

Bridport Area Neighbourhood Plan

Site Options Assessment Report

Locality

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Quality information

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Abbreviations used in the report

Abbreviation Definition

BMV	Best and most versatile (agricultural land)
dph	Dwellings per hectare
Ha	Hectare
HELAA	Housing and Economic Land Availability Assessment
SHLAA	Strategic Housing Land Availability Assessment
MHCLG	Ministry for Housing, Communities and Local Government
NP/NDP	Neighbourhood Plan / Neighbourhood Development Plan
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
PRoW	Public Right of Way
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order

1. Introduction

- 1.1 AECOM has been commissioned to undertake an independent site appraisal for the Bridport Area Neighbourhood Plan (NP). The work undertaken was agreed with Bridport and Symondsburry Parish Councils (PC) and the Ministry for Housing, Communities and Local Government (MHCLG) in 2025 as part of the national Neighbourhood Planning Technical Support programme led by Locality.
- 1.2 The purpose of the site assessment is to determine whether identified sites are suitable for development and appropriate for allocation in the Neighbourhood Plan, including whether the site locations and development proposals comply with the strategic policies of the adopted Development Plan. The report is also intended to help the PCs to ensure that the Basic Conditions considered by the independent examiner are met, as well as any potential legal challenges by developers and other interested parties.
- 1.3 It is important that the site process is carried out in a transparent, fair, robust, and defensible way and that the same process is applied to each potential site. Equally important is the way in which the work is recorded and communicated to interested parties.

Local Context

- 1.4 The Bridport Area (Figure 1-1) covers the parishes of Bridport and Symondsburry. The currently made NP covered the parishes of Allington, Bothenhampton & Walditch, Bradpole, Bridport and Symondsburry; however, a 2024 reorganisation of parish boundaries led to the consolidation of administrative areas. The area comprises the main town of Bridport, with smaller settlements including Bradpole, Bothenhampton, Allington, West Bay, Eype and Symondsburry. The A35 connects the area to Dorchester to the east and Lyme Regis to the south. Weymouth is located 25km south east of the town of Bridport, with Yeovil 25km to the north east.
- 1.5 The 2021 Census recorded 15,364 individuals in the area, indicating an increase of 254 people since the 2011 Census. Local provisions include primary and secondary schools, a hospital, extensive retail offerings, public bus services as well as many other services and amenities within the town of Bridport. The Dorset National Landscape washes over the NP area, with heritage coast designations covering much of the coastal areas. The NP area contains 4 Grade I, 19 Grade II* and 535 Grade II listed buildings, seven conservation areas and the coastal areas and cliffs comprise part of the Dorset and East Devon Coast World Heritage Site.

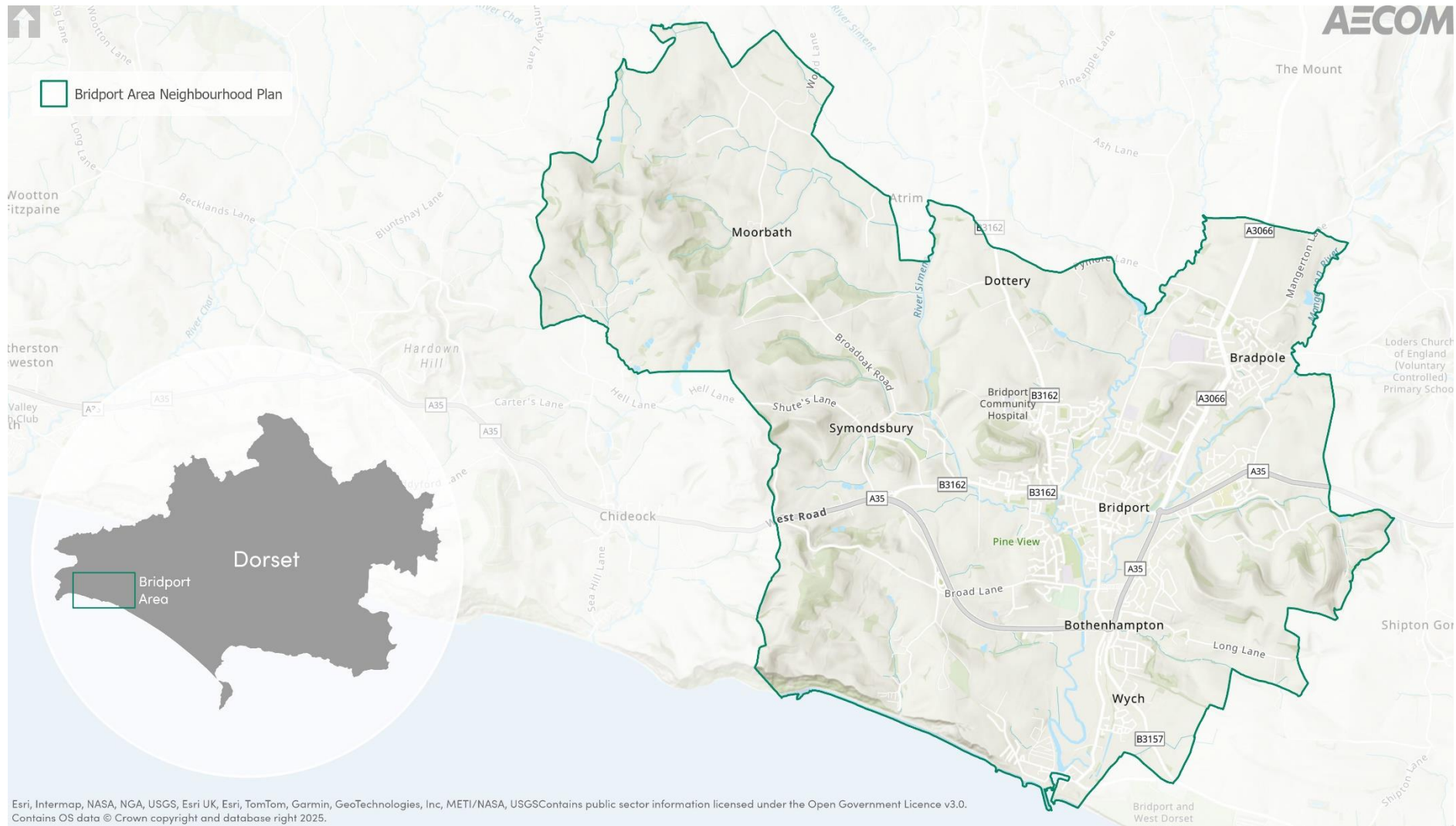


Figure 1-1: Bridport Area

- 1.6 The NP will supersede the made Bridport Area Neighbourhood Plan¹ which was submitted for examination in 2019 and formally made in 2020.
- 1.7 The NP is being prepared in the context of the emerging Dorset local Plan². The latest consultation for the Dorset Local Plan in January-March 2021 proposes a housing requirement of 30,481 dwellings (1,793dpa) for the local plan area to 2042. Bridport Area falls into the 'Western Dorset' functional area, with housing growth to be delivered:
- At the market town of Bridport, including through a major urban extension at Vearse Farm;
 - Through the small-scale expansion of the coastal town of Lyme Regis and the smaller market town of Beaminster; and
 - Through windfall and infilling within existing settlements defined by local plan or neighbourhood plan development boundaries.
- 1.8 It identifies Bridport as a Tier Two settlement, under the bracket of 'towns and other main settlements'. Other smaller settlements within the NP area are not named in the Plan and therefore are 'Tier 4' settlements. Whilst the Plan is emerging, the latest Local Development Scheme indicates that it is unlikely to be adopted until 2027. The emerging Plan is current showing zero new homes from 'option sites' in Bridport, given the context of committed sites.
- 1.9 The adopted plan is the West Dorset, Weymouth and Portland Local Plan (2015)³ which provides policies to shape development to 2031, or until it is superseded. It identifies the town of Bridport as an important service centre for the surrounding rural area, falling within the 'market and coastal towns' tier of the settlement hierarchy. This Plan allocates a significant quantity of growth to the area on the Vearse Farm urban extension (760 dwellings and 4ha of employment land). Further growth is allocated at Land east of Brady Veterinary Centre (for 40 dwellings), Land off Skilling Hill Road, within Bridport Town Centre (including at Rope Walks and Coach Station Car Parks) as well as a mixed use development at St Michael's Trading Estate.

The Neighbourhood Plan

- 1.10 Bridport Town Council is reviewing an existing Bridport Area Neighbourhood Plan, which was 'made' by Dorset Council in 2020. The purpose of the review is to explore policies for meeting housing and workspace / business needs in the area, particularly social rented affordable housing to address worsening affordability.
- 1.11 The emerging Dorset Local Plan is proposing a number of housing allocations in the Neighbourhood Area to meet the housing requirement figure provided by central Government. There is no current additional housing requirement for the Neighbourhood Plan to meet, however allocations can be made in the Neighbourhood Plan if there is evidence of additional local housing needs.

¹ Bridport Area Neighbourhood Plan. Available here: <https://www.bridport-tc.gov.uk/projects/neighbourhood-plan/>

² Emerging Dorset Local Plan. Available here: <https://www.dorsetcouncil.gov.uk/w/about-the-dorset-council-local-plan-january-2021-consultation>

³ Adopted Local Plan. Available here: <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/adopted-local-plans/west-dorset-weymouth-and-portland-adopted-local-plan>

2. Methodology

- 2.1 The approach to site assessment is based on the Government's Planning Practice Guidance. The relevant sections are Housing and Economic Land Availability Assessment (updated July 2019) and Neighbourhood Planning (updated September 2020). The approach also aligns with Locality's Neighbourhood Planning Site Assessment Toolkit .
- 2.2 Although a neighbourhood plan is at a smaller scale than a Local Plan, the criteria for assessing the suitability of sites for housing are still appropriate. In this context, the methodology for identifying sites and carrying out the site appraisal is presented below.

Task 1: Identify Sites to be included in the Assessment

- 2.3 The first task is to identify which sites should be considered as part of the assessment. The available sites in the parish have been identified by the NP steering group (total of six sites) as well as the Dorset Council's 2024 Strategic Housing Land Availability Assessment (SHLAA) (total of 42 sites).
- 2.4 The process has considered the SHLAA conclusions and reviewed the potential for sites to be allocated to support schemes for small scale affordable housing.

Task 2: Gathering information for site assessments

- 2.5 The Neighbourhood Plan site assessment process uses the same approach as Housing and Economic Land Availability Assessment (HELAA) methodologies and is based on the Government's National Planning Practice Guidance⁴.
- 2.6 All sites were assessed with the relevant SHLAA conclusions taken into consideration for the conclusions illustrated in this report.
- 2.7 Sites were assessed using a site appraisal proforma based on the Government's National Planning Practice Guidance, the Site Assessment for Neighbourhood Plans: A Toolkit for Neighbourhood Planners (Locality, 2015)⁵ and the professional knowledge and experience of the consultant team. The purpose of the proforma is to enable a consistent evaluation of each site against an objective set of criteria.

The proforma enables a range of information to be recorded, including:

- General information:
 - a) Site location and use; and
 - b) Site context and planning history.
- Context:
 - a) Type of site (greenfield, brownfield, etc.); and
- Suitability:

⁴ Available at: <https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment>

⁵ Available at: <https://neighbourhoodplanning.org/toolkits-and-guidance/assess-allocate-sites-development/>

- a) Site characteristics;
 - b) Environmental considerations;
 - c) Heritage considerations;
 - d) Community facilities and services; and
 - e) Other key considerations (e.g. flood risk, agricultural land, tree preservation orders)
- Availability of sites for development
 - Any issues that may affect site delivery/viability.

2.8 A range of quantitative information has been collected to inform the assessments through desk-based research using the Local Authority website⁶, Natural England's Magic Map Tool⁷ and other sources of evidence. Where existing evidence has not been available, e.g. landscape sensitivity and visual amenity, a high-level judgement on the likely impact of development has been made, but a more detailed assessment or verification should be sought from a landscape professional or the Local Planning Authority, if appropriate.

2.9 Following the initial desktop assessment, site surveys were carried out in person in April 2025 to understand the site context and relationship with the existing settlement, visually assess site constraints and opportunities and assess the impact of development on the surrounding built environment and landscape.

Task 3: Consolidation of Results

2.10 The desktop assessment and site survey information are drawn together into a summary table which provides a 'traffic light' rating of all sites based on the site constraints and opportunities. The rating indicates the following judgement, based on the three 'tests' of whether a site is appropriate for allocation – i.e. the site is suitable, available, and likely to be achievable for the proposed use:

- Green is for sites which are free of constraints, or which have constraints that can be resolved, and therefore are suitable for development. Sites rated green are appropriate for allocation for the proposed use in a neighbourhood plan. The site is suitable, available and achievable.
- Amber sites have constraints that would need to be resolved or mitigated, so the site is potentially appropriate for allocation for the proposed use in a neighbourhood plan. The site is potentially suitable, available and achievable.
- Red sites are unsuitable for development and therefore not appropriate to allocate for the proposed use in a neighbourhood plan. The site is not currently suitable, available and achievable.

2.11 Amber and Green sites should form the shortlist of sites that can be taken forward through the site selection process where the sites that can meet the housing requirement/housing need while also meeting the neighbourhood plan objectives (informed by community consultation) can be selected and consulted

⁶ Available at: [Dorset Council - Planning](#)

⁷ Available at: [Magic Map Application](#)

on. The site selection process would also usually include looking at the constraints identified on each of the Amber sites to understand whether the issues can be resolved or mitigated. This can be done through consultation with the local planning authorities and landowners.

Task 4: Indicative Housing Capacity

2.12 The capacity of a site is the amount of development that would be appropriate for that site, depending on location, the surrounding area and the site context, e.g. existing buildings or trees. An appropriate density is applied to the developable area of the site, which is the site area reduced to allow for non-residential use.

2.13 The adopted West Dorset, Weymouth and Portland Local Plan (2015) sets out a written statement for the Bridport Area NP which outlines an appropriate density of 40 dwellings per hectare (dph). A working assumption would be that 80% of a site would be considered to be 'developable', for which the density figure should apply. Where sites are unique and this approach might not be appropriate considering local topography, character and distinctiveness, a professional judgement has been applied. Where sites are within the built-up area, there is the potential for higher density schemes to deliver more than the 40dph figure discussed above. In these instances, the site capacity provides some additional wording to suggest the potential for a higher density scheme, potentially to deliver 2.5x the capacity, subject to further investigation on the suitability of such schemes and impacts on the surrounding townscape character.

3. Policy Context

Planning Policy

- 3.1 The Neighbourhood Plan policies and allocations must be in general conformity with the strategic policies of the adopted Local Plan. Consideration should also be given to the direction of travel of the emerging development plan so that policies are not superseded by a newly adopted Local Plan.
- 3.2 A number of sources have been reviewed in order to understand the context for potential site allocations. This includes national policies, local policies, and relevant evidence base documents.
- 3.3 National Policy is set out in the National Planning Policy Framework (NPPF) (2024)⁸ and is supported by the Planning Practice Guidance (PPG)⁹. The NPPF is a high-level document which sets the overall framework for more detailed policies contained in local and neighbourhood plans.
- 3.4 The statutory local plan-making authority is Dorset Council. The key adopted Plan for the area is the West Dorset, Weymouth and Portland Local Plan (2015), with due consideration of the emerging Dorset Plan.
- 3.5 The relevant policies and findings from the above Local Plan are presented below. Considering the time passed since the last consultation document from the latest Local Plan stage (dating back to 2021), policies from this document have not been considered.

National Planning Policy

- 3.6 The policies of particular relevance to development in the Bridport Area are set out below, but this report has regard to all other aspects of national planning policy where appropriate.
- 3.7 **Paragraph 8** outlines that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across the economic, social and environmental objectives).
- 3.8 **Paragraph 10** states that there is a presumption in favour of sustainable development at the heart of the NPPF.
- 3.9 **Paragraph 12** states that where a planning application conflicts with an up-to-date neighbourhood plan that forms part of the development plan, permission should not usually be granted.
- 3.10 **Paragraph 13** states that neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.
- 3.11 **Paragraph 14** states that in situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is

⁸ Available at: [National Planning Policy Framework](#)

⁹ Available at: [Planning Practice Guidance](#)

likely to significantly and demonstrably outweigh the benefits, provided the following apply:

- The neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and
- The neighbourhood plan contains policies and allocations to meet its identified housing requirement.

3.12 **Paragraph 30** states that Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.

3.13 **Paragraph 61** emphasises that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community.

3.14 **Paragraph 63** states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.

3.15 **Paragraph 66** notes that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

3.16 **Paragraph 74** states that neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 73a) suitable for housing in their area.

3.17 **Paragraph 82** states that in rural areas, planning policies should be responsive to local circumstances and support housing developments that reflect local needs, including proposals for community-led development for housing.

3.18 **Paragraph 84** highlights the need to avoid the development of isolated homes in the countryside.

3.19 **Paragraph 124** notes that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

3.20 **Paragraph 170** states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, it should be made safe for its lifetime without increasing flood risk elsewhere.

- 3.21 **Paragraph 187** states that policies and decisions should contribute and enhance the natural and local environment, including considerations relating to landscape, biodiversity, geological value, character and ecosystems services.
- 3.22 **Paragraph 188** states that plans should allocate land with the least environmental or amenity value, where consistent with other policies in the NPPF. Footnote 65 suggests that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.
- 3.23 **Paragraph 202** states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.
- 3.24 **Paragraph 213** goes on to emphasise that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

West Dorset, Weymouth and Portland Local Plan (2015)

- 3.25 The West Dorset, Weymouth and Portland Local Plan was adopted in October 2015 and sets out the type of development and where it will occur. The local plan is the main basis for making decisions on planning applications.
- 3.26 The key policies relevant to development in the Bridport area include:
- 3.27 **ENV1 Landscape, Seascape and Sites of Geological Interest** states that development which would harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Natural Beauty (National Landscape) or Heritage Coast will not be permitted. Appropriate measures will be required to moderate the adverse effects of development on the landscape and seascape.
- 3.28 **ENV2 Wildlife and Habitats** sets out that development that is likely to have an adverse effect upon internationally, nationally designated, and locally identified wildlife sites, it will not be permitted unless the benefits clearly outweigh the impacts and broader nature conservation interests. Where significant harm to nature conservation interests cannot be avoided, it should be mitigated.
- 3.29 **ENV3 Green Infrastructure Networks** states that development that would cause harm to the green infrastructure network or undermine the reasons for an area's inclusion within the network will not be permitted unless clearly outweighed by other considerations.
- 3.30 **ENV4 Heritage Assets** emphasises that development should conserve and where appropriate enhance the significance. Any harm to the significance of a designated or non-designated heritage asset must be justified and will be weighed against the public benefits of the proposal.
- 3.31 **ENV5 Flood Risk** states that new development or the intensification of existing uses should be planned to avoid risk of flooding where possible.

