

# Joint Local Plan Review for West Dorset, Weymouth and Portland

## SUMMARY OF RESPONSES TO THE INITIAL ISSUES AND OPTIONS CONSULTATION

AUGUST 2017

*For the avoidance of doubt, this document summarises the comments made by organisations and individuals in response to the Initial Issues and Options Consultation document for the West Dorset, Weymouth & Portland Local Plan Review. The summarised comments do not represent the views of members or officers of the councils.*

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## 1. Introduction

### **Adopted Local Plan**

The West Dorset, Weymouth & Portland Local Plan was adopted by West Dorset District Council on 22<sup>nd</sup> October 2015 and by Weymouth & Portland Borough Council on 15<sup>th</sup> October 2015.

### **Local Plan Review: Initial Issues and Options Consultation**

The councils are undertaking a review of the joint local plan and the first stage was public consultation on 'issues and options'. The Initial Issues and Options Consultation ran from 6<sup>th</sup> February to 3<sup>rd</sup> April 2017.

The Initial Issues and Options Consultation document examined the key issues for the local plan review and responses were sought to a series of questions. These questions related both to additional potential 'option sites' to meet the future need for housing over the period to 2036 and to options for changes to the policies in the currently adopted local plan.

This document provides a summary of the responses made by organisations and individuals to the consultation on the Initial Issues and Options Consultation document, which was supported by more detail in background papers and evidence. A Sustainability Appraisal report was also produced alongside the Issues and Options Consultation document. All documents were made available on the councils website, at the council offices and in public libraries.

### **Responses to the Initial Issues and Options Consultation**

In total around 960 individuals and organisations responded to the consultation. About 670 responded either by e-mail or in writing and about 200 filled in an online form.

### **Website, Social Media and Press**

The local plan review documentation was available to view and download online at <https://www.dorsetforyou.gov.uk/local-plan-review>. During the consultation period, this page received over 5,500 unique views.

A campaign was run on Facebook with pages raising awareness of the consultation overall and of 'option sites' at the main settlements. The Facebook pages received about 600 unique views.

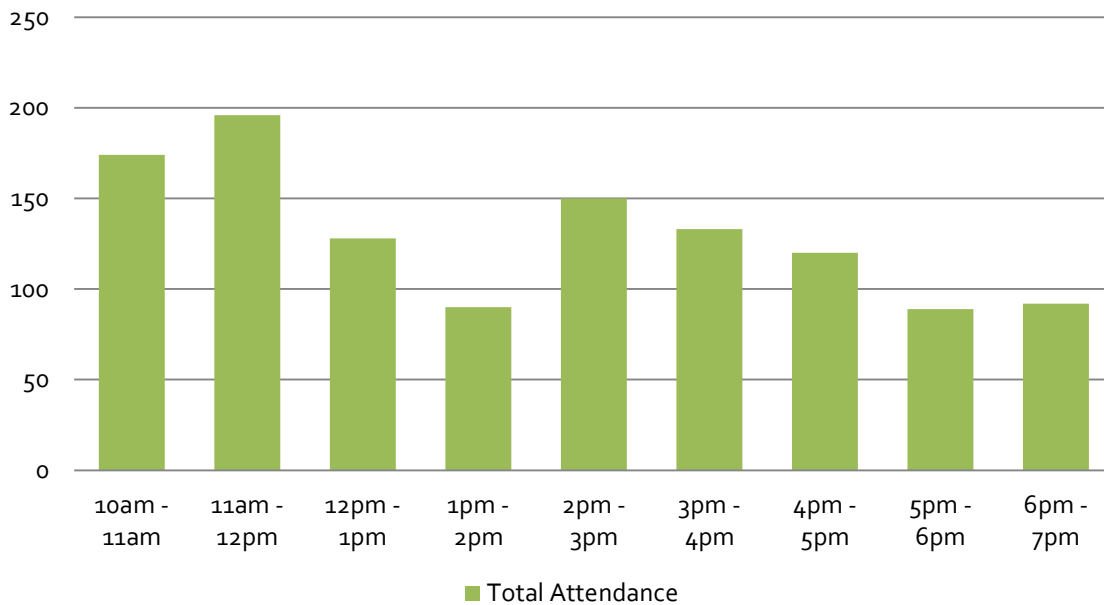
Articles and advertisements appeared in the local press including the Western Gazette and Bridport News.

