

13. BRIDPORT

13.1 Introduction

- 13.1.1 Bridport (including the adjoining parishes that form part of the built area of the town) has a population of over 13,000, and is the second largest town in West Dorset. There is a significant demand for housing, employment and retail development, including a substantial affordable housing need. Bridport is also the service centre for a large surrounding rural area in the west of the district. It is relatively self-contained with a good balance between jobs and housing.
- 13.1.2 Bridport has a strong industrial heritage of rope making that goes back as 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 English Heritage.
- 13.1.3 ~~Bridport is located within the Dorset Area of Outstanding Natural Beauty and it is a major challenge for the Local Plan include 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 maintaining the balance between jobs and housing, providing for development to meet the town's needs and maintaining the balance between jobs and housing . at the same time protecting the countryside views, river valleys and green spaces that form an essential part of the town's character.~~

Comment [A1]: 13.1A

VISION FOR BRIDPORT

- 13.1.4 In 2031 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 nationally-designated landscape and floodplain, along with the countryside views and green spaces that contribute significantly to the town's character;
 - have made sure that development recognizes 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.

MAIN DEVELOPMENT OPPORTUNITIES

- 13.1.5 There is very little in the way of development currently taking place in the Bridport area to help achieve this vision. New allocations are required to meet the development needs of the town. A number have been identified that should come forward within the plan period and these include:

- **Vearse Farm urban extension** to the west of Bridport – which has the capacity for a mixture of homes, jobs and community facilities, including about 760 homes and approximately 4ha employment land. The provision of a new school will also eventually allow the existing school site to be re-developed. The relocation of other community / employment land used by Dorset County Council for social services and a highway depot to Vearse Farm will also allow their sites to be redeveloped in accordance with the generic policies in this plan (these sites lie within the defined development boundary north of the Crown Inn roundabout).
- **Land east of Bredy Veterinary Centre** – is a small site that could come forward within the early part of the plan period, with the capacity for about 40 homes.
- **Bridport Town Centre** – there is potential for future town centre expansion, to include further retail and office development, on to the Rope Walks car park or the Coach Station area. Just outside the town centre, the regeneration of **St Michael's Trading Estate** is also highlighted, where mixed use redevelopment will help to secure the retention of the historic buildings and provide local jobs.

13.1.6 Land to the south of Shoe Lane off Sea Road North (adjoining St Andrews 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) and for this reason the site is not considered suitable for allocation. However, it is intended to retain the site within the Defined Development Boundary of the town, to reflect the suitability for development if and when it becomes economic.

13.2 VEARSE FARM URBAN EXTENSION

13.2.1 Land at Vearse Farm within the line of the bypass, is designated 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 the north, south, west and east~~ **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.

Comment [A2]: 13.2A

Comment [A3]: 13.2B

~~13.2.2~~ **13.2.2** This area could deliver about 760 new homes and approximately 4ha employment land. **Delivery will be phased over 10 or more years, with the intention of providing in the region of 50 to 80 homes a year with an equivalent proportion of employment workspace and community facilities.** ~~over 10 or more years, with the necessary community facilities.~~ This level of growth will require the expansion of ~~of St Mary's local Pprimary Sschool provision and new children's centre,~~ which cannot easily be done on ~~the existing school sites in the Bridport school catchment.~~ As such, a replacement school site will **need to be** included in the urban extension. Some of the employment land should be 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 the potential to explore the concept of including a community farm on the site **and a replacement facility for Sydney Gale House residential care home run by Dorset County Council.**

Comment [A4]: 13.2C

~~13.2.2~~ **13.2.3** Opportunities for district heating networks between the employment and residential uses should be explored to fulfil the renewable energy requirements within the development. **Appropriate energy solutions, including opportunities for district heating**

networks between the employment and residential uses, should be explored in line with national standards for sustainable construction.