- 3.32 **ENV8 Agricultural Land and Farming Resilience** outlines that where possible, the councils will steer built development towards areas of poorer quality agricultural land where this is available, except where this would be inconsistent with other policy and sustainability considerations.
- 3.33 **ENV9 Pollution and Contaminated Land** states that development will not be permitted which would result in an unacceptable risk of pollution to ground water, surface water-bodies and tidal waters. Permission on or adjoining land that is suspected to be contaminated will not be granted unless it can be demonstrated that there is no unacceptable risk to future occupiers of the development, neighbouring uses and the environment from the contamination.
- 3.34 **ENV16 Amenity** outlines that development which is sensitive to noise or unpleasant odour emissions will not be permitted in close proximity to existing sources where it would adversely affect future occupants. Proposals for external lighting schemes should be clearly justified and designed to minimise potential pollution from glare or spillage of light.
- 3.35 **SUS1 The Level of Economic and Housing Growth** states that between 2011 to 2031, provision will be made for a deliverable supply of housing land to accommodate in the region of 15,500 dwellings (775 dwellings a year and around 60 Ha of employment land).
- 3.36 **SUS2 Distribution of Development** highlights Bridport as a ‘settlement with defined development boundaries’ and as a ‘market and coastal town’ within the ‘Western Dorset’ functional area, with housing growth to be delivered:
- At the market town of Bridport, including through a major urban extension at Vearse Farm;
 - Through the small-scale expansion of the coastal town of Lyme Regis and the smaller market town of Beaminster; and
 - Through windfall and infilling within existing settlements defined by local plan or neighbourhood plan development boundaries.
- 3.37 Development in rural areas will be directed to the settlements with defined development boundaries and will take place at an appropriate scale to the size of the settlement. Development outside of settlement boundaries will be restricted to a limited range of uses, including affordable housing.
- 3.38 **SUS3 Adaptation and Re-use of Buildings Outside the Defined Development Boundaries** and **SUS4 The Replacement of Buildings Outside Defined Development Boundaries** state that the adaptation and re-use of rural buildings will be permitted under certain circumstances including for employment and housing. Where the replacement of a building would involve the loss of a heritage asset, or a farm building that makes a positive contribution to the local character, its replacement must be shown to produce substantial planning benefits, such as economic regeneration or environmental enhancement.
- 3.39 **SUS5 Neighbourhood Development Plans** should have due regard to information on local need for new homes, jobs and facilities, for their plan area and any outlying areas which they may serve.
- 3.40 **ECON1 Provision of Employment** states that **Employment** development will generally be supported: within or on the edge of a settlement; through the

intensification or extension of existing premises; as part of a farm diversification scheme; through the re-use or replacement of an existing building; or in a rural location where this is essential for that type of business. Proposals for live-work developments will be supported in locations considered suitable for open market residential development.

- 3.41 **ECON2 Protection of Key Employment Sites** states that within key employment sites applications for B1 (light industrial), B2 (general industrial), B8 (storage and distribution) and other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses. Retail uses will not generally be supported. Other uses that do not provide direct, on-going local employment opportunities will not be permitted.
- 3.42 **ECON3 Protection of Other Employment Sites** outlines that outside key employment sites, the redevelopment of existing employment sites to an alternative employment use or non-employment use that is in accordance with other planning policies will be permitted where it will not prejudice the efficient and effective use of the remainder of the employment area.
- 3.43 **ECON4 Retail and Town Centre Development** states that proposals for retail and town centre development should be appropriate in type and scale to the particular centre and its catchment population. Development will be expected to maintain an appropriate concentration and mix of retail and other town centre uses in the centre, to protect its vitality and viability. The use of upper floors of premises in the town centre areas for residential or commercial uses will be encouraged subject to the ground floor use not being undermined and, where possible, separate access to the upper floors being provided.
- 3.44 **HOUS1 Affordable Housing** supports market housing where 35% of dwellings delivered are considered to be affordable, with an assumed split of 70% social/affordable rent and 30% intermediate affordable housing.
- 3.45 **HOUS2 Affordable Housing Exception Sites** may be permitted on small scale sites provided that: the council is satisfied that the proposal is capable of meeting an identified, current, local need within the town, local parish or group of parishes, which cannot otherwise be met; the scheme is of a character, scale and design appropriate to the location; there are secure arrangements to ensure that the benefits of affordable housing will be enjoyed by subsequent as well as initial occupiers.
- 3.46 **HOUS6 Other Residential Development Outside Defined Development Boundaries** states that extensions will be permitted provided that they are subordinate in scale and proportion to the original dwelling and do not harm the character. The replacement of an existing lawful dwelling-house located outside the defined development boundaries will be permitted on a one-for-one basis. New housing for rural workers located outside the defined development boundaries, will be permitted provided that it can be demonstrated that there is an essential need for a worker to live at or near their place of work.
- 3.47 **COM3 The Retention of Local Community Buildings and Structures** outlines that proposals which result in the loss of community buildings or structures will not be permitted unless it can be demonstrated that there is no local need for the facility or that such a facility is no longer likely to be viable and an appropriate alternative community use to meet local needs is not needed or likely to be viable.

- 3.48 **COM5 The Retention of Open Space and Recreational Facilities** states that the change of use of open spaces and recreational facilities will not be permitted unless the proposal will either support or improve the recreational and amenity value of the site; or the proposal would be of sufficient benefit as to outweigh the detriment caused by the loss of the open spaces and recreational facilities or alternative and/or suitable replacement outdoor or indoor provision of equal or better recreational quality or value is provided in a location which is suitable to meet any deficiency in provision; or it can be demonstrated that the open space, buildings or land are surplus to requirements and there is no need for an alternative.
- 3.49 **COM7 Creating a Safe and Efficient Transport Network** encourages development to be located close to sustainable transport modes. Development must not have a severe detrimental effect on road safety, or measures must be introduced to reasonably mitigate potentially dangerous conditions. The delivery of a strategic cycle network and improvements to the public rights of way network will be supported.
- 3.50 The Plan outlines policies, specific for Bridport.
- 3.51 **BRID1 Land at Vearse Farm** outlines principles which would guide the strategic development at this mixed use site to the west of Bridport. The Plan supports around 760 dwellings and 4ha of employment land on the site.
- 3.52 **BRID2 Land off Skilling Hill Road** outlines support for residential uses on the existing primary school site, subject to a new primary school coming forward as an element of the Vearse Farm site.
- 3.53 **BRID3 Land To The East Of Bredy Veterinary Centre, Off Jessopp Avenue** is allocated for housing.
- 3.54 **BRID4 Future Town Centre Expansion** identifies the Land at Rope Walks and Coach Station Car Park for future town centre expansion.
- 3.55 **BRID5 St. Michael's Trading Estate** is designated for a comprehensive mixed-use development

Dorset Local Plan Options Consultation Volume 1 - Strategy and Topics and Volume 2 - Central Dorset (January 2021)

- 3.56 The Dorset Local Plan is being produced by the newly formed Dorset Council unitary authority. The Options Consultation took place between January and March 2021. The most recent Local Development Scheme (March 2025)¹⁰ indicates that the Local Plan will be submitted by December 2026.
- 3.57 Once adopted, the local plan will form part of the development plan alongside the adopted minerals and waste policy documents and any neighbourhood plans that have also been made part of the development plan. The local plan will contain both strategic and non-strategic policies to manage development alongside further non-strategic policies contained in neighbourhood plans.

¹⁰ Available at: <https://www.dorsetcouncil.gov.uk/w/the-local-development-scheme-for-dorset-council>

3.58 Although the draft is not adopted policy, it is recommended that consideration is given in Neighbourhood Plans to the direction of travel of the emerging development plan so that policies are not superseded by a newly adopted Local Plan. The draft Local Plan policies can be viewed online using Dorset Council's interactive proposals map¹¹.

3.59 A number of policies in the emerging Local Plan replicate policies in the adopted West Dorset, Weymouth and Portland Local Plan and are either identical or similarly worded. These policies are:

- Emerging Policy DEV8 Reuse of buildings outside settlement (equivalent to adopted policies SUS3 and SUS4)
- Emerging Policy ENV 2 Habitats and Species (equivalent to adopted policy ENV2 Wildlife and Habitats)
- Emerging Policy ENV4 Landscape (equivalent to adopted policy ENV1)
- Emerging Policy ENV5 (equivalent to adopted policy ENV4)
- Emerging Policy ENV11 Amenity (equivalent to adopted policy ENV16)
- Emerging Policy ENV13 Flood Risk (equivalent to adopted policy ENV5)
- Emerging Policy HOUS3 Affordable Housing Exception Sites (equivalent to adopted policy HOUS2)
- Emerging Policy HOUS9 Other Residential Development Outside Development Boundaries (equivalent to adopted policy HOUS6)
- Emerging Policy ECON1 Protection of Key Employment Sites (equivalent to adopted policy ECON2)
- Emerging Policy ECON2 Protection of Other Employment Sites (equivalent to adopted policy ECON3)
- Emerging Policy ECON5 Management of Centres, Primary Shopping Areas and Markets (equivalent to adopted policy ECON4)
- Emerging Policy COM3 The Retention of Local Community Buildings and Structures (equivalent to adopted policy COM3)
- Emerging Policy WEY2 Weymouth Town Centre Strategy (equivalent to adopted policy WEY1)
- Emerging Policy WEY3 Town Centre Core and Commercial Road Area (equivalent to adopted policy WEY2)

3.60 Other relevant policies include:

3.61 DEV1 The Housing Requirement and the Need for Employment Land in Dorset states that provision is made for a deliverable supply of housing land to accommodate a minimum of 30,481 dwellings, a minimum average annual rate of 1,793 dwellings per annum; and a minimum of 131 hectares of employment land in the period 2021 to 2038.

3.62 DEV3 Growth in the Central Dorset Functional Area housing growth will be delivered through the major coastal resort of Weymouth, including town centre regeneration and a major urban extension at Littlemoor and through windfall

¹¹ Available at:
<https://explorer.geowessex.com/dclp?layers=22070,22083,22079.50&basemap=26&x=378008.83&y=99630.73&epsg=27700&zoom=10>

and infilling within existing settlement development boundaries. Employment growth will be delivered through infilling and intensification within existing employment sites and the development of allocated sites at Littlemoor.

3.63 DEV5 Growth in the Western Dorset Functional Area states that housing growth will be delivered:

- At the market town of Bridport, including through a major urban extension at Vearse Farm;
- Through the small-scale expansion of the coastal town of Lyme Regis and the smaller market town of Beaminster; and
- Through windfall and infilling within existing settlements defined by local plan or neighbourhood plan development boundaries.

3.64 DEV6 Development at Villages with Development Boundaries in Rural Dorset states that in rural Dorset, the larger villages will be the main focus for development. Within the local plan development boundaries residential and employment uses will normally be permitted provided that: it accords with any site-specific policies for the expansion of the village in this local plan; or it contributes to meeting the needs of the local area; and it is at an appropriate scale to the size of the settlement.

3.65 DEV7 Development Outside Local Plan and Neighbourhood Plan Development Boundaries in Rural Dorset outlines that in rural Dorset beyond the South East Dorset Green Belt and outside any local plan or neighbourhood plan development boundary, development will be strictly controlled, having particular regard to environmental constraints and to the need for the protection of the countryside.

3.66 DEV9 Neighbourhood Plans sets out the housing requirement for the Bridport Area as 1,536, this should be viewed as the minimum requirement and, therefore, can be exceeded. This number is comprised of a sum of completions since the beginning of the plan period; extant planning permissions; adopted housing allocations; capacity on major sites (of 10 or more dwellings) within development boundaries as evidenced through the SHLAA; and a windfall allowance on minor sites (of less than 10 dwellings). The proposed housing allocations within the draft Local Plan have been included within this total.

3.67 ENV3 Biodiversity and Net Gain outlines that proposals should avoid harm to biodiversity. If significant harm cannot be avoided proposals must incorporate adequate mitigation or (as a last resort) compensation. Development must deliver a minimum of 10% net gain in biodiversity.

3.68 ENV12 Pollution Control states that development proposals which will cause unacceptable on- or off-site risk or harm to human health, the natural environment or living conditions, either individually or cumulatively, will not be permitted.

3.69 HOUS7 Isolated Homes in the Countryside states that isolated homes in the countryside may be permitted where: the scheme improves the setting and character of the immediate area and/or heritage asset; the scheme has particular regard to minimising its impact on the landscape; and the scheme is of exceptional quality with innovative design.

- 3.70 ECON3 Hierarchy of Centres and the Sequential Test** highlights that town, district and local centres are the focus for town centre use. New centres will be supported where they are of a scale and type to serve local needs and do not adversely affect the vitality and viability of any centres. Applications for town centre uses that do not pass the sequential test will be refused.
- 3.71 COM4 Recreation, Sports Facilities and Open Space** states that residential development should make provision for formal and informal recreation facilities on-site. Where it can be evidenced that on-site provision would not be practicable, the council will consider financial contributions to provide and/or enhance existing facilities off site.
- 3.72 COM7 Creating a Safe, Efficient and Low Carbon Transport Network** outlines that new developments should be located close enough to existing facilities or deliver viable new facilities to make walking and cycling a realistic choice. If viable new facilities cannot be provided, high quality public transport connections should be provided as part of the development.
- 3.73 COM9 Provision of Infrastructure for Electric and Other Low Emission Vehicles** states that for all residential developments with off-street parking provision, at least 20% of space will be expected to include active charging facilities and for developments of 10 dwellings or less there should be passive infrastructure provision for each dwelling. In all non-residential developments providing 1 or more car parking spaces, ducting should be installed to enable provision of charging facilities. Where 10 or more car parking bays are provided, at least 20% of those bays are required to provide active charging facilities, and passive provision is required for all remaining bays.
- 3.74 WEY1 Flood Risk and Coastal Erosion Defences** states that development will not be permitted where it would adversely impact on the installation, replacement, renewal or maintenance of existing or proposed flood risk or coastal erosion defences (as outlined in the Weymouth Harbour and Esplanade Flood, Coastal Erosion Risk Management Strategy).

4. Site Assessment

- 4.1 A total of six potential development sites were identified by the Bridport Area Neighbourhood Plan steering group, these were considered through a detailed assessment. 42 sites were identified within the Neighbourhood Area within the Dorset SHLAA (updated 2024); due to the detailed, robust and up-to-date nature of this work, it was deemed not necessary to re-assess these sites in full. Instead, the conclusions were considered and reviewed in the context of the suitability of the site (or part of) to support affordable housing. The SHLAA sites were checked against up-to-date planning permissions (as of June 2025) for updates which may affect the status of their suitability for development. Conclusions have been presented on whether these sites would be suitable for allocation for affordable housing in the Bridport Area (The SHLAA review can be seen at Appendix A).
- 4.2 All sites which were considered can be seen on Figure 4-1, with breakdowns of the sites in different areas presented over Figures 4-2, 4-3, 4-4, 4-5 and 4-6. Table 4-1 presents the above sites and their source.
- 4.3 Table 4-2 provides a summary of the findings of the assessment of potential development sites within the Neighbourhood Area. The full site assessment findings can be found in Appendix B.
- 4.4 The table shows a 'traffic light' rating for each site, indicating whether the site is suitable, available and likely to be achievable for development and therefore appropriate for allocation in the Plan. Red indicates the site is not appropriate for allocation (The site is not currently suitable, available and achievable) and Green indicates the site is appropriate for allocation (The site is suitable, available and achievable). Amber indicates the site is less sustainable or may be appropriate for development if certain issues can be resolved or constraints mitigated (The site is potentially currently suitable, available and achievable).
- 4.5 The site assessment ratings are also shown on a map in Figure 4-7.
- 4.6 Indicative site capacities have been provided for sites found to be suitable or potentially suitable for allocation for residential use, in line with the methodology in Chapter 2 of this report.