### Public Consultation Events

Ten public consultation events were held between 20<sup>th</sup> February and 9<sup>th</sup> March 2017. It is estimated that 1,172 people attended these events.

Location (date)	Estimated attendance
<i>Sherborne (20/02)</i>	92
<i>Weymouth (21/02)</i>	72
<i>Portland (23/02)</i>	48
<i>Charminster (24/02)</i>	244
<i>Dorchester (27/02)</i>	86
<i>Beaminster (28/02)</i>	105
<i>Lyme Regis (01/03)</i>	54
<i>Bridport (02/03)</i>	127
<i>Crossways (07/03)</i>	230
<i>Chickerell (09/03)</i>	114
<b>Total</b>	<b>1,172</b>

### Estimated attendance by hour for all exhibitions



### **Format of the 'Summary of Responses' Document**

This document provides an overview of the responses made to each section of the Initial Issues and Options Consultation document.

For each section it records the total number of responses and the total numbers of comments made, which were either in support, objecting or neutral (i.e. neither supporting nor objecting). It should be noted that the total number of comments made may exceed the total number of responses, where respondents have objected to some parts of a particular section and supported and /or made neutral comments to other parts.

For each section, the specific and general consultation bodies (as defined in the Town and Country Planning (Local Planning) (England) Regulations 2012) that responded are listed. For each section the key landowners / developers that responded are also listed.

The main points made in the responses are set out in bullet point form and those made by the specific and general consultation bodies and key landowners / developers are attributed to them. The full submissions from all consultees are available online.

For the avoidance of doubt, this document summarises the comments made by organisations and individuals in response to the Initial Issues and Options Consultation document for the West Dorset, Weymouth & Portland Local Plan Review. The summarised comments do not represent the views of members or officers of the councils.

### **Next Steps: Working Towards Preferred Options**

The next stage is to work towards the production of a 'preferred options' document, which will take account of the responses made to the Initial Issues and Options Consultation. The consideration of the comments made in developing the 'preferred options' document will be set out in a series of updated background papers.

## 2. Context

For the Context chapter, a total of 4 responses were received. The individual comments were broken down as follows:

*Number of comments made: 12*

*Object 11*

*Support 0*

*Neutral 1*

Specific and general consultation bodies	Key landowners / developers
-	-

### General

#### Employment

- Decline in employment being offset by the increase in self-employment and homeworking.
- Evidence for the economic background is inadequate as it ignores Brexit and the changes that might happen as a result.
- Economic issues should recognise the challenges for employment and tourism in Sherborne.

#### Housing

- Traditional balances of population are changing, more elderly residents, and increasing house prices. Better proportion of affordable housing required to cope with changes.
- The context doesn't recognise the relationship between Yeovil and the surrounding villages.

#### Biodiversity/Habitat

- More opportunities for enhancing biodiversity should be incorporated within the area based sections.

### 3. Vision

For the Vision chapter, a total of 46 responses were received. The individual comments were broken down as follows:

Number of comments made: 57

Object	22
Support	15
Neutral	20

Specific and general consultation bodies	Key landowners / developers
<i>Bridport Town Council</i>	<i>Blue Cedar Homes</i>
<i>Thorncombe Parish Council</i>	<i>Bourne Leisure Limited</i>
<i>Dorset Local Nature Partnership</i>	<i>C G Fry and Son Ltd</i>
<i>Beaminster Town Council</i>	<i>Gladman Developments Limited</i>
<i>Dorchester Town Council</i>	<i>Hanford Holdings Limited</i>
<i>Portland Town Council</i>	<i>Home Builders Federation</i>
<i>Highways England</i>	<i>Neejam 165 Ltd &amp; Budworth Developments Ltd</i>
<i>Bradpole Parish Council</i>	<i>Persimmon Homes South Coast</i>
<i>Sutton Poyntz Society (Neighbourhood Forum)</i>	<i>Redlands Discretionary Trust</i>
	<i>Sherborne Castle Estates</i>
	<i>Wyatt Homes</i>
	<i>South West HARP Planning Consortium</i>