Comment [A5]: 13.2D

13.2.3 13.2.4 The land could 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 is more suited to less neighbourly employment uses will be identified as a Key Employment Site. This area could also benefit from with direct access onto the B3162 West Road. Improvements to the junction of West Road with the A35 at Miles Cross will be required and additional traffic along West Allington may need more localised traffic management. On and off-site provision and contributions to community infrastructure will be sought in line with policy COM 1 and secured through a section 106 legal agreement.

Comment [A6]: 13.2B

Comment [A7]: 13.2E

Comment [A8]: 13.2C

BRID 1. LAND AT VEARSE FARM

- i) Land at Vearse Farm (as shown on the Proposals Map) will provide for the strategic growth of Bridport through a comprehensive mixed-use development, to include new of about 760 homes, local community facilities (including land for primary education provision) and at least 4 hectares of employment land (including land set aside for 'affordable' community led business development and land for a replacement Dorset County Council Highways depot), and associated community facilities (including land for a replacement primary school and children's centre and a replacement facility for Sydney Gale House residential care home run by Dorset County Council).
- ii) Delivery will be phased with the intention of providing in the region of 50 to 780 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.
- ii)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.
- i) The use of district heating networks will be examined and if practicable made a requirement of the development.
- ii)i) The site should be developed in accordance with a masterplan prepared in conjunction with Symondsbury Parish Council, Dorset County Council, Bridport Town Council, Dorset County Council and the local community, and agreed by West Dorset District Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that The site should be developed will be guided by in accordance with a masterplan prepared in conjunction by West Dorset District Council working with Symondsbury Parish Council, Bridport Town Council, Dorset County Council and the local community, and agreed Symondsbury Parish

Comment [A9]: 13.2C

Comment [A10]: 13.2C

Comment [A11]: 13.2E

Comment [A12]: 13.2C

Comment [A13]: 13.2F

Comment [A14]: 13.2B

Comment [A15]: 13.2G

Comment [A16]: 13.2D

~~Council by West Dorset District Council. The masterplan will need to be subject to a BREEAM for Communities Assessment from a licensed assessor, in order to address sustainable development issues. The masterplan should ensure that:~~

- ~~the floodplain of the River Symene where it flows through the site is kept free of built development to provide a linear riverside greenspace,~~
- ~~- the design and layout relates positively to the surrounding area and does not have an adverse impact on the surrounding landscape 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 as public open space for the long-term benefit of the local community and wildlife, to become a designated local greenspace.~~
- ~~- good links to the wider footpath pedestrian and cycle network links are provided through the site within the development linking to the centre of Bridport and to the surrounding areas including the countryside.~~
- ~~- 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 improvements identified as necessary for the development go ahead, following a full transport assessment. Primary vehicular access should only be from the B3162, West Road (with the exception of emergency vehicles / public transport). The layout should allow for a bus route through the site.~~
- ~~- strategic planting within and to around the south and west perimeters of the site is carried out in advance of the site being developed, to soften the visual impact of the development in wider views. 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.~~

Comment [A17]: 13.2
H

Comment [A18]: 13.2
B

Comment [A19]: 13.2I

Comment [A20]: 13.2
C

Comment [A21]: 13.2
J

Comment [A22]: 13.2
F

Comment [A23]: 13.2
K

Comment [A24]: 13.2I

Comment [A25]: 13.2
C

Comment [A26]: 13.2
C

~~13.2.4~~ 13.2.5 The replacement of ~~if~~ St Mary's Primary School is replaced, this will mean that the current site would become available for re-use or redevelopment. If the facility is no longer needed, the land outside the floodplain may be redeveloped for housing as an exception to normal policy retaining local community facilities and open space.

Comment [A27]: 13.2
L

BRID 2. LAND OFF SKILLING HILL ROAD

- i) The existing primary school site off Skilling Hill Road in Bridport, as shown on the proposals map, may be developed for housing, provided that a replacement school and children's centre, including school playing fields, sufficient to serve the projected population growth in the local area has been secured as part of the Vearse Farm site.