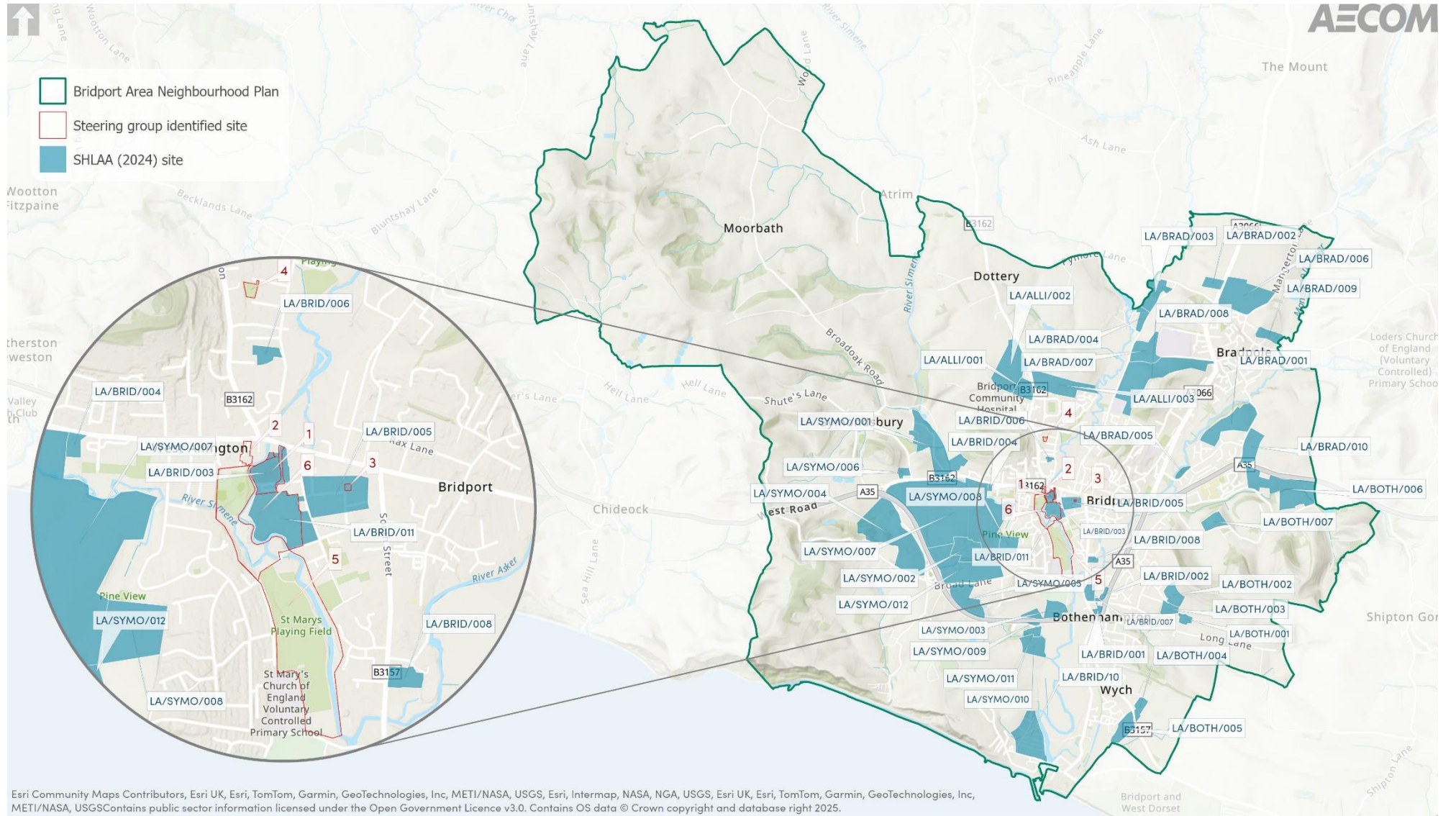


Figure 4-1: Map of all sites in the Bridport Area

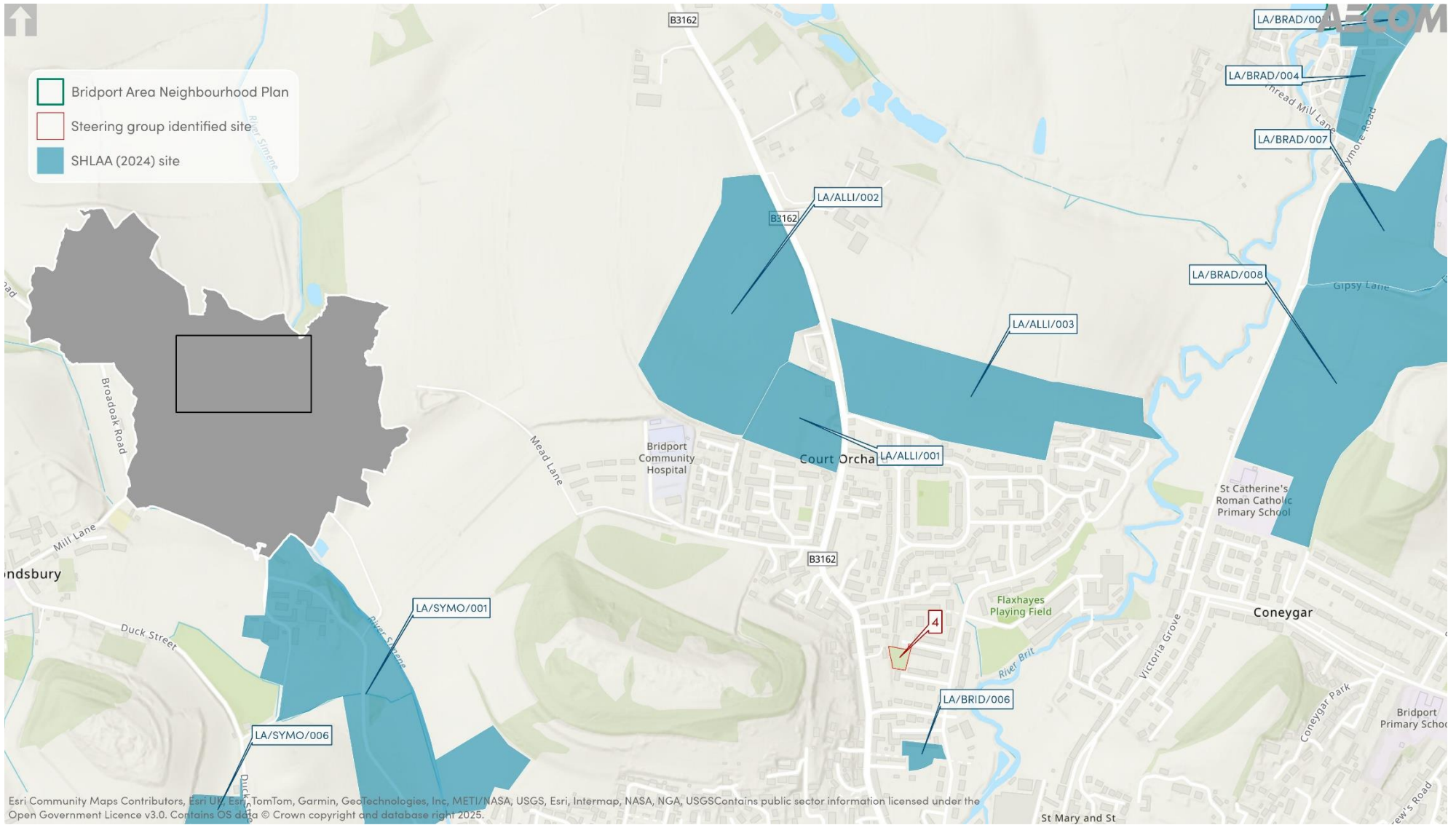


Figure 4-2: Map of all sites in the Allington area.

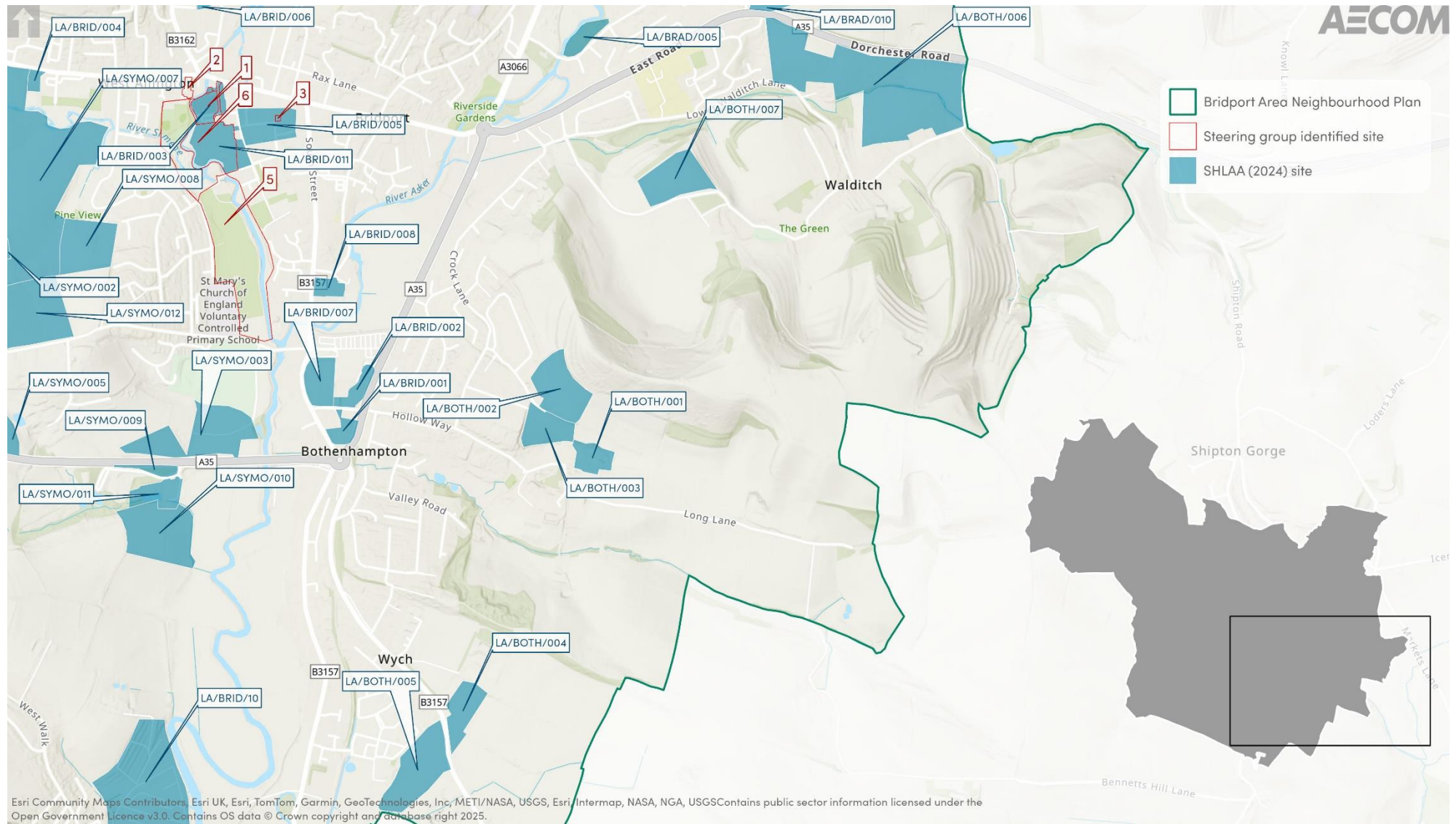


Figure 4-3: Map of all sites in the Bothenhampton area.

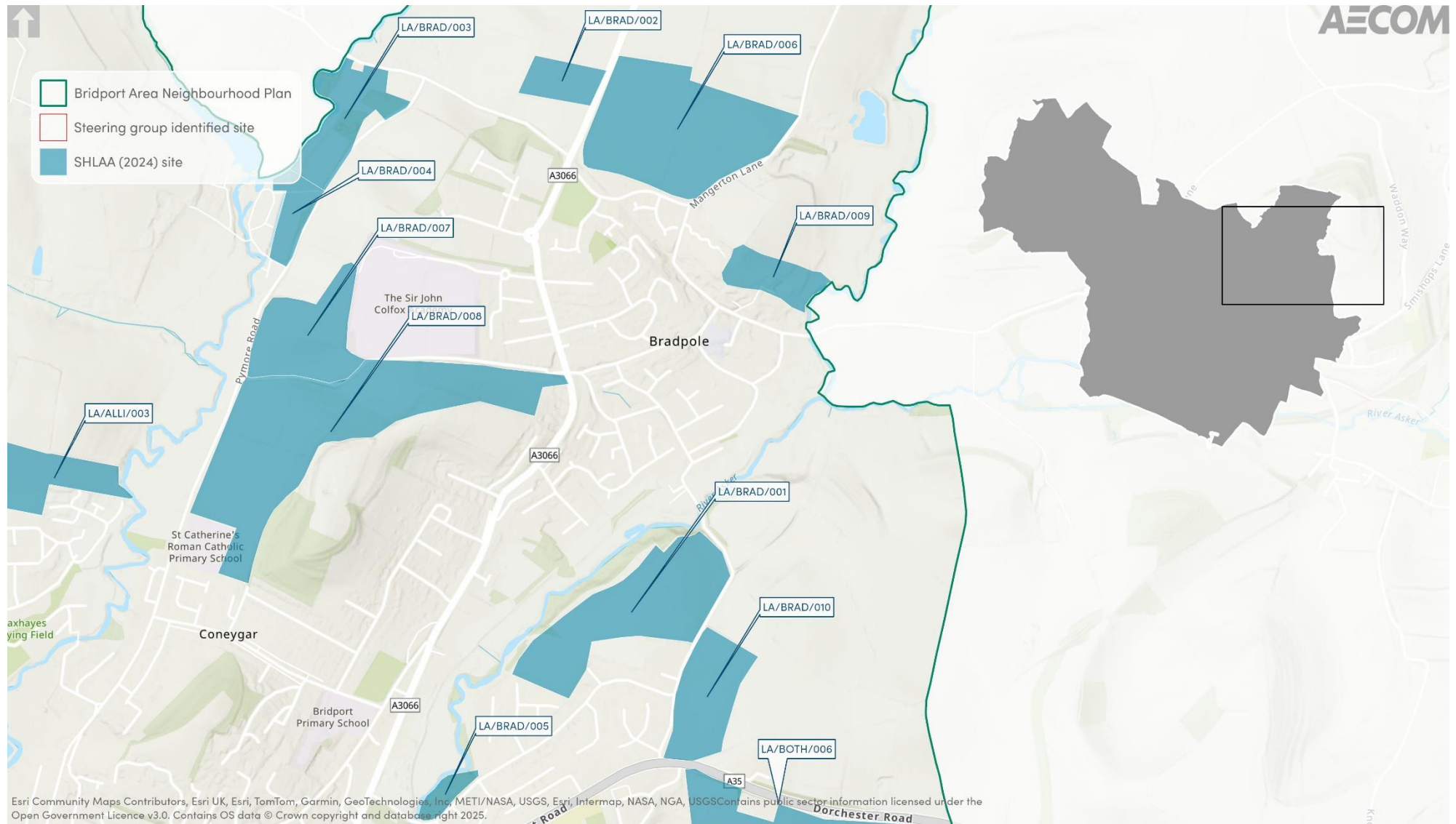


Figure 4-4: Map of all sites in the Bradpole area.

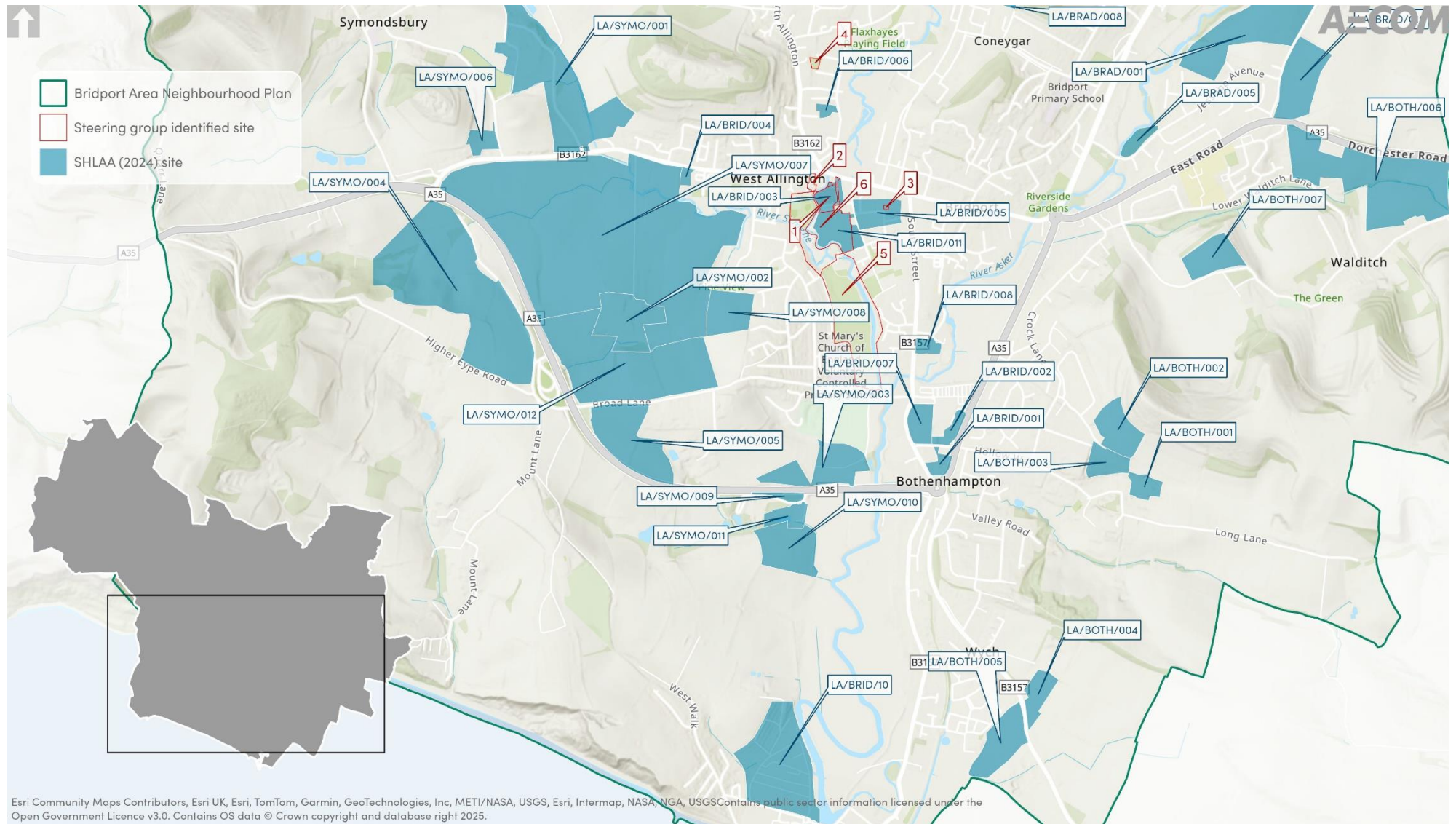


Figure 4-5: Map of all sites in the Bridport area.

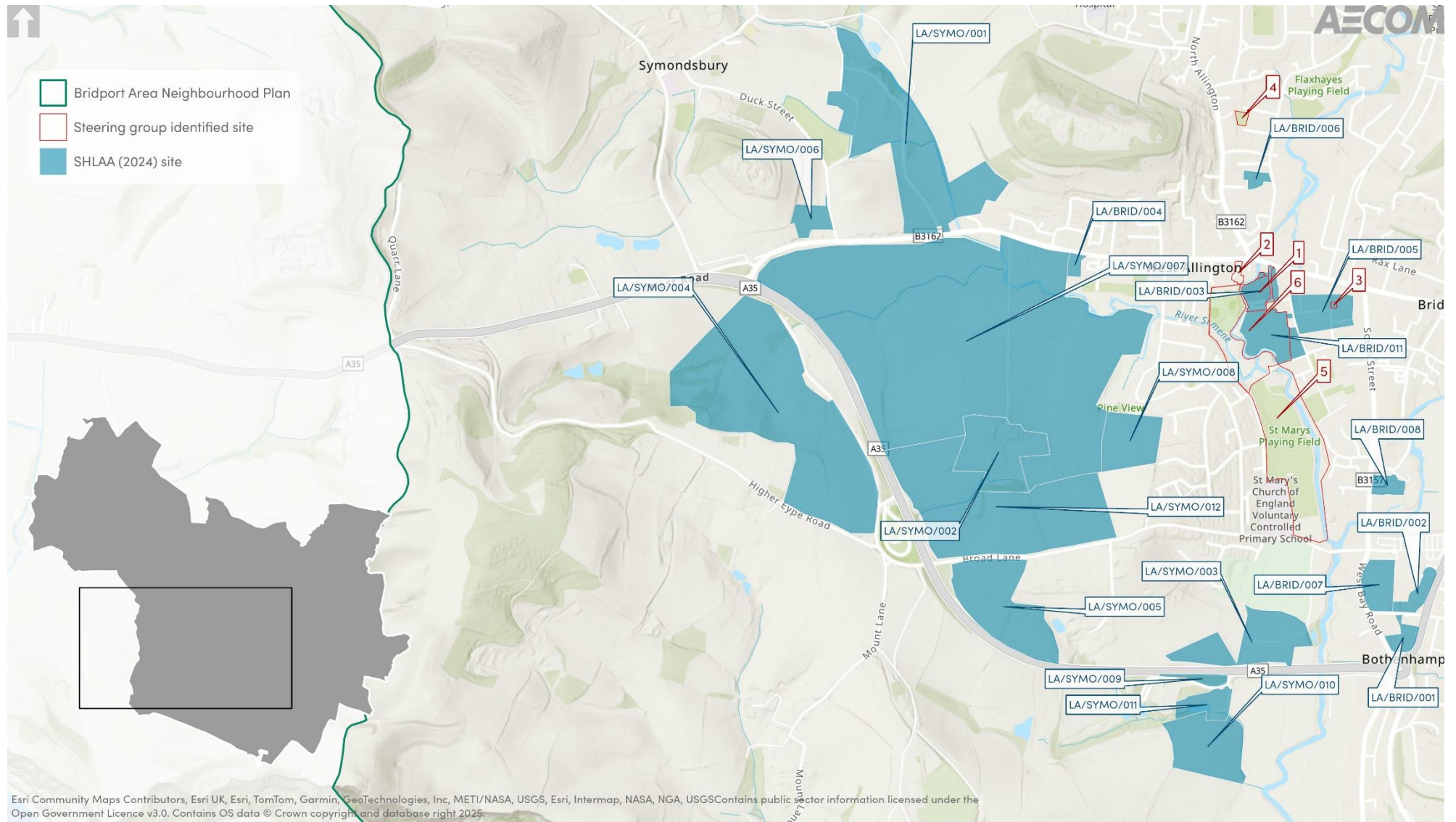


Figure 4-6: Map of all sites in the Symondsburry area.