#### Responses on Question 3-i:

**Do you agree with the proposed single vision being used to develop objectives and guide the strategy for development within the Local Plan area?**

##### General

- We agree that the two visions for the area should be incorporated into one for the whole area covered by the plan. This will better reflect the joined up thinking in relation to development and economic growth (Highways England).
- Keep the visions of West Dorset and Weymouth Portland separate.
- The proposed vision is reasonable but there needs to be more mentioned about previous policies and future policies to make it more than empty words.
- Overall support in Lyme Regis for the vision.
- The vision need to be less essay and more catchy.
- The vision is unexciting and non-motivating with no clear aims.



- The proposed vision is too generic and could apply to almost any community in the world.
- Needs to be more inspiring.
- The vision is very vague and offers little strategic direction. It is completely impossible to measure progress or success against.
- Don't agree with a single vision. The two communities are distinctly different and have different challenges that need to be included in the vision.
- A single vision is positive, however more support is needed for an innovative range of homes to meet the needs of an ageing population.
- Combining the visions loses granularity which should be provided by the Neighbourhood Plans. The role of Neighbourhood Plans should be reflected throughout.
- The vision would need to be updated in the next 2 years if the anticipated unitary arrangements are introduced.

### **Housing**

- More emphasis in the vision for the requirement of more housing for the rented sector (Beaminster Town Council).
- Wouldn't like to lose the promotion of 'a thriving economy, decent affordable homes and a network of community facilities, so that local people of all ages and abilities can enjoy living here and playing an active part in their community' that was cited in the original vision for West Dorset.
- Disagree with the proposed idea of 'capitalising' on investing in 'the market and coastal towns to provide for sustainable growth to serve the more rural areas'.
- More reference to additional housing should be included in the vision.

### **Landscape**

- Some of the wording should be strengthened; to go beyond "the rich natural environment [...] be considered and respected, and where possible enhanced".
- Single vision is too vague, too much about place & not enough about people.
- Not enough included about protection of the countryside.
- Greater reference needed on how a healthy natural environment supports the health of both the local population and the local economy. Include the following; 'We want a thriving and resilient natural environment that supports and enhances: our rich natural capital; a healthy population; and a strong economy.' (Dorset Local Nature Partnership)
- The local plan should state in its vision how it would enable 'place making' suitable to the range of unique environments in Dorset.
- The proposed vision is skewed towards environmental matters and does not reflect the importance of housing.
- Recommend a much more robust statement here such as a commitment to "protect and enhance the natural environment and biodiversity of the area".

## Transport

- It was felt that the Vision should include some referencing to the potential of Portland Harbour area as significant asset within the Vision scope (Portland Town Council).
- It is important that planning for major roads in the area should have broad vision.

## General

### Economy/jobs

- The current global trend is for people (especially young people) to migrate from country and rural areas to major metropolises. Should West Dorset attempt to swim against this direction?
- It is disappointing there is no chapter within the Plan relating to tourism.
- The Joint LPR is an opportunity to consider whether the tourism policies should be reworded to make them more positively prepared and effective.
- Ensure that employment is distributed to areas where there is an available workforce.

### Flooding

- Do not build on flood plains.

### Housing

- Build housing that local people can afford.
- Ensure that policy takes into account potential changes to the public sector and National Health Service to ensure there is enough reasonably priced accommodation and to prevent levels of commuting increasing.

### Transport

- Ensure that all settlements with appropriate infrastructure (i.e. 'local centres') have opportunity to develop in a viable and sustainable manner.