13.3 LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPPS AVENUE

Comment [A28]: 13.3
A

13.3.1 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 of 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 a badger sett is found on site. The layout of the development will need to give proper consideration to the protected species found on and immediately adjacent to the site and the movement of wildlife using the river corridor (by providing a suitably wide buffer between the new housing and the River Asker) Highway improvements may be needed to the right hand turn lane off Sea Road North and East Street roundabout.

Comment [A29]: 13.3
B

BRID 3. LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPPS AVENUE

- i) Land to the east of Bredy Veterinary Centre, off Jessopp's Avenue (as shown on the Proposals Map) is allocated for housing.
- ii) The development of the site will require a positive frontage onto Sea Road North and Jessopp's 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 a suitably wide riverside wildlife corridor is retained on the western bank.
- iii) The row of mature beech trees along the southern boundary of the site and public rights of way should be retained.

Comment [A30]: 13.3
A

Comment [A31]: 13.3
B

Comment [A32]: 13.3
C

13.4 BRIDPORT TOWN CENTRE

13.4.1 At Bridport there is likely to be a need for more comparison retail space than can be accommodated in the town centre by the end of the plan period. When this need arises, two possible sites have been identified as being appropriate for the expansion of town centre uses. These are the public car parks at Rope Walks and the area surrounding the Tannery Road bus station. The provision of public car parking close to the town centre is, however, also important to its continuing success, and therefore any development will need to take this into account.

Comment [A33]: 13.4
A

13.4.2 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. Any re-development of the Tannery Road area should not compromise the opportunity to create a community-based transport hub for Bridport.

BRID 4. FUTURE TOWN CENTRE EXPANSION

- i) Land at Rope Walks and Coach Station Car Park, as identified on the Proposals Map, will be the preferred location for future expansion of the town centre area. Any scheme will need to retain an appropriate amount of public car parking.

Comment [A34]: 13.4
A

13.5 ST. MICHAEL'S TRADING ESTATE

13.5.1 The regeneration of St. Michael's Trading Estate is important, to secure a viable future for both its historic buildings and the small-scale employment opportunities it provides for local businesses. The inclusion of residential development could help bring forward a viable scheme. Securing public access along the attractive riverside edge would also be a benefit. Supplementary planning guidance for this area was adopted in 2002.

~~13.5.1~~ 13.5.2 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.

Comment [A35]: 13.5
A

BRID 5. ST. MICHAEL'S TRADING ESTATE

- i) St. Michael's Trading Estate (as shown on the Proposals 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
 - the provision for a wildlife corridor along the River Brit.

Comment [A36]: 13.5
A

~~13.6~~ **BROOMHILLS WASTE MANAGEMENT FACILITY**

~~13.6.1~~ The need for a site for a waste management facility for Bridport first arose in the mid 1990s when it was known that the local community facility at the Bothenhampton landfill site would be closed in 2000. As a result of no suitable new site for the facility being identified, Dorset County Council opened a temporary facility in South Street, Bridport in 1998. This facility has been subject to a series of temporary planning permissions since that time. The site is too small and also has other issues associated with its operation, and needs to be replaced.

~~13.6.2~~ The County Council has identified a potentially suitable site for a new household recycling centre and waste transfer station at Broomhills Farm, but will need to take this forward through the planning process in its role as the Minerals and Waste Planning Authority. The development of this facility will require landscape mitigation and an improved junction on the A35 trunk road to the west of the Crown roundabout. This development would only be allowed as an exception to general policy, and should the site not be required for this use then the land will continue to be treated as open countryside.

~~BRID 6.~~ **BROOMHILLS WASTE MANAGEMENT FACILITY**

- i) ~~Land adjoining Broomhills (as shown on the proposals map) is identified by Dorset County Council as the preferred site for the construction of a waste management facility.~~

Comment [A37]: Ref
13.6A

14. BEAMINSTER

14.1 INTRODUCTION

- 14.1.1 Beaminster is a small rural market town, located wholly within the Dorset Area of Outstanding Natural Beauty. It has a population of just over 3,000 and 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.
- 14.1.2 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.