Table 4-1: List of all sites which have been considered, including their source.

Site reference	SHLAA reference	Site name	Source	Included in site assessment
1	-	Bus Station Site	Bridport Town Council	Full assessment
2	-	Boldwood House Site	Bridport Town Council	Full assessment
3	-	Old Dairy Site	Bridport Town Council	Full assessment
4	-	Peter Foote Play Area Site	Bridport Town Council	Full assessment
5	-	Long linear n-s site west of River Brit	Bridport Town Council	Full assessment
6	-	Land including bus station, park and industrial buildings	Bridport Town Council	Full assessment
-	LA/ALLI/001	Land adjacent to Dottery Road	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/ALLI/002	Land NW of Seymour Farm Cottage	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/ALLI/003	Land off Dottery Road	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BOTH/001	Church Hayes Farm	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing


Site reference	SHLAA reference	Site name	Source	Included in site assessment
-	LA/BOTH/002	Land north of Green Lane	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BOTH/003	Land south of Green Lane	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BOTH/004	Wych Farm (north)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BOTH/005	Wych Farm (south)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BOTH/006	Land adjoining Lower Walditch Lane	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BOTH/007	Land at Walditch Road	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/001	Land adj Happy Island Way	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/002	Land at Bradpole	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/003	Land at Pymore Mills (North)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/004	Land at Pymore Mills (South)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/005	Land north of 13-93 Jessopps Ave	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing


Site reference	SHLAA reference	Site name	Source	Included in site assessment
-	LA/BRAD/006	Land north of Gore Lane	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/007	Land off St Andrews Road (Site 1)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/008	Land off St Andrews Road (Site 2)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/009	Land at Metz Farm	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRAD/010	Land at Wits End, Lee Lane, Bridport, Dorset	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/001	Sidney Gale House Site	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/002	Bradfords Builders Merchants	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/003	Coach Station Square	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/004	Proton Garage and Works	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/005	Rope Walks Car Park	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/006	St Swithins Road	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing


Site reference	SHLAA reference	Site name	Source	Included in site assessment
-	LA/BRID/007	Land north of Flood Lane	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/008	Former Highways Depot and Fisherman's Arms Site	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/010	West Bay Caravan Site	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/BRID/011	St. Michael's Estate, Bridport	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/001	Crepe Farm	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/002	Land and Buildings at Vearse Farm	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/003	Land at Broomhills (Site 1)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/004	Land at South of A35 Higher Eype	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/005	Land off Broad Lane	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/006	Land on the north side of Sprakes Corner	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/007	Vearse Farm	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing

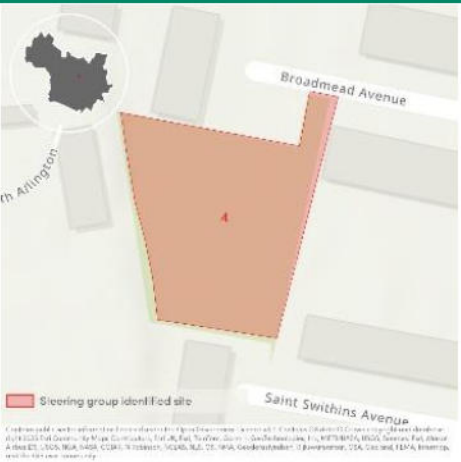
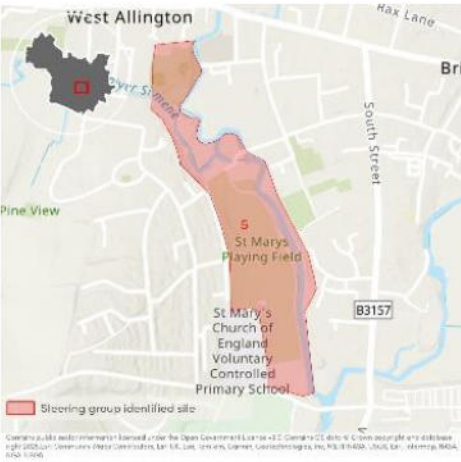
Site reference	SHLAA reference	Site name	Source	Included in site assessment
-	LA/SYMO/008	Land West of Coronation Road	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
-	LA/SYMO/009	Land at Broomhills (Site 2)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
	LA/SYMO/010	Land at Broomhills (Site 3)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
	LA/SYMO/011	Land at Broomhills (Site 4)	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing
	LA/SYMO/012	Land at Vearse Farm	SHLAA 2024	Assessed SHLAA conclusions and whether site (or part of site) would be suitable for affordable housing

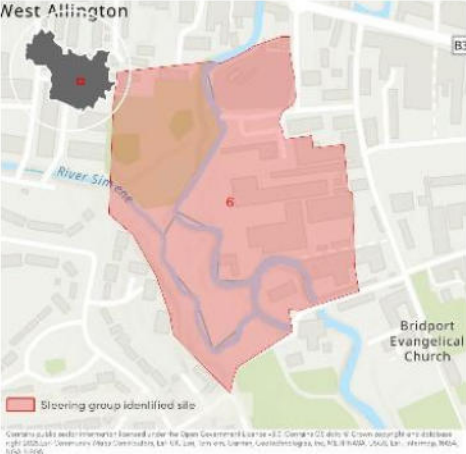
Table 4-2: Summary of site assessment conclusions.


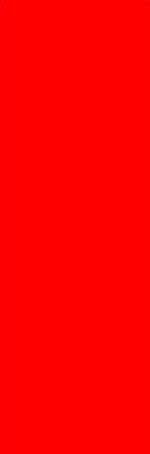
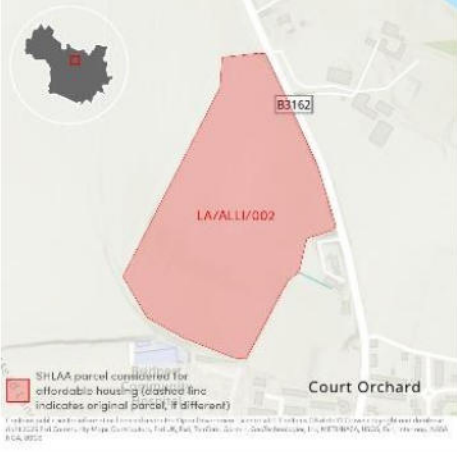
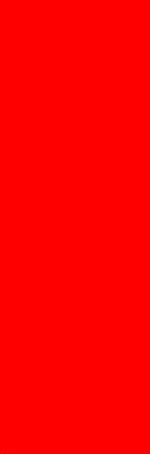
Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
1	Bus Station Site	21			<p>This is a key site in the centre of Bridport which is also considered as sites 6 and LA/BRID/003 with different boundaries. The site is allocated in the Local Plan for Town Centre Expansion and within the made Neighbourhood Plan as a ‘community based transport terminus’, connecting Bridport to nearby towns and villages and further through coach services. Allocation for uses which propose an alternative to that set out in the Local Plan Town Centre policy would need to be discussed and agreed with Dorset Council. Further review of the made Neighbourhood Plan policy would be required, with the potential to replace or partly retain existing policy for the site. A viability study has been commissioned for the site with transport, parking and residential units being explored via different options, including the provision of social rented housing being recommended as comprising nine of the suggested 21 dwellings on the site. The site has some sensitivities in terms of nearby heritage assets and is at risk of flooding, these aspects would be expected to be adequately mitigated through appropriate design considerations. The site contains some communication and utilities infrastructure (telephone wires and underground pipes), which would need considering during design and construction phases. The site is potentially suitable for development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed.</p>





Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
2	Boldwood House Site	3 (10-18 bedrooms) (taken from latest proposals, 2024).			<p>This small, previously developed site in the centre of Bridport has extant planning permission for eight units. It has existing access to a variety of town centre uses (though it is more remote from the nearest primary school). The site appears to be not in active use, beside some storage and maintenance facilities used by Magna Housing; though the site's grounds are evidently used as a busy pedestrian route. Its location next to the River Brit places it at high risk of fluvial flooding and the site also contains areas of surface water flood risk. Its location adjacent to and overlapping with both designated (including the Bridport Conservation Area) and non-designated heritage assets means that harm to the setting and significance of the area's historic character would be required to be mitigated through scheme design. The brownfield nature of this site might lead to additional remediation works and associated costs. Several layout options have considered the site for residential specialist housing (possibly homeless accommodation or social rented), alongside community and/or commercial space. Options looked at reconfiguration of the building to support up to three flats (10-18 bedrooms). The site is suitable for reconfiguration for social housing and can be included in the Neighbourhood Plan to encourage the site to come forward for affordable / social rented housing, if the existing permission is not implemented. The site is potentially suitable for development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed.</p>


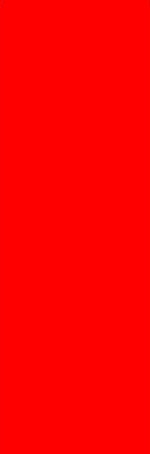

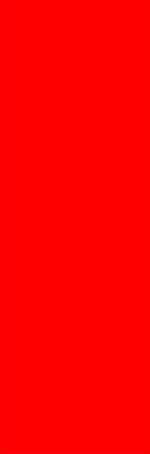
Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
3	Old Dairy Site	-			<p>This small, previously developed site in the centre of Bridport has extant planning permission for storage and office space and is allocated in the adopted Local Plan for town centre uses. Residential development would therefore not be suitable, however the site could be considered for alternative uses which meet the Neighbourhood Plan's objectives of providing small business units. Past structures have been removed from the site and it has been cleared. The site contains some utilities infrastructure (a large electricity/fibre broadband box, fenced off). Its location adjacent to and overlapping with both designated (including the Bridport Conservation Area) and non-designated heritage assets means that harm to the setting and significance of the area's historic character would be required to be mitigated through design. Considering the extant planning permission and local plan allocation, the site is not currently suitable for residential development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>



Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
4	Peter Foote Play Area Site	4		Amber	<p>This small site is an open, green, recreation space to the north of the town centre which is current allocated as Local Green Space in the made Neighbourhood Plan. The site is more remote from the town centre and primary school. It is located adjacent to the conservation area, though the area's character is mixed and hence development of a sensitive nature ought to avoid negative impacts. Subject to the current Neighbourhood Plan Local Green Space policy being amended and compensatory green/recreational space being provided within the site's vicinity, this site would be suitable for development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed</p>
5	Long linear n-s site west of River Brit	-		Red	<p>This large site is a well used, town centre park and recreation space which is allocated in part as a Local Green Space and Allotments in the made Neighbourhood Plan and falls outside of the existing settlement boundary. The site is extensively at risk of fluvial and surface water flooding and has been identified as a 'high opportunity' nature area in the draft Local Nature Recovery Strategy. The site likely contains best and most versatile agricultural land, has uneven topography and extensive tree cover, including mature trees and wildlife corridors surrounding the River Brit. There are multiple public rights of way and other footpaths across the site as well as telephone lines, low voltage power lines and drainage/pipe utility infrastructure. The site is within the setting of designated and non-designated heritage assets. Considering the range of constraints and use and partial designation as a Local Green Space and Allotments, the site is not currently</p>



Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
6	Land including bus station, park and industrial buildings	-			<p>suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p> <p>This large site includes part of a well used, town centre park and recreation space as well as a town centre industrial/trading estate with a range of retail, hospitality and industrial uses, car parking and a bus station. This site contains a key site in the centre of Bridport (at the bus station) which is also considered as sites 1 and LA/BRID/003 with different boundaries. This site also overlaps with Site 5 and LA/BRID/011. The majority of the site is allocated in the Local Plan for town centre expansion and as a mixed use site and in the Neighbourhood Plan for Creative Industries and other mixed town centre uses. The site has recent full planning consent for 9 dwellings and the retention of some industrial floor space, and outline consent for 83 dwellings, commercial uses and car parking, split across two applications. The western area of the site is a part of Site 5, which has been considered as such. The northern area of the site is part of Site 1 and LA/BRID/003, which has been considered as such. The remainder of the site mostly overlaps with the site LA/BRID/011. This element of the site has planning approval and therefore the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan. Discussions with the developers could be sought, in order to influence the area of the site with outline planning permission. These should be backed up with evidence which supports the Neighbourhood Plan's objectives in relation to the scheme whilst also being in conformity with the permission granted.</p>





Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/ALLI/001	Land adjacent to Dottery Road	-			<p>This medium sized site is outside of the settlement boundary and located in a sensitive and elevated location within the National Landscape. The SHLAA identified highways and access concerns relating to the safety of pedestrians, cyclists and other road users. As such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/ALLI/002	Land NW of Seymour Farm Cottage	-			

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/ALLI/003	Land off Dottery Road	30			<p>This site in its original form would not be considered suitable for development due to its elevated and sensitive position in the National Landscape as well as identified highways capacity concerns. That said, a smaller portion of this site on the lower land toward the end of Ct Orchard Road might be suitable for a smaller scheme for affordable housing as an exception site.</p>
LA/BOTH/001	Church Hayes Farm	12			


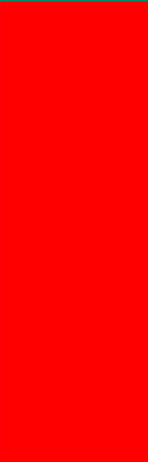

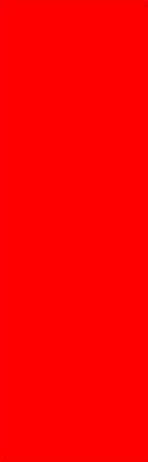
Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BOTH/002	Land north of Green Lane	-			<p>This medium sized site is outside of the settlement boundary and located in a sensitive and elevated location within the National Landscape. The SHLAA identified highways and access concerns for residential development. As such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/BOTH/003	Land south of Green Lane	-			


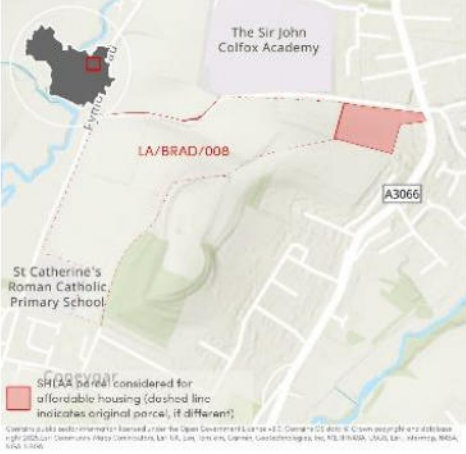
Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BOTH/004	Wych Farm (north)	-		Red	<p>This medium sized site is poorly related to the existing settlement boundary and located in a visually prominent location which would lead to an uncharacteristic extension to the existing settlement boundary. Highways access safety concerns have been raised, due to poor visibility. Considering the landscape and potential access concerns, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/BOTH/005	Wych Farm (south)	35		Yellow	<p>This medium sized site would be outside the existing settlement boundary, though it would not be significantly visually sensitive, especially in a smaller form. Flood risk identified across the south of the site would limit the developable area. A smaller, northern portion of this site would be suitable for a smaller scheme for affordable housing as an exception site.</p>

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BOTH/006	Land adjoining Lower Walditch Lane	40		Yellow	<p>This large site would be outside the settlement boundary and represent a significant encroachment into the open countryside and change to the settlement character, as well as potentially leading to impacts upon designated heritage assets. A smaller portion of this site, on the parcel of land adjacent to Howard Road would be potentially suitable for a smaller scheme for affordable housing as an exception site.</p>
LA/BOTH/007	Land at Walditch Road	-		Red	<p>This site is isolated and remote from the existing settlement, with sensitivities in relation to landscape, settlement character and historic character. Considering the landscape concerns and isolated nature of the site, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRAD/001	Land adj Happy Island Way	35			<p>This site in its original form would not be considered suitable for development due to its elevated and sensitive position in the National Landscape and outside of the current settlement boundary. That said, a smaller portion of this site (south of the footpath - nearest Happy Island Way) might be suitable for a smaller scheme for affordable housing as an exception site.</p>
LA/BRAD/002	Land at Bradpole	-			

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRAD/003	Land at Pymore Mills (North)	-			<p>This site is within flood zones 2 and 3 and protected for employment uses in current policy. A smaller parcel of the site at the north eastern extent might be more suitable due to its located away from elevated flood risk. That said, its isolated, rural location would be likely to make the site unsuitable for development. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/BRAD/004	Land at Pymore Mills (South)	-			

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRAD/005	Land north of 13-93 Jessopps Ave	-			<p>This site contains a large area of flood zones 2 and 3 as forms an important element of the locally identified and important green river corridor. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/BRAD/006	Land north of Gore Lane	-			



Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRAD/007	Land off St Andrews Road (Site 1)	-		Red	<p>This large sized site is outside of the settlement boundary and located in a sensitive location within the National Landscape with strong prominence. The site is also a part of a locally identified green gap. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/BRAD/008	Land off St Andrews Road (Site 2)	15		Yellow	<p>This large site would be outside the settlement boundary and represent a significant encroachment into the open countryside and change to the settlement character, as well as potentially leading to impacts upon the National Landscape, considering its elevated position. A smaller portion of the site, to the eastern extent (behind numbers 255-267 Saint Andrews Road and south of Dodham's Lane) might be suitable for affordable housing as an exception site.</p>