## 4. Sustainable Development

For the Sustainable Development chapter, a total of 29 responses were received. The individual comments were broken down as follows:

*Number of comments made:* 30

*Object* 11

*Support* 10

*Neutral* 9

Specific and general consultation bodies	Key landowners / developers
<i>Beaminster Town Council</i>	<i>Adams Hendry Consulting Ltd</i>
<i>Bradpole Parish Council</i>	<i>Gladman Developments Limited</i>
<i>Bridport Town Council</i>	<i>Hanford Holdings Limited</i>
<i>Burton Bradstock Parish Council</i>	<i>Persimmon Homes South Coast</i>
<i>Dorchester Town Council</i>	<i>Redlands Discretionary Trust</i>
<i>Highways England</i>	<i>Wyatt Homes</i>
<i>Sutton Poyntz Society (Neighbourhood Forum)</i>	
<i>Thorncombe Parish Council</i>	
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	

### Responses on Question 4-i:

**Should more information be included in the local plan to explain what is meant by the term 'sustainable development'?**

#### Biodiversity/habitats

- There needs to be more information including reference to social and environmental needs being addressed (Bridport Town Council).

#### Economy/jobs

- The National Planning Policy Framework positions the economy as the prime driver of sustainability. The definition of 'sustainable development' should prioritise 'living within environmental limits' and 'social justice' positioning the economy as a means of delivering sustainability objectives (Burton Bradstock Parish Council).
- The Government's and local authority's definition of sustainable development is forcing employment space out of town to be replaced by housing in town centres so that future residents will have to travel to out of town work. Co-location of employment and housing would resolve this issue.

- Both environmental and social conditions are repeatedly sacrificed to 'economic sustainability'.

### General

- The following town and parish councils would like the Local Plan to provide more information on the term 'sustainable development' (Beaminster, Bridport and Dorchester Town Councils, Burton Bradstock, Thorncombe and , Yetminster & Ryme Intrinsic Parish Councils).
- Developers should have some idea of what sustainable development means (Beaminster Town Council).
- Further detail of what is meant by 'sustainable development' will allow specific outcomes to be achieved, rather than vague objectives being ignored (Dorchester Town Council).
- The Plan is a little lacking in its explanation of the definition of 'sustainable development' and the various elements that form it. We consider that more information to explain 'sustainable development' would help people's understanding of this terminology (Highways England).
- It would be helpful to landowners, developers and local people if more description regarding the term sustainable development was included in the Local Plan.
- Sustainable development should be defined by local indicators, not just nationally or internationally recognised definitions (Dorchester Town Council).
- There is a need to rely on national policy guidelines (Bradpole Parish Council).
- It is the responsibility of National Policy to define what is meant by Sustainable Development, rather than a matter for multiple Local Plans to arrive at multiple definitions (Sutton Poyntz Society (Neighbourhood Forum)).
- The concept of sustainable development is not clear in the specific context of West Dorset.
- Developers should be required to show evidence as to how their proposals are sustainable in the broadest sense. All evidence should be made available for public scrutiny.
- The NPPF and accompanying planning practice guidance provide a nationally accepted definition of sustainable development. Any additional detail within the Local Plan in relation to sustainable development should follow the national definition, and wording in the guidance.
- The Brundtland definition should be used as a starting point to define sustainable development, with explanation as to what this means in terms of energy efficiency, location, services, design, travel, farms and needs, infrastructure and so on, as well as impacts on health, greenspace, biodiversity etc.
- The Housing White Paper includes proposals to amend national policy to make clear that the reference to the three dimensions of sustainable development together with the core planning principles and policies of the NPPF (paras 18 –

219) constitute the Government's view of what sustainable development means for the planning system in England. Therefore it is not necessary for the Local Plan to include any further explanation of the meaning of sustainable development.

### **Housing**

- Sustainable should mean that affordable housing and employment opportunities are integrated at an early stage of planning so that the town has a viable long term future based on a healthy proportion of working age families and single people living in the town and avoiding environmental degradation, building at an appropriate pace and to an appropriate standard incorporating realistic living space for growing families (Beaminster Town Council).

