property loss in the event of fire.

8.19 **Bridport Ward Members** - 1 in support (Cllr B Bolwell), 2 no reply:

A necessary addition to local facilities for our mainly ageing population.

8.20 **Bothenhampton and Walditch PC** – No reply

8.21 **Bridport Town Council** - Support

Architectural design commended.

Noted that application includes limited car parking spaces for employees and visitors;

The bus services (WB1 and service 7) only run on Wednesday and Saturdays and WB1 is subject to funding.

Representations received

Total - objections	Total - No objections	Total - comments
1	2	0

Petitions objecting	Petitions supporting
0	0

Summary of comments of objections:

Most people had to go further afield to a new home as there is not enough in Bridport which was sad as most of them had lived in Bridport all their lives (the representation stated 'objection' although the comment would not appear so).

Summary of comments of support:

Should demolish the building to enable contractors' vehicles.

Suggest a Nature strip running along Rose Bank and 3 Flood Lane.

6FT High Wooden Fence or metal fencing with hedging along Rose Bank and 3 Flood Lane. To prevent overlooking by the parking and new development.

Staff parking could be a problem.

Street lighting to be soft lighting and dimmed.

Where are the bins going.

Large Tree may affect parking.

Accords with policies.

Will enhance the entrance point to the Town Centre.

It will bring benefits to the local economy, improve the local infrastructure and free-up hospital beds.

It will be an important contribution to a future Bridport Gateway Care Hub Project.

9. Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty) when making any decision which affects such land.

10. Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted West Dorset and Weymouth & Portland Local Plan:

The following policies are considered to be relevant to this proposal:

INT 1 Presumption in favour of sustainable development
ENV 1. Landscape, seascape and sites of geological interest
ENV 2. Wildlife and habitats
ENV4 Heritage assets
ENV 5. Flood risk
ENV 9. Pollution and contaminated land
ENV 10. The landscape and townscape setting
ENV 11. The pattern of streets and spaces
ENV 12. The design and positioning of buildings
ENV 13. Achieving high levels of environmental performance
ENV 16. Amenity
SUS 2. Distribution of development
ECON 1. Provision of employment
HOUS 5. Residential care accommodation
COM 7. Creating a safe and efficient transport network
COM 9. Parking standards in new development
COM 10. The provision of utilities infrastructure

Made Neighbourhood Plans

Bridport Neighbourhood Plan 2020-2036 (made 5/5/2020)

AM1 Promotion of Active Travel Modes

AM5 Connections to sustainable transport

HT2 Public realm

L1 green Corridors, Footpaths, Surrounding Hills & Skylines

L2 Biodiversity

L5 Enhancement of the environment

COB1 Development in the centre of Bridport

D1 Harmonising with the site

D5 Efficient use of land

D8 Contributing to local character

D9 Environmental performance

D10 Mitigation of light pollution

Material considerations

Emerging local plans:

Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework 2024 (as amended 2025)

Paragraph 11 sets out the presumption in favour of sustainable development. Proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes.

Other relevant NPPF sections include:

Section 4 'Decision making': Para 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 11 'Making effective use of land'

Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Section 14 'Meeting the challenges of climate change, flooding and coastal change'

Section 15 'Conserving and Enhancing the Natural Environment'- In National Landscapes (formerly known as Areas of Outstanding Natural Beauty), paragraph 189 requires great weight to be given to conserving and enhancing the landscape and scenic beauty.

Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 191). Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

National Planning Practice Guidance

All of Dorset:

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024 (extended to end of 2025 with the agreement of Dorset Council Cabinet 17/12/2024)

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Supplementary Planning Documents/Guidance For West Dorset area:

WDDC Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

11. Human rights

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

12. Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have "due regard" to this duty. There are 3 main aims: -

Removing or minimising disadvantages suffered by people due to their protected characteristics

Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people

Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have "regard to" and remove or minimise disadvantage and in considering the merits of this

planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

The parking surface has been gently elevated from road level to create a flush kerb line with the pavement. The approach to the building is well illuminated to support visitors with visual impairments. All internal floors are level, as are the access points to external amenities, including internal lightwells and garden terraces. Household clusters of 10–12 single ensuite bedrooms, each with level access to communal lounge, dining and kitchen areas with dementia-friendly design, ceiling hoists, and bariatric provision and outdoor level access through balconies, gardens, and terraces to support mental and physical health. All household entrances are gathered around the central circulation run, simplifying wayfinding and keeping horizontal travel distances short.

It is not considered that the proposals would prejudice persons with protected characteristics.

13. Public Benefits

The proposals would provide a number of financial and non-financial benefits, including public benefits. These are summarised in the table below:

What	Amount / value
Material considerations	
Long-term employment opportunities for healthcare professionals, administrative staff, and maintenance workers. Increased activity in the area during construction and operation may benefit local businesses, such as suppliers, contractors, and service providers.	To be determined
Non material considerations	
Provision of reablement centre.	NA

14. Planning Assessment

Principle of development

- 14.1 The existing building, which dates from around 1970, is unsuitable for modern requirements for a reablement centre. A reablement centre would fall within the Use Classes Order as a residential institution under class C2. It would be used as a care home, albeit a reablement centre is proposed at this time, to be used for short term stays upon discharge from hospital. A C2 use would comply with policy SUS2 of the local plan, being sited within the settlement. The existing building is of little architectural or historic interest and there is no objection to its demolition, subject to a suitable replacement. The land is previously developed land being land which has been lawfully developed and is or

was occupied by a permanent structure. Paragraph 89 of the NPPF encourages the use of previously developed land, and sites that are physically well-related to existing settlements, where suitable opportunities exist.

- 14.2 A building in this location, where it would replace a building of the same use class as that proposed, would be acceptable in principle and comply with local plan policies SUS2 and HOUS5 subject to further consideration below.

Character and appearance of the area

- 14.3 The proposal is for a building of greater footprint than the existing, but of 2 storeys instead of 3. The design is expressed through essentially four blocks, two of which are L in shape and two of which are rectangular with pitched seamed roofs. The four are joined by a short linking building with a flat roof, but visually would appear to be four distinct buildings rather than one. This would reduce the massing of the development, such that it would not appear excessively bulky. The applicant has taken the opportunity for the building to have a better relationship with the public realm by bringing the building closer to West Bay Road, which is supported. It would have a similar building line and height to Gordon's Court (adjacent) which is acceptable.
- 14.4 Whilst a departure from the more classical Regency buildings opposite and the Regency inspired Gordon's Court development adjacent, there is not an issue with a modernist style. The scale, height, materials and expression of the replacement building would sit harmoniously in its surroundings. This would also be reinforced by the vertical emphasis of the window treatment facing West Bay Road, combined with the treatment of walling which would reflect existing buildings in the vicinity. The brickwork would be a soft red brick in a town where red brick is the norm.
- 14.5 The perimeter treatment would retain the Portland stone dwarf wall and introduce appropriate landscaping including hard surfacing areas. The landscaping would provide a soft edge to the development when seen from the main roads on each side of it. The car parking would be screened from view from these roads by the building.
- 14.6 The proposal, albeit occupying a large site within the town, owing to its containment amongst other similar height buildings, would maintain the landscape character and setting of the designated Dorset National Landscape.
- 14.7 In view of the above, the design of the building would be acceptable and enhance the character and appearance of the area.
- 14.8 The proposal would comply with local plan policies ENV10, ENV11 & ENV12 and Bridport Area NP policies D1 & D8.