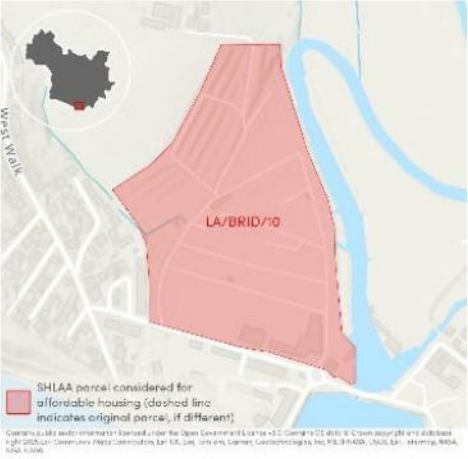
Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRAD/009	Land at Metz Farm	5		Yellow	<p>This small site has some elevated land which is prominent and sensitive in the National Landscape; the eastern, lower and more level land would be more suitable for development. The SHLAA identified potential access concerns; subject to these being addressed the eastern parcel of the site might be suitable for affordable housing as an exception site.</p>
LA/BRAD/010	Land at Wits End, Lee Lane, Bridport, Dorset	15		Yellow	<p>The site has some landscape sensitivities as it sits outside the settlement boundary and the northern part is elevated and hence offers a greater degree of intervisibility. The southern part of the site would be less sensitive in terms of its landscape and settlement character impacts and might be suitable for affordable housing as an exception site.</p>

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRID/001	Sidney Gale House Site	20 (subject to further site specific investigations, this site may be suitable for a higher density scheme of up to 2.5x this figure)		Green	<p>This site is within the existing settlement boundary without any identified constraints. The site would be suitable for affordable housing development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed.</p> <p>*Note – plans for a 60-bed reablement centre for older people on this site have been supported by the land owner (Dorset Council), with a planning application expected to be submitted in 2025. If plans progress along these lines, then the site would not be available for affordable housing.</p>
LA/BRID/002	Bradford's Builders Merchants	24 (subject to further site specific investigations, this site may be suitable for a higher density scheme of up to 2.5x this figure)		Yellow	<p>This site is within the existing settlement boundary without any significant identified constraints. Subject to mitigating the very limited area of flood risk, the site would be suitable for affordable housing.</p>

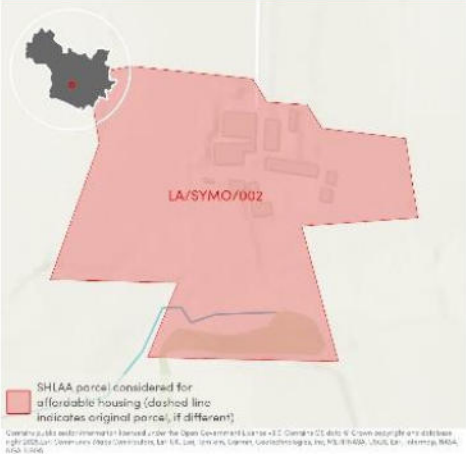

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRID/003	Coach Station Square	25			<p>This site is similar to Site 1, though includes additional land on the eastern side and has been included as such. The site also overlaps with an element of Site 6. The site is within the existing settlement boundary; it is subject to existing policy relating to town centre uses and contains an active bus station. The site is at risk of flooding and heritage constraints. Subject to mitigating these constraints, a mixed use scheme including affordable housing, town centre uses and the redesign/retainment of the bus station on the site would be suitable (in part), for affordable housing subject to mitigating identified constraints. A suggested capacity of 25 has been stated, to account for the larger site parcel than that explored under Site 1.</p>
LA/BRID/004	Proton Garage and Works	6			



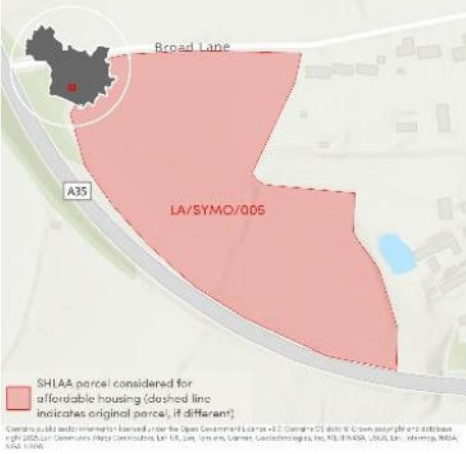

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRID/005	Rope Walks Car Park	40 (subject to further site specific investigations, this site may be suitable for a higher density scheme of up to 2.5x this figure)		Amber	This site is within the existing settlement boundary and is subject to existing policy relating to town centre uses. The site is nearby to a number of heritage constraints. Subject to mitigating the heritage sensitivities, a mixed use scheme including affordable housing and town centre uses would be suitable (in part), for affordable housing subject to mitigating identified constraints.
LA/BRID/006	St Swithins Road	11		Amber	This site is within the existing settlement boundary with the site's eastern areas at risk of flooding. Subject to mitigating the flood risk, the site would be suitable, for affordable housing subject to mitigating identified constraints.


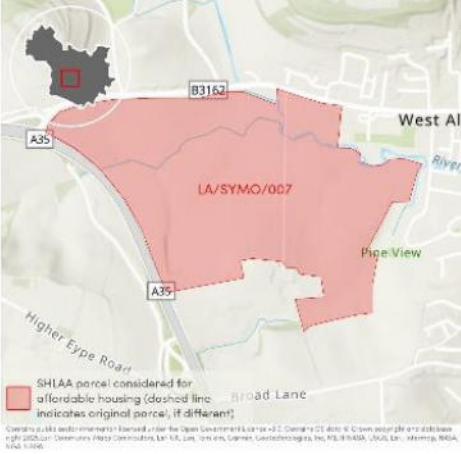
Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRID/007	Land north of Flood Lane	-		<div style="background-color: red; width: 100%; height: 100%;"></div>	<p>Heritage and potential contamination issues add to the fact that this site is washed over by flood zone 2 and as such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p> <p>Note – Dorset Council have indicated support for this site to deliver a care hub. This information has been provided by Bridport Town Council and a planning application has not been submitted for the site. A planning application could be used to demonstrate its suitability for development and potential to mitigate the identified flood risk. It is important to note that planning permission (WD/D/18/002368) was granted for retirement apartments on a nearby site which is subject to the same level of identified flood risk, demonstrating potential for suitable mitigation of the identified risk.</p>
LA/BRID/008	Former Highways Depot and Fisherman's Arms Site	-			<div style="background-color: red; width: 100%; height: 100%;"></div>

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRID/010	West Bay Caravan Site	-			<p>identified flood risk, demonstrating potential for suitable mitigation of the identified risk.</p> <p>The majority of this site is at risk of flooding. Though, recent sheet piled flood defence walling in the area is likely to have reduced this risk; the associated change to flood risk in the area would need evidencing through a site/area specific evidence base. The north western areas which are more elevated and not at risk of flooding are more sensitive in terms of their more prominent position and a development along this part of the site would represent a significant change to the settlement character around West Cliff Road, representing back fill development. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>


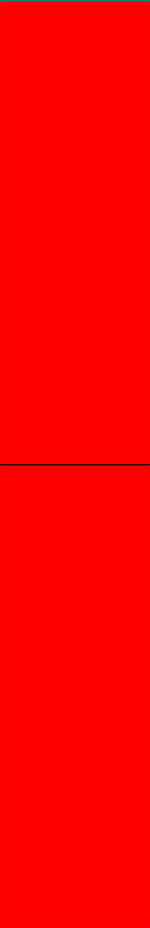
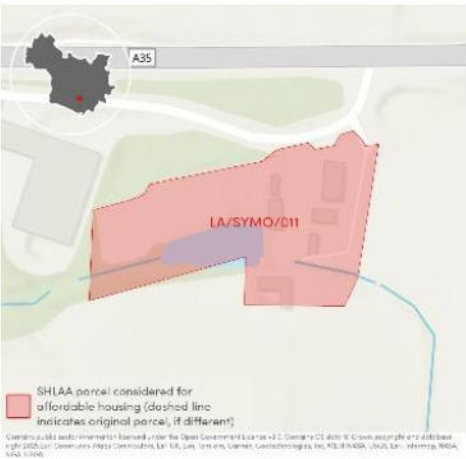
Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/BRID/011	St. Michael's Estate, Bridport	-			<p>This site has planning consent for 92 dwellings and as such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/SYMO/001	Crepe Farm	-			<p>Flood risk and landscape sensitivities on this prominent site which is isolated and not in keeping with surrounding settlement character would mean that this site is unsuitable. A much smaller portion of the site along Foundry Knapp (B3162) to the west of the Crepe Farm access track would be suitable for development which is in keeping with the linear nature of surrounding development, however the land is identified as a 'green gap' locally and hence the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>


Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/SYMO/002	Land and Buildings at Vearse Farm				<p>This site forms a part of the strategic Vearse Farm mixed use allocation. The southern part of the site forms a vital land safeguarded for open space and landscaping to mitigate the effects of the large strategic site. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan. To support affordable (social rent) housing delivery on this site, rather than the focus on specialist housing for older people, discussions with the developers should be sought. These should be backed up with evidence which supports the need for social rented accommodation, over housing for older people.</p>
LA/SYMO/003	Land at Broomhills (Site 1)	-			<p>This site is isolated from the settlement, has some landscape sensitivities and would represent an uncharacteristic extension of development separated from the settlement boundary. It is at risk of flooding across much of the site and has no existing means of vehicular access. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/SYMO/004	Land at South of A35 Higher Eye	-	 <p>SHIAA parcel considered for affordable housing (dashed line indicates original parcel, if different)</p>		<p>This site is isolated from the settlement, has some landscape sensitivities and would represent an uncharacteristic extension of development separated from the settlement boundary. It has no existing means of vehicular access. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/SYMO/005	Land off Broad Lane	-	 <p>SHIAA parcel considered for affordable housing (dashed line indicates original parcel, if different)</p>		

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/SYMO/006	Land on the north side of Sprakes Corner	15 to 20	 <p>SHLAA parcel considered for affordable housing (dashed line indicates original parcel, if different)</p>	Amber	Providing development was located on the southern part this site and in line with the existing linear pattern of development, this site would be suitable to come forward for affordable housing as an exception site subject to mitigating identified constraints.
LA/SYMO/007	Vearse Farm	-	 <p>SHLAA parcel considered for affordable housing (dashed line indicates original parcel, if different)</p>	Red	This site forms a part of the strategic Vearse Farm mixed use allocation. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/SYMO/008	Land West of Coronation Road	-			<p>This site forms a part of the strategic Vearse Farm mixed use allocation. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/SYMO/009	Land at Broomhills (Site 2)	-			

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/SYMO/010	Land at Broomhills (Site 3)	-			<p>This site is elevated and prominent and would represent an uncharacteristic extension of development separated from the settlement boundary. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>
LA/SYMO/011	Land at Broomhills (Site 4)	-			<p>The location of this site is isolated from the settlement boundary and in an isolated location. There is no pedestrian and/or cycle access in place currently, with the potential to provide segregated, safe access routes limited. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>

Site reference	Site name	Capacity – indicative number of homes (all sites being considered for housing)	Site map	Suitability rating (red/amber/green)	Summary
LA/SYMO/012	Land at Vearse Farm	-			<p>This site forms a part of the strategic Vearse Farm mixed use allocation, comprising the majority of the vital land safeguarded for open space and landscaping to mitigate the effects of the large strategic site within the National Landscape. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.</p>

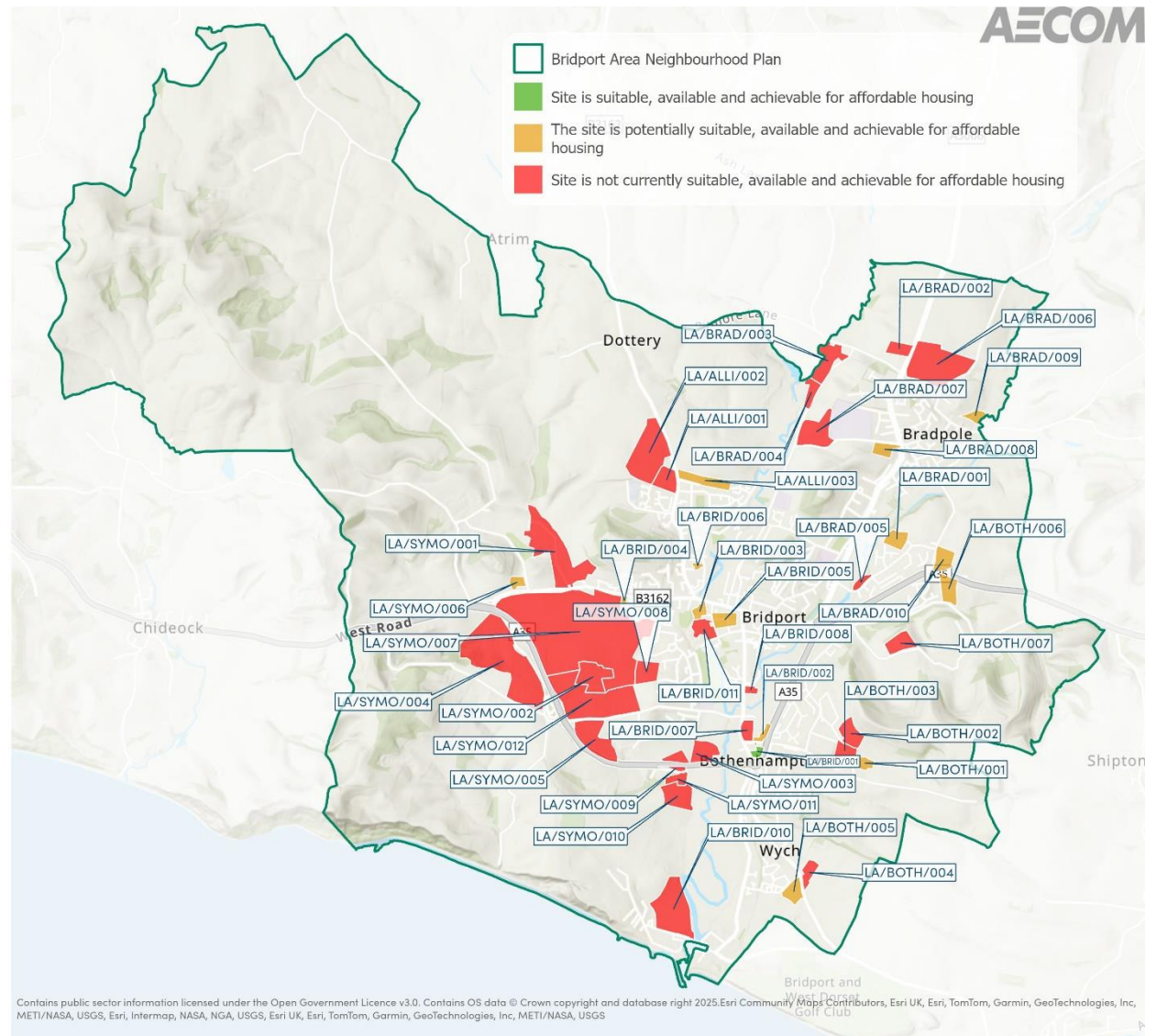
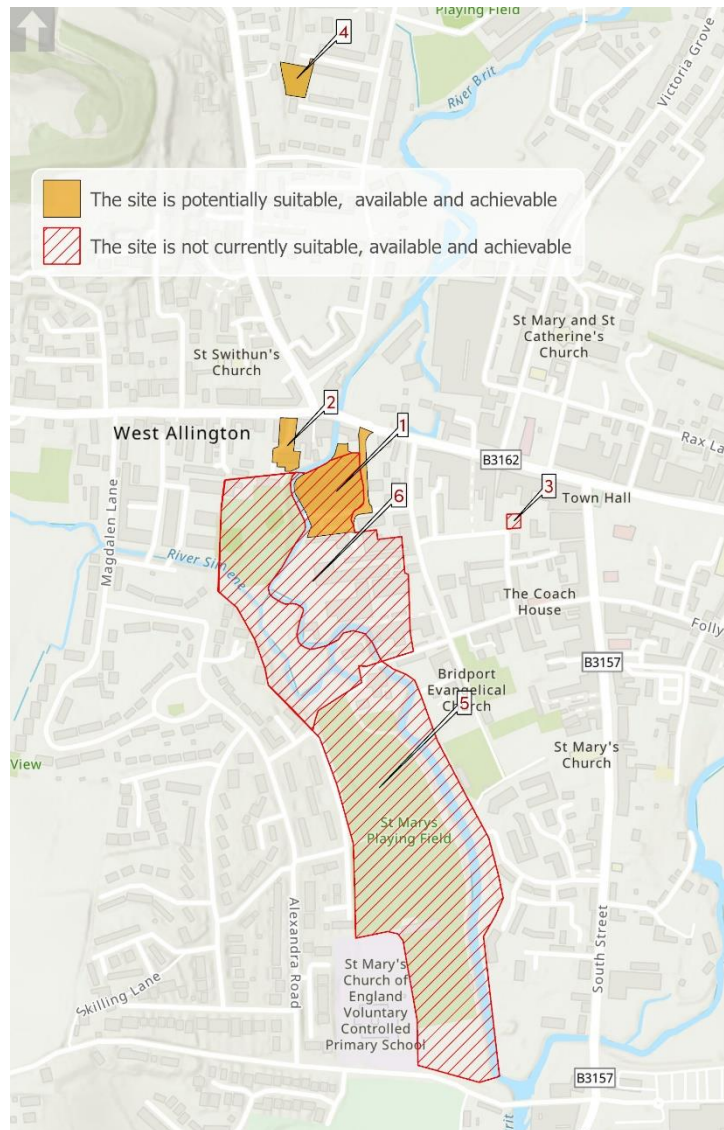


Figure 4-7: Map of site assessment conclusions.