A VISION FOR BEAMINSTER

- 14.1.3 In 2031 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.

MAIN DEVELOPMENT OPPORTUNITIES

- **Land to the north of Broadwindsor Road**, west of Beaminster, has the capacity to provide around 120 homes and approximately 0.5 ha employment land
- **Land to the north and south of Hollymoor Lane**, east of Beaminster, has the capacity to provide 70 homes in total
- **Land at Land End Farm** off Tunnel Road, north of Beaminster, has the potential to provide 0.7 ha of employment land.

Comment [A38]: 14.3
A

14.2 LAND TO THE NORTH OF BROADWINDSOR ROAD

- 14.2.1 Land to the north of Broadwindsor Road was allocated in the 2006 local plan for employment use, but development did not come forward due to viability issues. Views into the site from the Wessex Ridgeway which runs to the south means that substantial strategic landscaping is needed. The site has been enlarged, to better relate to the best location for the strategic planting, and could deliver about 120 homes and approximately 0.5 ha employment land. Live-work units would be supported as part of this development. The north-eastern section is potentially more suited to employment uses to provide a buffer to the existing industrial units, although the ~~tree~~ wooded river channel already provides an element of screening. This wooded area also provides a valuable linear wildlife habitat that should be protected as part of any development on the site, by incorporating a suitably wide green buffer zone (likely to be at least 10 metre wide). There is also potential noise from the grain drying store to south which will need to be taken into account in the layout and design of buildings.

Comment [A39]: 14.2
A

BEAM 1. LAND TO THE NORTH OF BROADWINDSOR ROAD

- i) Land to the north of Broadwindsor Road, as shown on the Proposals Map, is allocated for housing, employment and public open space.
- ii) 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.

Comment [A40]: 14.2
B

Comment [A41]: 14.2
A

- iii) The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.
- iv) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footpath along the Broadwindsor Road.

14.3 LAND TO THE NORTH AND SOUTH OF HOLLYMOOR LANE

14.3.1 This area, consisting of two land parcels on the north and south side of Hollymoor Lane, could deliver up to 70 new homes together with a local equipped area for play (as the site is some distance from alternative provision). Employment uses are unlikely to be suitable in this location. The route down East Street includes a section between the Old Church School and the junction with Hollymoor Lane where the front doors of buildings open directly onto the street. Without traffic management this area would be unsuitable for any significant increase in traffic. Therefore, a traffic management package is needed for East Street and must be implemented before the new homes are occupied.

14.3.2 there are hedgerows on hedge banks characteristic of the rural area, and The site is bordered on the northern side by a partly wooded stream, where a footpath crosses at a weir. The land slopes down steeply to the river and this part, within the floodplain, will need to be excluded from any development. The site does not include the 1 in 100 year flood defence area, which is to the north east.

BEAM 2. LAND OFF HOLLYMOOR LANE

- i) Land to the north and south of Hollymoor Lane, as shown on the proposals map, is allocated for housing and public open space.
- v) The development should secure the delivery of a traffic management package for East Street.
- vi) The development should where practicable retain and enhance the existing hedgerows, hedge banks and streamside vegetation.

Comment [A42]: 14.3
A

14.4 LAND AT LANE END FARM

14.4.1 14.3.1 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 0.7ha 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.

14.4.2 14.3.2 The surrounding land does rise 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.

Comment [A43]:
14.4A

14.4.3 14.3.3 If development is brought forward in phases, preference will be given to developing the southern portion of the site nearest the town first.

BEAM 3, 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 proposals map, is allocated for employment.

vii) **v)** The development should retain and enhance the existing hedgerows, hedge banks and streamside vegetation, **and provide a riverside wildlife corridor.**

viii) **vi)** The development will need to secure the delivery of a footway link to the town.