Amenity

- 14.9 The separation from Gordon's Court is acceptable to prevent overshadowing, overlooking and overbearing.
- 14.10 The location of the car park is unchanged and unlikely to lead to additional noise or light nuisance to neighbours.
- 14.11 The car park, where it would be closest to Rose Bank and 3 Flood Lane, would retain the 1.2m high stone wall. It is not considered that alternative boundary treatment, such as a

2m fence, would be necessary to safeguard amenity. The wall would obscure car lights from glare and occupants of cars from overlooking.

- 14.12 The external lighting design would be to allow pedestrians to move safely to/from the car park and allow site users to walk around the building perimeter footpath and utilise the terrace areas. The car park & building light would be controlled to comply with all BREEAM requirements. This shall include but not be limited to photocells being used to control the lighting so that no luminaires are left on during daylight hours. All luminaires will be dimmable to allow the required light levels to be set in accordance with requirements at commissioning. In addition, a programmable time schedule will be utilised to set back and reduce the lighting levels between 23.00 – 06.00 in line with Staff shift changes.
- 14.13 Potential noise and odour from the proposed kitchen extract would be assessed in terms of its potential effect on the residents of the proposed development and having regard to appropriate nationally recognised standards and criteria. The Environmental Health Officer does not object to the proposal and considers that this can be dealt with by approval of details by condition.
- 14.14 A construction management plan for the demolition of the existing building would include mitigation of dust and noise and be sought by condition.
- 14.15 The submitted plans clearly differentiate between bedroom and en-suite areas, with floor areas labelled separately. All resident bedrooms are sized at 15 m², excluding en-suite bathrooms, and therefore exceed the referenced 12 m² benchmark.
- 14.16 Food growing (by residents) whilst not specifically identified in the proposals, would be possible given the garden area around the building.
- 14.17 The proposal would comply with local plan policy ENV16 and Bridport Area NP policy D10.

Heritage

- 14.18 The only heritage assets that are identified are those on the opposite side of West Bay Road and in Flood Lane. Those on the opposite side of the road are 48-52 & 62 (even numbers) West Bay Road which are individually or cumulatively grade II listed houses situated behind a grade II listed dwarf wall with railings. 3 Flood Lane is a grade II listed house. The setting of each is derived principally from its relationship with West Bay Road and Flood Lane respectively. None of the listed buildings have a relationship with the application site, which is quite distinct being physically and visually separate. It is not considered that this proposal would lead to harm to their setting.
- 14.19 The proposal would comply with local plan policy ENV4.

Biodiversity

- 14.20 Ecological enhancements would be provided as follows:

Increasing the size of an existing pond on the site;

The biodiversity value of lawn grass to be improved by planting more species (ten or more vascular plant species) and wildflowers;

Where possible, trees would be retained and new trees planted within the site;

Along the perimeter wall to plant native species to create a hedge around the site boundary;

Built-in or attached bird boxes would be used to provide shelter/nesting habitat for species that are reliant upon buildings;

Built-in provisions such as bat tiles, tubes, bricks and boxes would be used;

By improving the grasslands with more species, especially flowering species, naturally invertebrate populations will benefit;

Bee bricks can be used to encourage and support bees within the site.

- 14.21 The enhancements would be secured by condition. Biodiversity Net Gain (BNG) will also be required for this site and conditions are proposed to cover BNG.
- 14.22 The site is within 5km of the Chesil & The Fleet SAC. Within the Chesil and the Fleet catchment Natural England considers that the trampling of habitats and disturbance to species are adversely affecting the primary reasons for the SAC designation. Furthermore, recreational pressure, particularly from dog walkers and water sports during the winter period, is harming the overwintering birds of the SPA. This development is not qualifying development because the accommodation would be used as a care home/reablement centre which is considered would not lead to occupants travelling to and accessing on foot Chesil Beach & The Fleet.
- 14.23 The proposal would comply with local plan policy ENV2 and Bridport Area NP policy L2.