5. Conclusions

Site Assessment Conclusions

- 5.1 Of the potential development sites within the neighbourhood area which were identified by the Neighbourhood Plan Steering Group, three were considered to be potentially suitable, available and achievable for development.
- Site 1 – Bus Station Site for around 21 dwellings;
 - Site 2 – Boldwood House Site for around 3 dwellings (or 10 to 18 bedrooms of specialist housing);
 - Site 4 – Peter Foote Play Area Site for around 4 dwellings.
- 5.2 Of the SHLAA (2024) sites which were reviewed for their suitability to support affordable housing, one site was considered to be suitable, seven were considered to be potentially suitable and seven more were considered to be potentially suitable, as a smaller portion of the SHLAA site.
- 5.3 Suitable site for affordable housing:
- LA/BRID/001 - Sidney Gale House Site for around 20 dwellings (or potentially up to 50 on a higher density scheme);
- 5.4 Potentially suitable for affordable housing:
- LA/BOTH/001 Church Hayes Farm for around 12 dwellings;
 - LA/BRID/002 Bradfords Builders Merchants for around 24 dwellings (or potentially up to 60 on a higher density scheme);
 - LA/BRID/003 Coach Station Square for around 10 to 15 dwellings;
 - LA/BRID/004 Proton Garage and Works for around six dwellings;
 - LA/BRID/005 Rope Walks Car Park for around 40 dwellings (or up to 100 in a higher density scheme) (dependent upon the developable area of the site);
 - LA/BRID/006 St Swithins Road for around 11 dwellings;
 - LA/SYMO/006 Land on the north side of Sprakes Corner for around 15 to 20 dwellings.
- 5.5 Potentially suitable for affordable housing (as a smaller portion of the SHLAA site):
- LA/ALLI/003 Land off Dottery Road for around 30 dwellings;
 - LA/BOTH/005 Wych Farm (south) for around 35 dwellings;
 - LA/BOTH/006 Land adjoining Lower Walditch Lane 40 dwellings;
 - LA/BRAD/001 Land adj Happy Island Way for around 35 dwellings;
 - LA/BRAD/008 Land off St Andrews Road (Site 2) for around 15 dwellings;
 - LA/BRAD/009 Land at Metz Farm for around five dwellings;

- LA/BRAD/010 Land at Wits End, Lee Lane, Bridport, Dorset for around 15 dwellings.

Social Rented Neighbourhood Plan Policies

5.6 Where the Bridport Neighbourhood Plan Steering Group have established a local need for affordable housing in the form of social rented units, it is important to consider best practice and other examples of where Neighbourhood Plans have used policy to support such schemes.

5.7 The below list highlights a number of examples of such Plans and initiatives:

- Eastington Community Land Trust (ECLT), Gloucestershire: ECLT has developed 23 affordable homes, enabling residents to live near work, family, and friends. This initiative reflects the community's commitment to addressing local housing needs
- Forge Wood, Crawley: Designated as Crawley's 14th neighbourhood, Forge Wood plans to offer 1,900 homes, with 40% designated as affordable housing. This includes 532 council houses for rent and 228 shared ownership homes, aiming to provide diverse housing options for the community
- Accordia, Cambridge: This development comprises 378 dwellings, with 30% allocated as affordable housing. The project includes a mix of flats and houses, catering to various housing needs within the community
- Winslow Neighbourhood Plan, Buckinghamshire: This plan requires a minimum of 20% of the total number of affordable homes on each housing site to be delivered and controlled by a Winslow Community Land Trust, ensuring local management of social rented housing.
- Charfield Neighbourhood Plan, South Gloucestershire: This plan emphasizes the community's support for affordable housing, aligning with the Local Plan policy CS18. It highlights the need for retirement homes equipped with facilities such as wet rooms to aid the less mobile, thereby freeing up existing family-sized housing for growing local families
- Ringwood Neighbourhood Plan, Hampshire: Adopted in July 2024, this plan defines affordable housing as encompassing social rented, affordable rented, and intermediate housing. It underscores the importance of providing such housing to eligible households whose needs are not met by the market, with eligibility determined by local incomes and house prices
- Crawley Down Neighbourhood Plan, West Sussex: This plan sets out policies ensuring that new developments address local housing needs. It emphasizes that new housing must match the existing character of the locality and provides flexibility to accommodate additional housing to meet broader economic growth targets during the plan period.
- Thame's neighbourhood plan includes Site Allocation Policies that specify:
 - A percentage of affordable housing, including social rented homes.
 - Housing mix policies to ensure affordability for local residents.
 - Design requirements for high-quality, sustainable development.

- Another example is the Frome Neighbourhood Plan (Somerset, UK), which promotes community-led housing and affordable rental homes for local people.

Next Steps

5.8 If allocations are proposed for residential (including affordable) development, the next steps will be for the Neighbourhood Plan group to select the sites to put forward in the Neighbourhood Plan, based on either a housing requirement agreed with Dorset Council or an assessment of local housing need (if allocations within the Neighbourhood Area are also being made in the Local Plan). Any allocations should take into account:

- The findings of this site assessment;
- Consideration of viability issues of any sites considered for allocation;
- The aims and objectives of the Neighbourhood Plan;
- Community consultation and consultation with landowners;
- Any other relevant evidence that becomes available; and
- Other considerations such as the appropriate density of the proposed site(s) to reflect local character.
- Where permission has already been granted for development, discussions between the Neighbourhood Plan Steering Group and the developer may help to shape development on the site(s), especially where proposals are supported by evidence and community support.

Other considerations

Viability

5.9 If a site or sites are selected for allocation, it is recommended that the steering group discuss site viability with Dorset Council and with landowners and site developers. In addition, the Local Plan evidence base may contain further evidence of the viability of certain types of sites or locations which can be used to support the Neighbourhood Plan site allocations.

Affordable Housing

5.10 The requirement for Affordable Housing provision on sites proposed for allocation in the Neighbourhood Plan should be discussed with the Local Planning Authority (usually the neighbourhood planning officer) to understand the specific requirements for the sites proposed for allocation.

Appendix A SHLAA Review

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
LA/ALLI/001	Land adjoining Dottery Road	Outside of the settlement and development boundary with the potential for adverse impact on the Area of Outstanding Natural Beauty due the site's elevated position and undulating topography. Potential highways and access issues. An unsuitable site.	This medium sized site is outside of the settlement boundary and located in a sensitive and elevated location within the National Landscape. The SHLAA identified highways and access concerns relating to the safety of pedestrians, cyclists and other road users. As such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/ALLI/002	Land NW of Seymour Farm Cottage	Outside of the settlement and development boundary with the potential for adverse impact on the Area of Outstanding Natural Beauty due the site's elevated position and undulating topography. Potential highways and access issues. An unsuitable site.	This large sized site is outside of the settlement boundary and located in a sensitive and elevated location within the National Landscape. The SHLAA identified highways and access concerns relating to the safety of pedestrians, cyclists and other road users. As such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/ALLI/003	Land off Dottery Road	The site is outside the development boundary with potential for adverse impact on the AONB and local landscape character. Highway capacity concerns. An unsuitable site.	This site in its original form would not be considered suitable for development due to its elevated and sensitive position in the National Landscape as well as identified highways capacity concerns. That said, a smaller portion of this site on the lower land toward the end of Ct Orchard Road might be suitable for a smaller scheme for affordable housing as an exception site.
LA/BOTH/001	Church Hayes Farm	Edge of settlement site predominantly outside the existing development boundary but with potentially limited landscape impact. A suitable site with potential as an affordable housing exception site subject to identified need.	This small site has good existing access and is located on the settlement edge, though landscape effects would be minimal due to the surrounding topography providing visual containment. The site would need to mitigate impacts on the historic environment, due to its proximity to the conservation area and listed buildings. Due to the site's location outside of the settlement boundary, it would be suitable for affordable

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
			housing as an exception site subject to mitigating identified constraints.
LA/BOTH/002	Land north of Green Lane	The site is located outside the settlement development boundary, with poor existing access, and potential for significantly adverse impact on the Area of Outstanding Natural Beauty. An unsuitable site.	This medium sized site is outside of the settlement boundary and located in a sensitive and elevated location within the National Landscape. The SHLAA identified highways and access concerns for residential development. As such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BOTH/003	Land south of Green Lane	The site is on steeply sloping land with limited access and high landscape sensitivity. Development would have a potentially significant impact on the landscape setting. An unsuitable site.	This medium sized site is outside of the settlement boundary and located in a sensitive and elevated location within the National Landscape. The SHLAA identified highways and access concerns for residential development on the existing narrow and unadopted highway. The adjacent conservation area would require sensitive design to mitigate effects. Considering the landscape and potential access concerns, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BOTH/004	Wych Farm (north)	The site is poorly related to the settlement boundary, with potential adverse landscape and visual impact. Potential access issues. An unsuitable site.	This medium sized site is poorly related to the existing settlement boundary and located in a visually prominent location which would lead to an uncharacteristic extension to the existing settlement boundary. Highways access safety concerns have been raised, due to poor visibility. Considering the landscape and potential access concerns, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BOTH/005	Wych Farm (south)	The site is located settlement boundary and is affected by flood risk. Residential development would result in adverse landscape and visual impacts in extending beyond the clear settlement boundary. An unsuitable site.	This medium sized site would be outside the existing settlement boundary, though it would not be significantly visually sensitive, especially in a smaller form. Flood risk identified across the south of the site would limit the developable area. A smaller, northern portion of this site would be suitable for a smaller scheme for affordable housing as an exception site.

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
LA/BOTH/006	Land adjoining Lower Walditch Lane	The site lies outside the defined development boundary and in a sensitive location within the AONB. Potential for landscape and visual impacts upon the AONB landscape, and heritage impacts. An unsuitable site.	This large site would be outside the settlement boundary and represent a significant encroachment into the open countryside and change to the settlement character, as well as potentially leading to impacts upon designated heritage assets. A smaller portion of this site, on the parcel of land adjacent to Howard Road would be potentially suitable for a smaller scheme for affordable housing as an exception site.
LA/BOTH/007	Land at Walditch Road	An isolated site with potential for landscape and visual impacts upon the AONB landscape, and heritage impact on the Conservation Area. Contrary to Neighbourhood Plan policy green gaps. An unsuitable site.	This site is isolated and remote from the existing settlement, with sensitivities in relation to landscape, settlement character and historic character. Considering the landscape concerns and isolated nature of the site, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRAD/001	Land adj Happy Island Way	The site is large and mostly elevated and development would represent significant adverse landscape impact. The South West section (south of the footpath - nearest Happy Island Way) has development potential subject to policy change, as it is lower lying and would have less impact.	This site in its original form would not be considered suitable for development due to its elevated and sensitive position in the National Landscape and outside of the current settlement boundary. That said, a smaller portion of this site (south of the footpath - nearest Happy Island Way) might be suitable for a smaller scheme for affordable housing as an exception site.
LA/BRAD/002	Land at Bradpole	The site is located in a rural location outside the settlement development boundary, and isolated from the settlement. Potential significant adverse landscape and visual impacts upon the AONB. An unsuitable site.	This site is isolated and remote from the existing settlement, with sensitivities in relation to landscape and settlement character. Considering the landscape concerns and isolated nature of the site, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRAD/003	Land at Pymore Mills (North)	The site is located in a rural location outside the settlement development boundary; a protected Key Employment Site. with the Southern part largely within Flood Zone 2. As a whole the site is not suitable for residential development.	This site is within flood zones 2 and 3 and protected for employment uses in current policy. A smaller parcel of the site at the north eastern extent might be more suitable due to its located away from elevated flood risk. That said, its isolated, rural location would be likely to make the site unsuitable for development. The site is not currently suitable for development.

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
			and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRAD/004	Land at Pymore Mills (South)	The site is located outside of the development boundary, predominantly within Flood Zone 2, and accessed via narrow country lanes. Specified as a key employment site in existing policy. An unsuitable site.	This site is within flood zones 2 and protected for employment uses in current policy. The site's rural location, isolated from the main settlement of Bradpole, flood risk and existing policy would be likely to make the site unsuitable for development. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRAD/005	Land north of 13-93 Jessopps Ave	The site lies adjacent to the defined development boundary within the wider urban area. It is located within Flood Zones 2 & 3 and is part of the important green river corridor which provides screening and separation from the main urban part of the Town. Potential for harmful landscape and townscape impact. An unsuitable site.	This site contains a large area of flood zones 2 and 3 as forms an important element of the locally identified and important green river corridor. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRAD/006	Land north of Gore Lane	The site is located in a rural location outside the settlement development boundary. Development would have a detrimental impact on the landscape setting and the Dorset AONB. An unsuitable site.	This large sized site is outside of the settlement boundary and located in a sensitive location within the National Landscape with strong intervisibility between the site and key landscapes. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRAD/007	Land off St Andrews Road (Site 1)	A sloping site outside the development boundary with prominence in the AONB landscape and potential highway and access constraints. Residential development would cause significant adverse landscape setting impact and would be uncharacteristic in relation to the settlement boundary. Site is a locally defined Green Gap. An unsuitable site.	This large sized site is outside of the settlement boundary and located in a sensitive location within the National Landscape with strong prominence. The site is also a part of a locally identified green gap. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRAD/008	Land off St Andrews Road (Site 2)	A sloping site outside the development boundary with prominence in the AONB landscape and potential highway and access constraints. Residential development would cause significant adverse	This large site would be outside the settlement boundary and represent a significant encroachment into the open countryside and change to the settlement character, as well as potentially leading to impacts upon the National Landscape, considering

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
		landscape setting impact and would be uncharacteristic in relation to the settlement boundary. Site is a locally defined Green Gap. An unsuitable site.	its elevated position. A smaller portion of the site, to the eastern extent (behind numbers 255-267 Saint Andrews Road and south of Dodham's Lane) might be suitable for affordable housing as an exception site.
LA/BRAD/009	Land at Metz Farm	An elevated and sloping site with potential for landscape and visual impacts upon the AONB landscape and heritage assets (conservation area and listed buildings). Potential access issues. An unsuitable site.	This small site has some elevated land which is prominent and sensitive in the National Landscape; the eastern, lower and more level land would be more suitable for development. The SHLAA identified potential access concerns; subject to these being addressed the eastern parcel of the site might be suitable for affordable housing as an exception site.
LA/BRAD/010	Land at Wits End, Lee Lane, Bridport, Dorset	On the whole the site has potential for landscape and visual impacts upon the AONB landscape. Limited development may be possible in the southern/less sensitive section, however this is unlikely to be of a strategic scale, and would need to be well screened with landscaping. An unsuitable site.	The site has some landscape sensitivities as it sits outside the settlement boundary and the northern part is elevated and hence offers a greater degree of intervisibility. The southern part of the site would be less sensitive in terms of its landscape and settlement character impacts and might be suitable for affordable housing as an exception site.
LA/BRID/001	Sidney Gale House Site	A developable site	This site is within the existing settlement boundary without any identified constraints. The site would be suitable for affordable housing development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed
LA/BRID/002	Bradford's Builders Merchants	A developable site	This site is within the existing settlement boundary without any significant identified constraints. Subject to mitigating the very limited area of flood risk, the site would be suitable for affordable housing.
LA/BRID/003	Coach Station Square	There is a need to avoid / mitigate flood risk. The site is located in a defined development boundary and within the urban area. A suitable site subject to policy change (in relation to existing allocation) and appropriate scale and design.	This site is within the existing settlement boundary; it is subject to existing policy relating to town centre uses and contains an active bus station. The site is at risk of flooding and heritage constraints. Subject to mitigating these constraints, a mixed use scheme including affordable housing, town centre uses and the redesign/retainment of the bus station on the site

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
			would be suitable (in part), for affordable housing subject to mitigating identified constraints.
LA/BRID/004	Proton Garage and Works	The site is located in a defined development boundary. A developable site subject to location of development outside of the Flood Zone on the Southern part of the site.	This site is within the existing settlement boundary with the site's southern areas at risk of flooding. Subject to mitigating the flood risk, the site would be suitable, for affordable housing subject to mitigating identified constraints.
LA/BRID/005	Rope Walks Car Park	The site is located within the existing development boundary and within the urban area of the town. A suitable site subject to policy change (in relation to existing allocation) and appropriate scale and design.	This site is within the existing settlement boundary and is subject to existing policy relating to town centre uses. The site is nearby to a number of heritage constraints. Subject to mitigating the any heritage sensitivities, a mixed use scheme including affordable housing and town centre uses would be suitable (in part), for affordable housing subject to mitigating identified constraints.
LA/BRID/006	St Swithins Road	There is a need to avoid / mitigate flood risk. The site is located in a defined development boundary. A developable site.	This site is within the existing settlement boundary with the site's eastern areas at risk of flooding. Subject to mitigating the flood risk, the site would be suitable, for affordable housing subject to mitigating identified constraints.
LA/BRID/007	Land north of Flood Lane	A level urban site well located within the development boundary but largely within Flood Zone 2 and potentially at risk of land contamination. Development would likely affect the setting of heritage assets. An unsuitable site due to flood risk.	Heritage and potential contamination issues add to the fact that this site is washed over by flood zone 2 and as such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRID/008	Former Highways Depot and Fisherman's Arms Site	Whilst the site is well located in terms of facilities it lies wholly within Flood Zone 2. There is potential for heritage impact, and existing land contamination issues. An unsuitable site.	Heritage and potential contamination issues add to the fact that this site is washed over by flood zone 2 and as such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRID/010	West Bay Caravan Site	The sites is located largely within Flood Zones 2. Residential development of the site would be a significant addition to West Bay that could have	The majority of this site is at risk of flooding. The north western areas which are more elevated and not at risk of flooding are more sensitive in terms of their more prominent position and a development along this part of the site would represent a

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
		significant impact on the landscape character and highways infrastructure. An unsuitable site.	significant change to the settlement character around West Cliff Road, representing back fill development. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/BRID/011	St. Michael's Estate, Bridport	The site is centrally located within Bridport town centre, and is a key employment site. There is a need to avoid / mitigate flood risk. Suitable for mixed residential development whilst maintaining employment uses.	This site has planning consent for 92 dwellings and as such, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/001	Crepe Farm	The site is isolated from the main settlement on sloping land and in a visually prominent location. Development would result in unacceptable landscape impact. Part of the site is affected by flood risk. Partly a protected Key Employment site and part of the site is a locally defined Green Gap. An unsuitable site.	Flood risk and landscape sensitivities on this prominent site which is isolated and not in keeping with surrounding settlement character would mean that this site is unsuitable. A much smaller portion of the site along Foundry Knapp (B3162) to the west of the Crepe Farm access track would be suitable for development which is in keeping with the linear nature of surrounding development, however the land is identified as a 'green gap' locally and hence the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/002	Land and Buildings at Vearse Farm	The site whilst isolated from the main settlement lies partly within the development boundary. The section of land to the South West (outside of the existing Development Boundary) is necessary for mitigation of landscape impact from the larger Vearse Farm development, and as such development in that area is not suitable. The area comprising existing agricultural buildings is suitable for residential development subject to appropriate sensitive design. A developable site.	This site forms a part of the strategic Vearse Farm mixed use allocation. The southern part of the site forms a vital land safeguarded for open space and landscaping to mitigate the effects of the large strategic site. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan. To support affordable (social rent) housing delivery on this site, rather than the focus on specialist housing for older people, discussions with the developers should be sought. These should be backed up with evidence which supports the need for social rented accommodation, over housing for older people.
LA/SYMO/003	Land at Broomhills (Site 1)	The site is outside the existing settlement boundary with potential access issues and flood risk. Residential	This site is isolated from the settlement, has some landscape sensitivities and would represent an uncharacteristic extension of development separated from the settlement boundary. It is at risk of flooding across much of the site and has no existing

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
		development would have significant landscape and townscape impact. An unsuitable site.	means of vehicular access. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/004	Land at South of A35 Higher Eype	Development of the site would have significant adverse landscape and visual impacts. Access is poor and there are no footway links. Elevated and visually prominent location within the Dorset AONB. An unsuitable site.	This site is isolated from the settlement, has some landscape sensitivities and would represent an uncharacteristic extension of development separated from the settlement boundary. It has no existing means of vehicular access. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/005	Land off Broad Lane	Elevated and visually prominent site. Development would be uncharacteristic and result in unacceptable landscape impact. Poor access. An unsuitable site.	This site is elevated and prominent and would represent an uncharacteristic extension of development separated from the settlement boundary. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/006	Land on the north side of Sprakes Corner	Development of the site would have limited landscape impact and the site has access to existing facilities of nearby settlements. Dependant on development being located towards the Southern part of the site to fit with the existing pattern. A suitable site with potential as an affordable housing exception site subject to identified need.	Providing development was located on the southern part this this site and in line with the existing linear pattern of development, this site would be suitable to come forward for affordable housing as an exception site subject to mitigating identified constraints.
LA/SYMO/007	Vearse Farm	Given the existing allocation and outline permission the site is deemed suitable for mixed use development subject to development being located away from the Western and North Eastern parts (affected by Flood Zones) of the site; to provide a landscape buffer and to protect development from Flood Risk. A developable site.	This site forms a part of the strategic Vearse Farm mixed use allocation. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/008	Land West of Coronation Road	The site is located in close proximity to existing services and facilities and within in a defined development boundary. A suitable site subject to landscape mitigation.	This site forms a part of the strategic Vearse Farm mixed use allocation. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.