### **Resources**

- The definition of sustainable development should include reference to supporting a high quality water environment for the provision of drinking water, recreation & fisheries and flood mitigation.
- More evidence should be provided and made available to the public to justify claims made in the Plan that its policies are sustainable.
- Reference should be made to the Sustainability Appraisal summary & full report.
- The Local Plan should reflect the objectives as set out in the Poole Harbour Catchment Plan and Action Plan and draft issues matrix for West Dorset Rivers and Coastal Streams.

## 5. Level of Growth – Housing

For the Level of Growth – Housing chapter, a total of 69 responses were received. The individual comments were broken down as follows:

*Number of comments made: 120*

<i>Object</i>	<i>78</i>
<i>Support</i>	<i>15</i>
<i>Neutral</i>	<i>27</i>

<b>Specific and general consultation bodies</b>	<b>Key landowners / developers</b>
<i>Dorset AONB</i>	<i>Adams Hendry Consulting Ltd</i>
<i>Dorset Local Nature Partnership</i>	<i>Blue Cedar Homes</i>
<i>Highways England</i>	<i>C G Fry and Son Ltd</i>
<i>Beaminster Town Council</i>	<i>G A Budden Trust</i>
<i>Bridport Town Council</i>	<i>Gladman Developments Limited</i>
<i>Dorchester Town Council</i>	<i>Home Builders Federation</i>
<i>Portland Town Council</i>	<i>LVA (South West) LLP</i>
<i>Sherborne Town Council</i>	<i>Persimmon Homes South Coast</i>
<i>Bradford Peverell Parish Council</i>	<i>Redlands Discretionary Trust</i>
<i>Bradpole Parish Council</i>	<i>Sherborne Castle Estates</i>
<i>Burton Bradstock Parish Council</i>	<i>Wyatt Homes</i>
<i>Thorncombe Parish Council</i>	<i>Hayward &amp; Co</i>
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	<i>Woodsford Farms</i>
<i>Bridport Neighbourhood Plan Group</i>	<i>Summerfield Developments Ltd</i>

### Responses on Question 5-i:

**Do you consider that the figure of 775 dwellings per annum remains an appropriate figure for the objectively assessed need for housing in the local plan area in the light of the 2014-based household projections?**

#### Delivery

- Is there sufficient capacity within the local housebuilding industry to deliver 775 dwellings per annum?
- Innovative methods of delivery are necessary to meet 775 dwellings per annum including all partners (public and private).
- Smaller developers are more likely to bring sustainable economic growth to the area.
- Need to make allowance for non-implementation of sites and therefore allocate more than the minimum.

#### Economy/Jobs:

- Ensuring the supply of genuinely affordable homes and adequate affordable housing supply will enable working families to live in the area.
- No new initiatives to attract industry to the area which suggest economy would grow beyond past trends.
- Increase council tax on second/holiday homes to shift emphasis to hotels for holidays.
- Suggestion that it is factually wrong to suggest a lower housing number would reduce economic activity.
- Delivering 775 dpa target is, as a minimum, essential to fulfilling the West Dorset Growth Strategy 'step-change' in economic growth.
- Higher housing figure will have a detrimental impact on tourism.
- Ageing population may not reduce the number of workers as much as suggested given rising retirement age.
- Vision for how the area should grow needs to be developed including a strategy to deliver the jobs if that is what is expressed in a vision.
- The housing number should be reduced due to automation and the associated loss of jobs.
- Public sector job cuts will reduce need for housing.

#### General

- Need to reflect new methodology proposed through Housing White Paper.
- Local Plan needs to be based on a robust up-to-date evidence base therefore a review of the SHMA is necessary to ensure that the OAN is still appropriate to plan for.
- Level of growth needs to be re-examined. (Highways England)
- Household projections increased therefore OAN should increase.