Highway safety

- 14.24 This application is supported by a Transport Statement. This has been accepted by the Highway Authority as being appropriate and robust. It considers the impact of the traffic associated with the proposed development on the local highway.
- 14.25 There will be a condition for a Construction Traffic Management Plan (CTMP) to be submitted. This should consider the impact of the traffic associated with the demolition of the existing building and construction of the proposed development on the local highway network during the construction phase. This would include details of contractor parking during the construction.
- 14.26 A comprehensive Travel Plan has been provided. Until recently the building operated as a care home. It is anticipated that there will be 128 trips per day between 07:00 and 19:00. Between peak hours of 08:00-09:00 and 17:00-18:00 it is anticipated there will be an increase in movements from the previous use by 2.4 and 3.3 trips respectively. A comprehensive breakdown of the parking has been provided. Parking for 26 vehicles have been provided which is lower than guidance, however, this is considered to be acceptable due to the site's location and its links to local transport and retail facilities. There would be adequate staff parking. The site is within walking distance of a large part of the town.
- 14.27 Cycle facilities will be provided. The Travel Plan states that all staff and visitors will be encouraged to use sustainable modes of transport, or car share if possible. A central forum will be provided on the intranet to allow staff to communicate with other staff regarding commuting arrangements

- 14.28 A detailed swept path analysis has been provided that indicates that a large service vehicle, refuse vehicles and fire tenders can access and manoeuvre within the proposed site.
- 14.29 The proposal would comply with local plan policies COM2 & COM9 and Bridport Area NP policies AM1 & AM5.

Trees & landscaping

- 14.30 The existing trees on the site are a mix of conifer and deciduous trees and in various condition. There is room for improvement with selection of better, more interesting and attractive tree species more suited to a residential environment. The objection from the Tree Officer concerns the loss of some of the trees and unsuitability of some of the replacements.
- 14.31 The arboriculturist survey revealed only medium and low quality trees on the site. The proposal is to retain the best specimens, replacing the remainder with better quality new trees for enhanced acoustic and visual screening.
- 14.32 The existing trees are a prominent and highly visible screen. The proposal would require the loss of most of the trees including all but a few of the mature trees along the A35. There is an effort to retain a small number of pine trees along the front of the development.
- 14.33 The retention of these trees has arisen owing to the Biodiversity Metric assessment confirming a requirement for 4.1 biodiversity units, of which 3.66 relate to tree habitat. Retention of the existing pine trees contributes positively to limiting the overall biodiversity deficit. Indicative analysis demonstrates that removal of the remaining trees in the southern half of the site (as suggested by the Tree Officer) would increase the BNG shortfall from approximately -3.5 units (circa 58%) to -4.29 units (circa 71%). This would materially increase reliance on off-site provision without delivering commensurate ecological benefit.
- 14.34 The landscape plan demonstrates the need for trees throughout the site, but the selected species and the proposed locations would be for potentially large trees which would be better replaced with smaller ones. The proposal presents the opportunity to replace poor trees and provide better suited trees for a garden. Details would be secured by condition.
- 14.35 The proposal would comply with local plan policies ENV2 & ENV9 and Bridport Area NP policies L1, L2 & L5.

Flood risk

Fluvial

- 14.36 The majority of the development site falls within present day Flood Risk Zone 1 (low fluvial flood risk) with a corner in Flood Risk Zone 2. Finished floor levels exceed modelled flood levels, and sustainable drainage systems (SuDS) provide attenuation (~204 m³ storage) with a 1.6 l/s discharge. Nevertheless, there is the potential for part of the site being at flood risk. It is considered that the sequential test in respect of paragraph 175 of the NPPF does need to be applied in this instance.
- 14.37 The Planning Practice Guidance on Flood Risk and Coastal change as updated in 2025 says that a proportionate approach should be taken to applying paragraph 175. It also

says that where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development, without increasing flood risk elsewhere. With all residential development to be located outside of any area at risk of surface water flooding it is considered that the development satisfies this guidance. However, the Sequential Test is required to be addressed, notwithstanding that only a small part of the site is affected by fluvial flood risk. The sequential test has considered whether there are any reasonably available alternative sites at lower flood risk capable of accommodating a reablement facility of this nature.