SHLAA reference	Site name	SHLAA Conclusion	AECOM Conclusion
LA/SYMO/009	Land at Broomhills (Site 2)	The site is outside of the development boundary and isolated from the main settlement. Immediately adjacent to the main road with potential footway access issues. Development of this wooded area could result in adverse impact on the character of the area. An unsuitable site.	The location of this site is isolated from the settlement boundary and in an isolated location. It is covered in its entirety by dense tree cover and is immediately adjacent to the A35. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/010	Land at Broomhills (Site 3)	The site is isolated from settlement development boundary, extending into open countryside and in elevated prominent position. Potential for significantly adverse visual and landscape impacts. An unsuitable site.	This site is elevated and prominent and would represent an uncharacteristic extension of development separated from the settlement boundary. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/011	Land at Broomhills (Site 4)	The site is outside the development and settlement boundary. Residential development here would be uncharacteristic. Limited footpath/footway access to the town centre. An unsuitable site.	The location of this site is isolated from the settlement boundary and in an isolated location. There is no pedestrian and/or cycle access in place currently, with the potential to provide segregated, safe access routes limited. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.
LA/SYMO/012	Land at Vearse Farm	The site is part of an allocated site but indicated as an area of associated open space and landscaping. Parts of the site are elevated and sloping. Potential for landscape and visual impacts upon the AONB landscape and townscape. An unsuitable site.	This site forms a part of the strategic Vearse Farm mixed use allocation, comprising the majority of the vital land safeguarded for open space and landscaping to mitigate the effects of the large strategic site within the National Landscape. The site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.

Appendix B Site assessment proformas

Site Assessment Reference sheet

Assessment of Suitability

Statutory environmental designation

Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:

- Ancient Woodland
- Biosphere Reserve
- Local Nature Reserve (LNR)
- National Landscape (also known as Area of Outstanding Natural Beauty)
- National Nature Reserve (NNR)
- National Park
- Ramsar Site
- Site of Special Scientific Interest (SSSI)*
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)

*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?

Yes (red)	No (green)	Partly or adjacent (amber)
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Non-statutory environmental designations

Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:

- Green Infrastructure Corridor
- Local Wildlife Site (LWS)
- Public Open Space
- Site of Importance for Nature Conservation (SINC)
- Nature Improvement Area
- Regionally Important Geological Site
- Other

Yes (red)	No (green)	Partly or adjacent (amber)
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Nutrient Neutrality

Site falls within a habitats site which may require nutrient neutrality, or is likely to fall within its catchment?

No (green)	Yes (amber)
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Flood Zone

Site is predominantly, or wholly, within Flood Zones 2 or 3?

See guidance notes:

- Flood Zone 1: Low Risk (green)

- Flood Zone 2: Medium Risk (amber)
- Flood Zone 3 (less or more vulnerable site use): Medium Risk (amber)
- Flood Zone 3 (highly vulnerable site use): High Risk (red)

High Risk (red)	Low Risk (green)	Medium Risk (amber)
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Surface water flooding

Site is at risk of surface water flooding?

See guidance notes:

- Less than 15% of the site is affected by medium or high risk of surface water flooding – Low Risk (green)
- >15% of the site is affected by medium or high risk of surface water flooding – Medium Risk (amber)

Low Risk (green)	Medium Risk (amber)
------------------	---------------------

Agricultural land Classification

Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?

Yes (red)	No (green)
-----------	------------

Potential to support priority species

Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:

- UK BAP Priority Habitat;
- a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity);
- wildlife corridors (and stepping stones that connect them); and/or
- an area identified by national and local partnerships for habitat management, enhancement, restoration or creation?

Yes (red)	No (green)
-----------	------------

Air Quality Management Area (AQMA)

Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?

Yes (red)	No (green)
-----------	------------

Topography

Is the site:

Flat or relatively flat (green) / Gently sloping or uneven (amber) / Steeply sloping (red)

Steeply sloping (red)	Flat or relatively flat (green)	Gently sloping or uneven (amber)
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Vehicular access

Is there existing vehicle access to the site, or potential to create suitable access?

No (red)	Yes (green)
----------	-------------

Pedestrian access

Is there existing pedestrian access to the site, or potential to create suitable access?

No (red)	Yes (green)
----------	-------------

Cycle access

Is there existing cycle access to the site, or potential to create suitable access?

No (red)	Yes (green)
----------	-------------

Significant trees**Are there other significant trees within or adjacent to the site?**

No (green)	Within/Adjacent (amber)
------------	-------------------------

Tree Preservation Orders**Are there any known Tree Preservation Orders on the site?**

No (green)	Yes (amber)
------------	-------------

Veteran or ancient trees**Are there veteran/ancient trees within or adjacent to the site?**

Within (red)	No (green)	Adjacent (amber)
--------------	------------	------------------

Public Rights of Way**Are there any Public Rights of Way (PRoW) crossing the site?**

No (green)	Yes (amber)
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Ground contamination**Is the site likely to be affected by ground contamination?**

No (green)	Yes (amber)
------------	-------------

Utilities infrastructure**Is there any utilities infrastructure crossing the site i.e. power lines/pipelines, or is the site in close proximity to hazardous installations?**

No (green)	Yes (amber)
------------	-------------

Loss of social, amenity or community value**Would development of the site result in a loss of social, amenity or community value?**

No (green)	Yes (amber)
------------	-------------

Accessibility**Distance to train station (m)**

>1200m (red)	<400m (green)	400-1200m (amber)
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Distance to bus / tram stop (m)

>800m (red)	<400m (green)	400-800m (amber)
-------------	---------------	------------------

Distance to town / local centre / shop (m)

>1200m (red)	<400m (green)	400-1200m (amber)
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Distance to open space / recreation facilities (m)

>800m (red)	<400m (green)	400-800m (amber)
-------------	---------------	------------------

Distance to primary school (m)

>1200m (red)	<400m (green)	400-1200m (amber)
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Distance to secondary school (m)

>3900m (red)	<1600m (green)	1600-3900m (amber)
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Distance to Cycle route (m)

>800m (red)	<400m (green)	400-800m (amber)
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Landscape sensitivity**Is the site low, medium or high sensitivity in terms of landscape?**

- High sensitivity (red): the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.

- Medium sensitivity (amber): the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.
- Low sensitivity (green): the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.

High sensitivity (red)	Low sensitivity (green)	Medium sensitivity (amber)
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Visual amenity

Is the site low, medium or high sensitivity in terms of visual amenity?

- High sensitivity (red): the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.
- Medium sensitivity (amber): the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.
- Low sensitivity (green): the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.

High sensitivity (red)	Low sensitivity (green)	Medium sensitivity (amber)
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Designated heritage asset

Would the development of the site cause harm to a designated heritage asset or its setting?

- Directly impact and/or mitigation not possible (red)
- Some impact, and/or mitigation possible (amber)
- Limited or no impact or no requirement for mitigation (green)

Directly impact and/or mitigation not possible (red)	Limited or no impact or no requirement for mitigation (green)	Some impact, and/or mitigation possible (amber)
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Non-designated heritage asset

Would the development of the site cause harm to a non-designated heritage asset or its setting?

- Directly impact and/or mitigation not possible (amber)
- Some impact, and/or mitigation possible (amber)
- Limited or no impact or no requirement for mitigation (green)

Limited or no impact or no requirement for mitigation (green)	Some impact, and/or mitigation possible (amber)
Directly impact and/or mitigation not possible; or	

Green Belt

Is the site in the Green Belt?

Yes (red)	No (green)
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Planning Policy

Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?

Yes / No / Unknown

Other relevant planning policies

Are there any other relevant planning policies relating to the site?

Greenfield / mix / PDL

Is the site:

- Greenfield (red)
- A mix of greenfield and previously developed land (amber)

- Previously developed land (green)

Greenfield (red)	Previously developed land (green)	A mix of greenfield and previously developed land (amber)
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Relationship with settlement

Is the site within, adjacent to or outside the existing built up area?

- Within (green)
- Adjacent to and connected to (amber)
- Outside and not connected to (red)

Outside and not connected to (red)	Within (green)	Adjacent to and connected to (amber)
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Settlement boundaries

Is the site within, adjacent to or outside the existing settlement boundary (if one exists)?

- Within (green)
- Adjacent to and connected to (amber)
- Outside and not connected to (red)

Outside and not connected to (red)	Within (green)	Adjacent to and connected to (amber)
------------------------------------	----------------	--------------------------------------

Coalescence

Would development of the site result in neighbouring settlements merging into one another?

No (green)	Yes (amber)
------------	-------------

Size and character

Is the size of the site large enough to significantly change the size and character of the existing settlement?

No (green)	Yes (amber)
------------	-------------

Assessment of Availability

Site availability

Is the site available for development?

No (red)	Yes (green)
----------	-------------

Legal or ownership issues

Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners?

Yes (red)	No (green)
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Timeframe

Is there a known time frame for availability?

Available now / 0-5 years / 6-10 years / 11-15 years

Assessment of Achievability

Viability

Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement?

Yes (red)	No (green)
-----------	------------

Conclusions

Site capacity (assessed)

What is the expected development capacity of the site? (either as proposed by site promoter or estimated through SHLAA/HELAA or Neighbourhood Plan Site Assessment)

Timeframe

What is the likely timeframe for development

(0-5 / 6-10 / 11-15 / 15+ years)

Other key information

Overall rating

The site is suitable and available (green)

The site is potentially suitable, and available (amber)

The site is not currently suitable, and available (red)

Site is not currently suitable, and available (red)	Site is suitable and available (green)	Site is potentially suitable, and available (amber)
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Site proformas

Site 1

Site Details

Site Address	Bus Station Site
Gross Site Area (ha)	0.799503
SHLAA/HELAA Reference	LA/BRID/003



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Existing land use	Bus station, public car parking
Land use being considered (if known)	Housing
Development capacity (if known)	21 (if a higher density is delivered), or 8-13.
Site identification method / source	Bridport Town Council
Planning history	-
Neighbouring uses	Park, recreation facilities, industrial, retail, residential, previously developed land, hospitality.

Assessment of Suitability

Statutory environmental designation	R	Yes (Dorset National Landscape)
Non-statutory environmental designations	G	No
Nutrient Neutrality	G	No
Flood Zone	R	High risk
Surface water flooding	G	Low risk
Within best agricultural land	G	No
Potential to support priority species	G	No
Air Quality Management Area (AQMA)	G	No
Topography	G	Flat or relatively flat
Vehicular access	G	Yes

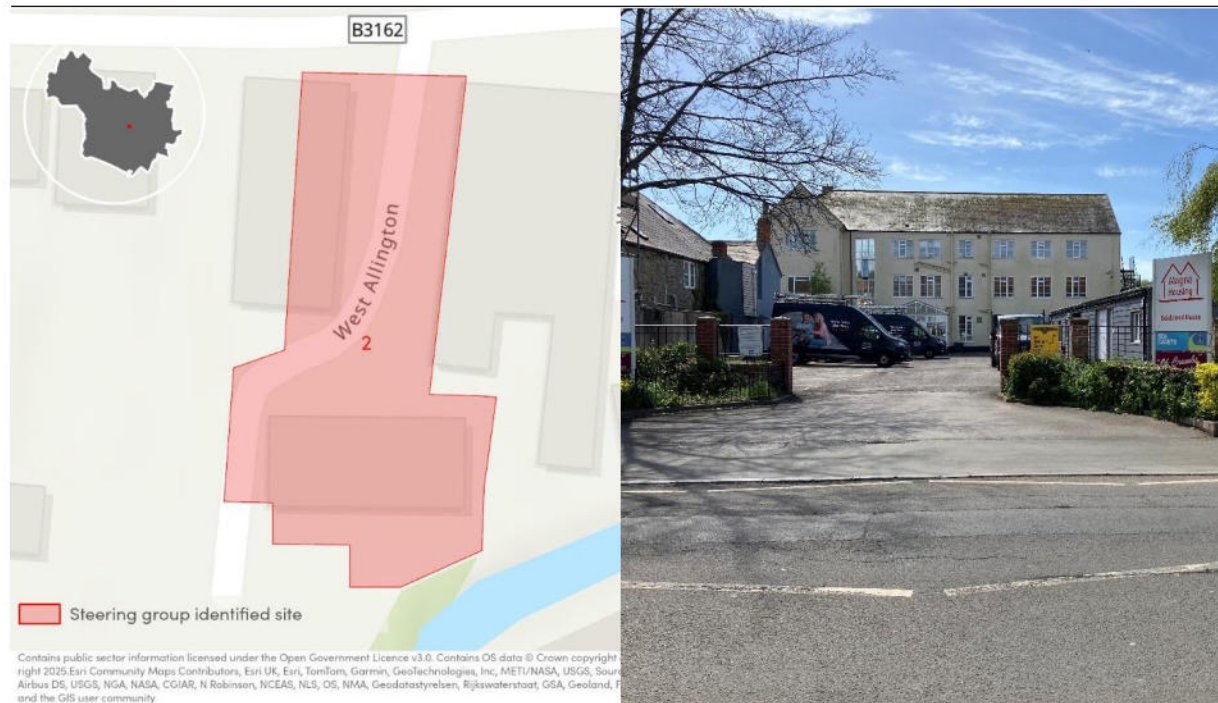
Pedestrian access	G	Yes		
Cycle access	G	Yes		
Tree Preservation Orders	G	No		
Significant trees	G	No		
Veteran or ancient trees	G	No		
Public Rights of Way	G	No		
Ground contamination		Unknown		
Utilities infrastructure	A	Yes - telephone lines and drainage/pipes entering pipe in northern area		
Loss of social, amenity or community value	G	No		
Distance to train station (m)	R	>1200m	Distance to bus / tram stop (m)	G <400m
Distance to town / local centre / shop (m)	G	<400m	Distance to open space / recreation facilities (m)	G <400m
Distance to primary school (m)	A	400-1200m	Distance to secondary school (m)	A 1600-3900m
Distance to Cycle route (m)	G	<400m		
Landscape sensitivity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to townscape character.		
Visual amenity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to intervisibility with surrounding buildings.		
Designated heritage asset harm	A	Some impact (conservation area and Grade II listed buildings). Sensitive design and character of new development likely to be able to mitigate effects.		
Non-designated heritage asset harm	A	Adjacent to some locally identified buildings and spaces, recognised for their contributions to the local historic character of the area.		
Green Belt	G	No		
Is the site allocated for a particular use or designated as open space in the adopted and / or emerging Local Plan		Allocated in the West Dorset, Weymouth & Portland Local Plan (2015) for town centre expansion.		
Other relevant planning policies		BRID4 Local Plan Policy : Future Town Centre Expansion		
Greenfield / mix / PDL	G	Previously developed land		
Built-up area	G	Within the existing built up area (infill)		
Settlement boundaries	G	Within the existing settlement boundary		
Coalesce neighbouring sites	G	No		
Size and character	G	No		
Assessment of Availability				
Site availability	G	Yes		
Legal or ownership issues		Unknown		
Timeframe		0		
Assessment of Viability				
Viability	R	Site remediation costs.		
Conclusions				
Site capacity (assessed)				
Timeframe		0		
Other key information				

Overall rating (Red/Amber/Green)	A The site is potentially suitable, available and achievable
Summary	<p>This is a key site in the centre of Bridport which is also considered as sites 6 and LA/BRID/003 with different boundaries. The site is allocated in the Local Plan for Town Centre Expansion and within the made Neighbourhood Plan as a ‘community based transport terminus’, connecting Bridport to nearby towns and villages and further through coach services. Allocation for uses which propose an alternative to that set out in the Local Plan Town Centre policy would need to be discussed and agreed with Dorset Council. Further review of the made Neighbourhood Plan policy would be required, with the potential to replace or partly retain existing policy for the site. A viability study has been commissioned for the site with transport, parking and residential units being explored via different options, including the provision of social rented housing being recommended as comprising nine of the suggested 21 dwellings on the site. The site has some sensitivities in terms of nearby heritage assets and is at risk of flooding, these aspects would be expected to be adequately mitigated through appropriate design considerations. The site contains some communication and utilities infrastructure (telephone wires and underground pipes), which would need considering during design and construction phases. The site is potentially suitable for development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed.</p>

Site 2

Site Details

Site Address	Boldwood House Site
Gross Site Area (ha)	0.162768
SHLAA/HELAA Reference	0



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Existing land use	Disused building, with Magna Housing Association using ancillary building
Land use being considered (if known)	Housing
Development capacity (if known)	3 (10-18 bedrooms) taken from latest proposals (2024).
Site identification method / source	Bridport Town Council
Planning history	P/FUL/2021/00148 - permission granted for conversion of 4no. flats into 8no. flats.
Neighbouring uses	Park, recreation facilities, car parking, bus station, retail, residential, previously developed land, hospitality.