Comment [A44]: Ref
14.4A

15. LYME REGIS

15.1 INTRODUCTION

15.1.1 Lyme Regis is a historic coastal town and one of Dorset's principal tourist resorts. It became well known in the early nineteenth century for the discovery of fossils, and today is an important centre for visitors to the World Heritage Coast.  It has a resident population of around 3,670. The town lies entirely within the Dorset Area of Outstanding Natural Beauty and is also constrained by land instability. The Shoreline Management Plan identifies the town as a location that should continue to be defended, and additional coastal defence works are planned.

Comment [A45]: 1.2B

15.1.2 The town lies on the Devon / Dorset boundary, with the settlement of Uplyme (in East Devon) very close by. Challenges for the 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.

A VISION FOR LYME REGIS

In 2031, 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 World Heritage Coast, with a strong identity based on its geological heritage and fossil interests;
- tackle transport issues through effective traffic management;
- 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

MAIN DEVELOPMENT OPPORTUNITIES

- 15.1.3 Development opportunities in and around Lyme Regis are limited due to land instability, highway and landscape constraints. The development opportunities include:
- **Land south of Colway Lane, Lyme Regis** - the continuation of an extant permission will provide a further 50 houses
 - **Land at Woodberry Down, north of Lyme Regis** has the capacity to provide about 90 homes and retain some local employment opportunities
- 15.1.4 **Further opportunities around Lyme Regis**, including land in East Devon will need to be explored.

15.2 LAND AT WOODBERRY DOWN

15.2.1 Land at Woodberry Down was allocated for employment and housing in the 2006 local plan. However, an enlarged allocation could deliver up to 90 homes, and ensures that a more comprehensive approach to the adjoining areas is considered. Any development will need to address the future of the existing buildings on the site and loss of private playing fields.

- 15.2.2 The site is within the Dorset Area of Outstanding Natural Beauty, but is visually contained to the north, east and south and set against a backdrop of static caravans. Tree and hedge planting will be required along the north and western edges of the site before the site is developed. The site is steeply sloping in places and in an unstable area, which will be exacerbated by the springs on the site. This will inevitably add to the construction costs. There is the opportunity on this site to use innovative light weight structures, combined with a more contemporary design.
- 15.2.3 Vehicular access to the site via Pine Ridge would be acceptable, subject to the eastern end of Colway Lane being retained as a cycle / footway only.

LYME 1. LAND AT WOODBERRY DOWN

- i) Land at Woodberry Down, Lyme Regis, as shown on the Proposals Map, is allocated for housing and the retention of existing employment.
- ii) Development will require tree and hedge planting along the north and western edges of the site in advance of the site being developed, and existing trees and hedgerows on the site should be retained where possible.

15.3 FURTHER OPPORTUNITIES AROUND LYME REGIS

- 15.3.1 The coastal town of Lyme Regis, in West Dorset, lies close to Uplyme in East Devon. The area around the town is within either the East Devon or Dorset AONB, and there are also constraints of land instability and highway access that limit potential development sites. Finding the best solutions to meet the local need for housing and employment in this area should not be undermined by administrative boundaries. As such, it is important that Land west of Shire Lane in the adjoining area of East Devon has been suggested as a possible development site that relates well to Lyme Regis. Other sites may also exist. West Dorset District Council will work with East Devon District Council, Lyme Regis Town Council and Uplyme Parish Council to ensure that the most appropriate solutions to meeting local needs of both communities are fully explored. Site allocations could be brought forward through a neighbourhood plan or whether there are opportunities in the adjoining area of East Devon that could potentially help meet the local needs of both parishes, and how this could be reflected in a development plan document, potentially covering both local planning authority areas.

LYME 2. LAND AROUND LYME REGIS

- i) The district council will work with East Devon District Council, Lyme Regis Town Council and Uplyme Parish Council to explore **and develop** options to support the long-term growth of Lyme Regis **and Uplyme**.

Comment [A46]: 15.3
A