- 14.38 There is a clear and growing need for reablement and care provision in West Dorset, driven by demographic change and increasing demand for short-term, intensive support that enables residents to remain independent. The proposal would replace an existing, outdated care facility with a modern reablement centre, representing a qualitative improvement to an established and long-standing care use on the site. The applicant advises that Bridport is the most appropriate and sustainable location to meet this identified need, reflecting its role in serving both its own resident population and the wider rural catchment of West Dorset. A reablement centre must be located within, or in close proximity to, the town centre in order to operate effectively. This ensures access to healthcare facilities, community services and everyday amenities, and allows residents to remain close to family, support networks and familiar surroundings. More peripheral or out-of-centre locations would not meet these operational and resident-focused requirements.
- 14.39 In applying the Sequential Test, consideration has been given to the availability of alternative sites within Bridport. The application site benefits from an established care use, is suitably located, and is available to deliver a modern replacement facility. There are no other reasonably available and suitable sites within Bridport capable of accommodating a reablement centre of this nature.
- 14.40 The Sequential Test therefore concludes that there are no reasonably available alternative sites at lower flood risk that could deliver the proposed development. Any residual flood risk associated with the site is addressed through the mitigation measures set out in the submitted Flood Risk and Drainage Strategy, ensuring the development will be safe for its lifetime and will not increase flood risk elsewhere. The finished floor levels are to be set at 6.75m AOD and this would be secured by a condition.
- 14.41 A suitable evacuation plan has been provided whereby during a flood event safe access for emergency services would be available via a gate to the A35 adjacent to the roundabout. Safe access for pedestrians would also be available via a gate on Flood Lane which leads to a footpath to the A35. This would be secured by condition.

Surface water

- 14.42 Whilst mapping based on the modelled 1-in-30 year and 1-in-100 year rainfall events indicates no predicted surface water flood risk to the actual site, a relatively small area of surface water ponding is predicted at the 1-in-1000 year rainfall event along the eastern edge of the existing buildings. A number of options have been put forward as to how a 1:1000 year event would be dealt with and would be subject to a detailed design. The Flood Risk Manager expects that this flood risk could be designed out of the proposed

scheme with careful consideration of ground levels and a redesigned positive surface water drainage system.

- 14.43 All major development proposals must take due consideration of surface water management and should offer a drainage strategy that does not create or exacerbate off site worsening and should mitigate flood risk to the site. The applicant has provided acceptable details of surface water management which would be secured by conditions.
- 14.44 The site is also within a groundwater susceptibility area, which does not mean that there is necessarily a risk of groundwater flooding. The flood risk management team have not raised any concerns about the implications for groundwater and surface water management will be secured by conditions.
- 14.45 The proposal would comply with local plan policies ENV5 & COM10 and Bridport Area NP policy D5.

15. Summary of issues

- 15.1 The proposal would bring significant public benefit in the provision of care and support for residents in a town centre location where it would have proximity to healthcare facilities, community services and amenities that support daily living as well as near to family, friends, or specific care services. It would secure development of previously developed land in accordance with paragraph 89 of the NPPF.
- 15.2 The proposal would be of an acceptable design, would not be to the detriment of amenity, biodiversity, highway safety, flood risk and other material considerations, subject to conditions. Whilst there would be some tree removal, there would be adequate replacement trees.
- 15.3 The proposal would accord with the policies of the West Dorset, Weymouth & Portland Local Plan (2015) and the Bridport Neighbourhood Plan (2020). It would also comply with the NPPF and there are no material considerations indicating that permission should be refused.

16. Recommendation

- 16.1 Grant, subject to the following conditions.