Assessment of Suitability

Statutory environmental designation	R	Yes (Dorset National Landscape)
Non-statutory environmental designations	G	No
Nutrient Neutrality	G	No
Flood Zone	R	High risk
Surface water flooding	A	Medium risk
Within best agricultural land	G	No
Potential to support priority species	G	No
Air Quality Management Area (AQMA)	G	No
Topography	G	Flat or relatively flat
Vehicular access	G	Yes
Pedestrian access	G	Yes

Cycle access	G	Yes		
Tree Preservation Orders		Unknown		
Significant trees	G	No		
Veteran or ancient trees	G	No		
Public Rights of Way	G	No		
Ground contamination		Unknown		
Utilities infrastructure	G	No		
Loss of social, amenity or community value	G	No		
Distance to train station (m)	R	>1200m	Distance to bus / tram stop (m)	G <400m
Distance to town / local centre / shop (m)	G	<400m	Distance to open space / recreation facilities (m)	G <400m
Distance to primary school (m)	A	400-1200m	Distance to secondary school (m)	A 1600-3900m
Distance to Cycle route (m)	G	<400m		
Landscape sensitivity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to townscape character.		
Visual amenity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to intervisibility with surrounding buildings.		
Designated heritage asset harm	A	Some impact (conservation area and Grade II listed buildings). Sensitive design and character of new development likely to be able to mitigate effects.		
Non-designated heritage asset harm	A	Adjacent to some locally identified buildings, recognised for their contributions to the local historic character of the area.		
Green Belt	G	No		
Is the site allocated for a particular use or designated as open space in the adopted and / or emerging Local Plan		No		
Other relevant planning policies				
Greenfield / mix / PDL	G	Previously developed land		
Built-up area	G	Within the existing built up area (infill)		
Settlement boundaries	G	Within the existing settlement boundary		
Coalesce neighbouring sites	G	No		
Size and character	G	No		
Assessment of Availability				
Site availability	G	Yes		
Legal or ownership issues		Unknown		
Timeframe		0		
Assessment of Viability				
Viability	R	Potential demolition costs and site remediation.		
Conclusions				
Site capacity (assessed)				
Timeframe		0		
Other key information				
Overall rating (Red/Amber/Green)	A	The site is potentially suitable, available and achievable		

Summary

This small, previously developed site in the centre of Bridport has extant planning permission for eight units. It has existing access to a variety of town centre uses (though it is more remote from the nearest primary school). The site appears to be not in active use, beside some storage and maintenance facilities used by Magna Housing; though the site's grounds are evidently used as a busy pedestrian route. Its location next to the River Brit places it at high risk of fluvial flooding and the site also contains areas of surface water flood risk. Its location adjacent to and overlapping with both designated (including the Bridport Conservation Area) and non-designated heritage assets means that harm to the setting and significance of the area's historic character would be required to be mitigated through scheme design. The brownfield nature of this site might lead to additional remediation works and associated costs. Several layout options have considered the site for residential specialist housing (possibly homeless accommodation or social rented), alongside community and/or commercial space. Options looked at reconfiguration of the building to support 10-18 bedrooms. The site is suitable for reconfiguration for social housing and can be included in the Neighbourhood Plan to encourage the site to come forward for affordable / social rented housing, if the existing permission is not implemented. The site is potentially suitable for development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed.

Site 3

Site Details

Site Address	Old Dairy Site
Gross Site Area (ha)	0.032346
SHLAA/HELAA Reference	0



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Existing land use	Previously developed land (not in use)
Land use being considered (if known)	Housing
Development capacity (if known)	-
Site identification method / source	Bridport Town Council
Planning history	P/FUL/2022/00228- permission granted to Erect building to be used for storage, offices and associated ancillary uses
Neighbouring uses	Retail, residential, previously developed land, car parking.

Assessment of Suitability

Statutory environmental designation	R	Yes (Dorset National Landscape)
Non-statutory environmental designations	G	No
Nutrient Neutrality	G	No
Flood Zone	G	Low risk
Surface water flooding	G	Low risk
Within best agricultural land	G	No
Potential to support priority species	G	No
Air Quality Management Area (AQMA)	G	No
Topography	G	Flat or relatively flat
Vehicular access	G	Yes
Pedestrian access	G	Yes
Cycle access	G	Yes

Tree Preservation Orders	G	No		
Significant trees	G	No		
Veteran or ancient trees	G	No		
Public Rights of Way	G	No		
Ground contamination		Unknown		
Utilities infrastructure	A	Yes - high voltage utilities box on site		
Loss of social, amenity or community value	G	No		
Distance to train station (m)	R	>1200m	Distance to bus / tram stop (m)	G <400m
Distance to town / local centre / shop (m)	G	<400m	Distance to open space / recreation facilities (m)	G <400m
Distance to primary school (m)	A	400-1200m	Distance to secondary school (m)	A 1600-3900m
Distance to Cycle route (m)	G	<400m		
Landscape sensitivity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to townscape character.		
Visual amenity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to intervisibility with surrounding buildings.		
Designated heritage asset harm	A	Some impact (conservation area and Grade II listed buildings). Sensitive design and character of new development likely to be able to mitigate effects.		
Non-designated heritage asset harm	A	Adjacent to some locally identified buildings, recognised for their contributions to the local historic character of the area.		
Green Belt	G	No		
Is the site allocated for a particular use or designated as open space in the adopted and / or emerging Local Plan		Allocated in the West Dorset, Weymouth & Portland Local Plan (2015) for town centre development.		
Other relevant planning policies		ECON4 Local Plan Policy: Retail and Town Centre Development		
Greenfield / mix / PDL	G	Previously developed land		
Built-up area	G	Within the existing built up area (infill)		
Settlement boundaries	G	Within the existing settlement boundary		
Coalesce neighbouring sites	G	No		
Size and character	G	No		
Assessment of Availability				
Site availability	G	Yes		
Legal or ownership issues		Unknown		
Timeframe		0		
Assessment of Viability				
Viability	R	Site remediation costs.		
Conclusions				
Site capacity (assessed)				
Timeframe		0		
Other key information				
Overall rating (Red/Amber/Green)	R	The site is not currently suitable, available and achievable		

Summary

This small, previously developed site in the centre of Bridport has extant planning permission for storage and office space and is allocated in the adopted Local Plan for town centre uses. Residential development would therefore not be suitable, however the site could be considered for alternative uses which meet the Neighbourhood Plan's objectives of providing small business units. Past structures have been removed from the site and it has been cleared. The site contains some utilities infrastructure (a large electricity/fibre broadband box, fenced off). Its location adjacent to and overlapping with both designated (including the Bridport Conservation Area) and non-designated heritage assets means that harm to the setting and significance of the area's historic character would be required to be mitigated through design. Considering the extant planning permission and local plan allocation, the site is not currently suitable for residential development and therefore not appropriate for allocation in the Neighbourhood Plan.

Site 4

Site Details

Site Address	Peter Foote Play Area Site
Gross Site Area (ha)	0.137316
SHLAA/HELAA Reference	0



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Existing land use	Existing park/recreation facility
Land use being considered (if known)	Housing
Development capacity (if known)	4
Site identification method / source	Bridport Town Council
Planning history	-
Neighbouring uses	Residential

Assessment of Suitability

Statutory environmental designation	R	Yes (Dorset National Landscape)
Non-statutory environmental designations	R	Yes (public open space, recreational facilities)
Nutrient Neutrality	G	No
Flood Zone	G	Low risk
Surface water flooding	G	Low risk
Within best agricultural land	G	No
Potential to support priority species	G	No
Air Quality Management Area (AQMA)	G	No
Topography	G	Flat or relatively flat
Vehicular access	G	Yes
Pedestrian access	G	Yes
Cycle access	G	Yes
Tree Preservation Orders	G	No

Significant trees	G	No		
Veteran or ancient trees	G	No		
Public Rights of Way	G	No		
Ground contamination		Unknown		
Utilities infrastructure	A	Yes - telephone lines		
Loss of social, amenity or community value	A	Yes - loss of open space/recreational facility		
Distance to train station (m)	R	>1200m	Distance to bus / tram stop (m)	G <400m
Distance to town / local centre / shop (m)	A	400-800m	Distance to open space / recreation facilities (m)	G <400m
Distance to primary school (m)	A	400-1200m	Distance to secondary school (m)	A 1600-3900m
Distance to Cycle route (m)	G	<400m		
Landscape sensitivity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to townscape character.		
Visual amenity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to intervisibility with surrounding buildings.		
Designated heritage asset harm	A	Some impact (conservation area). Sensitive design and character of new development likely to be able to mitigate effects.		
Non-designated heritage asset harm	G	Limited or nonimpact.		
Green Belt	G	No		
Is the site allocated for a particular use or designated as open space in the adopted and / or emerging Local Plan		No		
Other relevant planning policies		L3 Made Bridport Neighbourhood Plan Policy: Local Green Spaces		
Greenfield / mix / PDL	R	Greenfield		
Built-up area	G	Within the existing built up area (infill)		
Settlement boundaries	G	Within the existing settlement boundary		
Coalesce neighbouring sites	G	No		
Size and character	G	No		
Assessment of Availability				
Site availability	G	Yes		
Legal or ownership issues		Unknown		
Timeframe		0		
Assessment of Viability				
Viability	G	No		
Conclusions				
Site capacity (assessed)				
Timeframe		0		
Other key information				
Overall rating (Red/Amber/Green)	A	The site is potentially suitable, available and achievable		
Summary		This small site is an open, green, recreation space to the north of the town centre which is current allocated as Local Green Space in the made Neighbourhood Plan. The site is more remote from the town centre and primary school. It is located adjacent to the		

conservation area, though the area's character is mixed and hence development of a sensitive nature ought to avoid negative impacts. Subject to the current Neighbourhood Plan Local Green Space policy being amended and compensatory green/recreational space being provided within the site's vicinity, this site would be suitable for development and therefore potentially appropriate for allocation in the Neighbourhood Plan, if availability and viability are confirmed.

Site 5

Site Details

Site Address	Long linear n-s site west of River Brit
Gross Site Area (ha)	9.763392
SHLAA/HELAA Reference	0



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Existing land use	Existing park/recreation facility
Land use being considered (if known)	Housing
Development capacity (if known)	-
Site identification method / source	Bridport Town Council
Planning history	Part of site - WD/D/16/002852 - permission granted for Redevelopment, including part demolition of listed and unlisted structures and refurbishment of retained structures to provide: (a) 9 residential units (including refurbishment of one existing unit); and (b) a net decrease of 47 sq. m. of light industrial floorspace.
Neighbouring uses	Residential, industrial.

Assessment of Suitability

Statutory environmental designation	R	Yes (Dorset National Landscape)
Non-statutory environmental designations	R	Yes (public open space, recreational facilities)
Nutrient Neutrality	G	No
Flood Zone	R	High risk
Surface water flooding	A	Medium risk
Within best agricultural land	R	Yes (Grade 2)
Potential to support priority species	R	Overlap with 'high opportunity' nature area (draft LNRS)
Air Quality Management Area (AQMA)	G	No
Topography	A	Uneven
Vehicular access	G	Yes

Pedestrian access	G	Yes		
Cycle access	G	Yes		
Tree Preservation Orders		Unknown		
Significant trees	A	Yes, within		
Veteran or ancient trees	G	No		
Public Rights of Way	A	Yes		
Ground contamination		Unknown		
Utilities infrastructure	A	Yes- telephone lines, low voltage power lines and drainage/pipes entering pipe in north/north eastern area		
Loss of social, amenity or community value	A	Yes - loss of open space/recreational facility		
Distance to train station (m)	R	>1200m	Distance to bus / tram stop (m)	G <400m
Distance to town / local centre / shop (m)	G	<400m	Distance to open space / recreation facilities (m)	G <400m
Distance to primary school (m)	G	<400m	Distance to secondary school (m)	A 1600-3900m
Distance to Cycle route (m)	G	<400m		
Landscape sensitivity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to townscape character.		
Visual amenity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to intervisibility with surrounding buildings.		
Designated heritage asset harm	A	Some impact (conservation area and Grade II listed buildings). Sensitive design and character of new development likely to be able to mitigate effects.		
Non-designated heritage asset harm	A	Contains some locally identified buildings and spaces, recognised for their contributions to the local historic character of the area.		
Green Belt	G	No		
Is the site allocated for a particular use or designated as open space in the adopted and / or emerging Local Plan		No		
Other relevant planning policies		L3 and CF3 Made Bridport Neighbourhood Plan Policy: Local Green Spaces and Allotments (small area of site designated as such)		
Greenfield / mix / PDL	R	Greenfield		
Built-up area	A	Adjacent and connected to the existing built up area		
Settlement boundaries	A	Adjacent and connected to the existing settlement boundary		
Coalesce neighbouring sites	G	No		
Size and character	G	No		
Assessment of Availability				
Site availability	G	Yes		
Legal or ownership issues		Unknown		
Timeframe		0		
Assessment of Viability				
Viability	G	No		
Conclusions				
Site capacity (assessed)				
Timeframe		0		

Other key information

Overall rating (Red/Amber/Green)	R	The site is not currently suitable, available and achievable
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Summary

This large site is a well used, town centre park and recreation space which is allocated in part as a Local Green Space and Allotments in the made Neighbourhood Plan and falls outside of the existing settlement boundary. The site is extensively at risk of fluvial and surface water flooding and has been identified as a 'high opportunity' nature area in the draft Local Nature Recovery Strategy. The site likely contains best and most versatile agricultural land, has uneven topography and extensive tree cover, including mature trees and wildlife corridors surrounding the River Brit. There are multiple public rights of way and other footpaths across the site as well as telephone lines, low voltage power lines and drainage/pipe utility infrastructure. The site is within the setting of designated and non-designated heritage assets. Considering the range of constraints and use and partial designation as a Local Green Space and Allotments, the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan.

Site 6

Site Details

Site Address	Land including bus station, park and industrial buildings
Gross Site Area (ha)	5.605882
SHLAA/HELAA Reference	0



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Existing land use	Existing park/recreation facility, community uses, retail and hospitality, industrial, bus station and public car parking
Land use being considered (if known)	Housing
Development capacity (if known)	-
Site identification method / source	Bridport Town Council
Planning history	Planning approval (December 2024- WD/D/16/002852) for nine dwellings and some loss of light industrial floor space on part of the site. Outline consent (December 2024- 1/D/11/002012) for 83 dwellings.
Neighbouring uses	Park, recreation facilities, industrial, retail, residential, previously developed land, hospitality.

Assessment of Suitability

Statutory environmental designation	R	Yes (Dorset National Landscape)
Non-statutory environmental designations	R	Yes (public open space, recreational facilities)
Nutrient Neutrality	G	No
Flood Zone	R	High risk
Surface water flooding	G	Low risk (most risk areas associated with watercourse)
Within best agricultural land	G	No
Potential to support priority species	R	Overlap with 'high opportunity' nature area (draft LNRS)
Air Quality Management Area (AQMA)	G	No
Topography	A	Uneven
Vehicular access	G	Yes

Pedestrian access	G	Yes		
Cycle access	G	Yes		
Tree Preservation Orders		Unknown		
Significant trees	A	Yes, within		
Veteran or ancient trees	G	No		
Public Rights of Way	A	Yes		
Ground contamination		Unknown		
Utilities infrastructure	A	Yes- telephone lines, low voltage power lines and drainage/pipes entering pipe in northern area		
Loss of social, amenity or community value	A	Yes - loss of open space/recreational facility alongside numerous retail/hospitality units in a cultural quarter of the town. This area plays a strong role in shaping the local identity and contributing to the area as a key pull factor for tourism and retail sectors.		
Distance to train station (m)	R	>1200m	Distance to bus / tram stop (m)	G <400m
Distance to town / local centre / shop (m)	G	<400m	Distance to open space / recreation facilities (m)	G <400m
Distance to primary school (m)	G	<400m	Distance to secondary school (m)	A 1600-3900m
Distance to Cycle route (m)	G	<400m		
Landscape sensitivity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to townscape character.		
Visual amenity	A	No specific evidence from landscape specialists. High level conclusions indicate potential sensitivities relating to intervisibility with surrounding buildings.		
Designated heritage asset harm	A	Some impact (conservation area and Grade II listed buildings). Sensitive design and character of new development likely to be able to mitigate effects.		
Non-designated heritage asset harm	A	Adjacent to some locally identified buildings and spaces, recognised for their contributions to the local historic character of the area.		
Green Belt	G	No		
Is the site allocated for a particular use or designated as open space in the adopted and / or emerging Local Plan		Allocated in the West Dorset, Weymouth & Portland Local Plan (2015) for town centre expansion (part of site).		
Other relevant planning policies		BRID5 Local Plan Policy: St. Michael's Trading Estate mixed use allocation, made Neighbourhood Plan Policies: CoB4 St Michael's Support for the Creative Industries and Policy CoB2 Ropewalks Car Park & Bus Station Car Park.		
Greenfield / mix / PDL	A	A mix of greenfield and previously developed land		
Built-up area	A	Adjacent and connected to the existing built up area		
Settlement boundaries	A	Adjacent and connected to the existing settlement boundary		
Coalesce neighbouring sites	G	No		
Size and character	G	No		
Assessment of Availability				
Site availability	G	Yes		
Legal or ownership issues		Unknown		
Timeframe		0		
Assessment of Viability				
Viability	R	Potential demolition costs and site remediation.		

Conclusions	
Site capacity (assessed)	
Timeframe	0
Other key information	
Overall rating (Red/Amber/Green)	R The site is not currently suitable, available and achievable
Summary	<p>This large site includes part of a well used, town centre park and recreation space as well as a town centre industrial/trading estate with a range of retail, hospitality and industrial uses, car parking and a bus station. This site contains a key site in the centre of Bridport (at the bus station) which is also considered as sites 1 and LA/BRID/003 with different boundaries. This site also overlaps with Site 5 and LA/BRID/011. The majority of the site is allocated in the Local Plan for town centre expansion and as a mixed use site and in the Neighbourhood Plan for Creative Industries and other mixed town centre uses. The site has recent full planning consent for 9 dwellings and the retention of some industrial floor space, and outline consent for 83 dwellings, commercial uses and car parking, split across two applications. The western area of the site is a part of Site 5, which has been considered as such. The northern area of the site is part of Site 1 and LA/BRID/003, which has been considered as such. The remainder of the site mostly overlaps with the site LA/BRID/011. This element of the site has planning approval and therefore the site is not currently suitable for development and therefore not appropriate for allocation in the Neighbourhood Plan. Discussions with the developers could be sought, in order to influence the area of the site with outline planning permission. These should be backed up with evidence which supports the Neighbourhood Plan's objectives in relation to the scheme whilst also being in conformity with the permission granted.</p>