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

2252-ST-XX-XX-DR-A-1051 A02 Location plan

2252-ST-XX-XX-DR-A-2150 A02 Demolition plans - site plan

2252-ST-XX-GF-DR-A-2151 A02 Demolition plans - ground floor

2252-ST-XX-01-DR-A-2152 A02 Demolition plans - first floor

2252-ST-XX-02-DR-A-2153 A02 Demolition plans - second floor

2252-ST-XX-RF-DR-A-2154 A01 Demolition plans - roof plan

2252-ST-XX-XX-DR-A-3151 A02 Demolition elevations - north & south elevation

2252-ST-XX-XX-DR-A-3152 A02 Demolition elevations - east & west elevation

2252-ST-XX-XX-DR-A-1251 A02 Proposed site plan

2252-ST-XX-GF-DR-A-2251 A02 Proposed ground floor plan

2252-ST-XX-01-DR-A-2252 A02 Proposed first floor plan
2252-ST-XX-RF-DR-A-2253 A02 Proposed roof plan
2252-ST-XX-XX-DR-A-3251 A02 Proposed elevations - north & south elevation
2252-ST-XX-XX-DR-A-3252 A02 Proposed elevations - east & west elevation
2252-ST-XX-ZZ-DR-A-2235 A02 Proposed gross internal & external area (GIFA & GEFA)
2252-ST-XX-XX-DR-A-3253 A02 Proposed elevations - lightwells
2252-ST-XX-XX-DR-A-4051 A02 Site context sections
2252-ST-XX-XX-DR-A-4251 A02 Proposed sections - typical household section
2252-ST-XX-XX-DR-A-4252 A02 Proposed sections - cut & fill
31886/9003 P01 Vehicle tracking - fire appliance
31886/9002 P01 Vehicle tracking - refuse vehicle
250246-TMA-XX-DR-L-3100 P05 Landscape plan
250246-TMA-XX-DR-L-3101 P05 General arrangement plan
250246-TMA-XX-DR-L-4100 P04 Hard landscape plan
250246-TMA-XX-DR-L-4200 Soft landscape plan
250246-TMA-XX-DR-L-4300 Planting schedule

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

3. Prior to development above damp proof course level, details and samples of all external facing materials for the walls and roofs shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

4. The soft landscaping works detailed on the approved drawings 250246-TMA-XX-DR-L-4200, excepting for specimen tree planting, details of which and a timetable for planting shall have first been submitted to and approved by the Local Planning Authority prior to development above damp proof course level, must be carried out in full during the first planting season (November to March) following occupation of the development or within a timescale to be agreed in writing with the Local Planning Authority. The soft landscaping and tree planting shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with

others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

5. The hard surfacing/paving, walls, fences and other external structures as detailed on approved drawing 250246-TMA-XX-DR-L-3100 P05 shall be completed before the first occupation/use of the building hereby approved.

Reason: To ensure satisfactory landscaping of the site and to enhance the visual amenity and character of the area.

6. Prior to the commencement of any development hereby approved, all existing trees and hedges shown on the approved plans to be retained, shall be fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of demolition, construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity

7. The development hereby permitted shall be undertaken in accordance with the approved Arboricultural Method Statement 250246-TMA-XX-RP-AP-2700-P02 Dated August 2025 and Tree Protection Plan therein.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees.

8. Prior to the installation of the kitchen vent as indicated on the approved plan, a scheme showing precise details (including any means of alleviating and/or filtering fumes and odours) shall be submitted to and approved in writing by the Local planning Authority. The approved scheme shall be implemented before the development is first occupied or brought into use and shall be permanently retained thereafter.

Reason: To safeguard the character of the locality and in the interests of the appearance of the development.

9. Before the development (including the demolition) hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction and demolition works and anticipated deliveries

- timings of deliveries so as to avoid, where possible, peak traffic periods
- a framework for managing abnormal loads
- location of construction site access
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- measures for controlling noise and dust
- inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise the likely impact of development and construction traffic on the surrounding area and highway network and prevent the possible deposit of loose material on the adjoining highway.

10. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number 2252-ST-XX-XX-DR-A-1251 Rev A02 must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

11. Before the development is occupied or utilised the cycle parking facilities shown on Drawing Number 2252-ST-XX-XX-DR-A-1251 Rev A02 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

12. The development shall not be commenced until a Habitat Management and Monitoring Plan (the HMMP) has been prepared in accordance with the approved Biodiversity Gain Plan and submitted to and approved in writing by the Local Planning Authority. The HMMP shall include:

- i) A non-technical summary;
- ii) The roles and responsibilities of the people or organisation(s) delivering the HMMP;

- iii) The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan and a timetable for implementation;
- iv) The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of the habitat and enhancement works as set out in the HMMP.
- v) The monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the Local Planning Authority.

Thereafter the development shall be carried out, along with the management and monitoring of habitat, in accordance with the approved HMMP.

Reason: In the interests of biodiversity to secure the monitoring and management of significant onsite habitats.

13. Notice in writing shall be given to the Local Planning Authority within one month of the habitat creation and enhancement works as set out in the approved Habitat Management and Monitoring Plan having been completed. The notice shall include a completion report evidencing the completed habitat enhancements.

Reason: In the interests of biodiversity to secure the monitoring and management of significant onsite habitats.

14. The detailed biodiversity mitigation, compensation and enhancement strategy set out within the TMA Landscape Ecological Management Plan 250246-TMA-XX-RP-L-4700-P03 must be strictly adhered to during the carrying out of the development.

The development hereby approved must not be first brought into use unless and until:

- i) the mitigation, compensation and enhancement measures detailed in the approved Biodiversity Plan have been completed in full, in accordance with any specified timetable, unless any modifications to the approved Biodiversity Plan as a result of the requirements of a European Protected Species Licence have first been submitted to and agreed in writing by the Local Planning Authority, and
- ii) evidence of compliance, including photographic evidence, in accordance with section F of the approved Biodiversity Plan has been supplied to the Local Planning Authority prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved Biodiversity Plan and thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

Reason: To mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

15. Before the development is occupied or utilised the EV parking bays, and associated infrastructure shown on Drawing Number 250246 -TMA-XX-DR-L-3101 must have been

constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

16. Before the development hereby approved is occupied or utilised, an updated Travel Plan must be submitted to and approved in writing by the Planning Authority. Thereafter the development shall operate in accordance with the Travel Plan.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

17. No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, and a timetable for implementation has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details and in accordance with the approved timetable.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

18. Prior to occupation of the development, details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

219. A Flood Warning and Evacuation Plan shall be submitted to and approved by the Local Planning Authority and implemented prior to the first occupation of the development hereby approved. The measures in the agreed plan shall thereafter be adhered to for the lifetime of the development hereby approved.

Reason: In the interests of flood resilience and the protection of property and life.

20. The finished floor levels of the building hereby approved shall be 6.75m AOD.

Reason: In the interests of flood resilience and the protection of life.

Informatives:

1. Informative: Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Dorset Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Read more about Biodiversity Net Gain and Biodiversity Gain Plans at

<https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain> and

<https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan>

2. Statutory Exemptions and Transitional Arrangements in respect of the Biodiversity Gain Plan

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
 - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
 - i) the application for planning permission was made before 2 April 2024;
 - ii) planning permission is granted which has effect before 2 April 2024; or
 - iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).
 - 4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A “householder application” means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* “original planning permission means the permission to which the section 73 planning permission relates” means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

3. Informative: The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.

4. Informative: The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations: Approved Document B: To improve safety and reduce property in the event of fire

5. Informative: The applicant is advised to have early discussions with Wessex Water in relation to the possible adoption of SuDS features in order to ensure that the final design of the proposed SuDS features are in line with their design requirements.

6. Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.