- Household projections only marginally changed therefore no need to adjust OAN in a review.
- Migration is a more significant factor in population change for the plan area than other areas therefore should be considered over the longer term (>5 years) so as to not artificially inflate/deflate population change.
- Population change is more uncertain in area than in other areas therefore need to be flexible and plan for upper end of population change.
- Need to consider the impact of Brexit on international migration.
- Need to consider the ageing population and the impact of the trend continuing.
- Disagree that higher housing numbers would support more jobs, meet future generation's needs, attract younger residents.
- Approach meets NPPF requirement that 'every effort should be made to objectively identify and meet housing, business, and other development needs of an area' – tested at recent Local Plan inquiry.
- 775 homes is appropriate basis to plan.
- Data used to establish 775 is outdated therefore needs to be refreshed; numbers are too high. (Bradford Peverell and Thorncombe Parish Councils)
- An appropriate figure should be based on local (indigenous) population and economic growth.
- The 775 seemed appropriate at the time of its calculation however need to review basis for this in the light of changes including Western Dorset Growth Strategy.(Portland Town Council)
- No need to increase from 775 as this has 'headroom' built in.(Bradpole Parish Council)
- Suggestion that data behind 775 may have been superseded, placing undue pressure on Dorset AONB.(Dorset AONB)
- Projections are significantly below the 775 therefore question whether it is still appropriate.(Bridport Town Council)
- The 775 figure is too high and should be reduced. (Sherborne Town Council)
- Housing target is based on a period of high economic growth that is not being experienced now.
- Significant support for the 589 figure as indicated by latest population projections rather than 'out of date' 2001-2007 data.
- Research suggests that Local Plans adopted between 2013 and 2015 include housing targets 30% above demographic projections.

#### **Housing:**

- Young are unable to afford housing (to buy or rent) and hence they leave the area. Building more homes will result in influx of retirees or investment in property.
- Completions have historically been below 500 over past years; 775 is therefore unachievable.



- New housing should meet local needs first.(Dorchester Town Council, Bridport Neighbourhood Plan Group)
- Need housing to address local needs especially affordable family homes.(Burton Bradstock Parish Council)
- Other factors such as type and density, need to be given consideration rather than just numbers.
- Making best use of existing stock (including vacant and second homes) is equally important.
- Planning restrictions on second/holiday home ownership should be included within the local plan.(Dorchester Town Council)
- Opportunities for development on brownfield land has been ignored.
- Housing needs from within Dorset are relatively low – growth in population is mainly in-migration.
- Should look to provide more affordable homes to significantly reduce the social housing waiting list, and lower cost homes for local people to be able to buy.

#### **Heritage**

- Concern that the character of towns and villages will be lost.

#### **Transport**

- Concern over infrastructure etc.
- Housing growth acceptable if infrastructure and service provision match pace of development.

#### **Responses on Question 5-ii:**

**Do you agree with the level of additional housing provision proposed for the local plan area to meet needs for a further five years (i.e. at least an additional 4,520 new homes in the local plan area on top of that already identified)?**

#### **Biodiversity/habitats:**

- Growth can be achieved with community buy-in by considering the natural environment from the outset; delivering environmental benefits (Dorset Local Nature Partnership).

#### **Delivery:**

- The overall housing target should be seen as a minimum with more land than this target being allocated to allow for flexibility (somewhere between 6,000 and 6,500 should be allocated).
- Should take into account windfall and neighbourhood plan contribution to meeting housing numbers.

#### **Economy/Jobs:**

- The housing number should be reduced due to automation and the associated loss of jobs.

**Flooding:**

- Urbanisation causes significant increase in the peak and slope of flood hydrograph.

**Heritage:**

- Cumulative impact of town centre housing growth on heritage and character is likely to be unacceptable therefore allocate more greenfield sites.
- Impact on landscape and setting of many towns (Including Beaminster) is likely to be unacceptable.

**Housing:**

- The figure is too high (Sherborne Town Council).
- Accept target to avoid Presumption in Favour of Sustainable Development being invoked (Beaminster Town Council).
- Overall housing figure needs further evaluation (Bridport Town Council).
- The 4,520 figure should be seen as a maximum as significant headroom is already built in to the annualised target. (Bradpole Parish Council)
- If using a lower OAN (589 dpa) no need to plan for a higher overall housing figure.
- Do not agree there is a shortfall as 589 dwellings per annum is appropriate.
- Overall housing number should be seen as a minimum.
- Overall number seems appropriate.
- Higher densities, the use of brownfield land and the creation of high quality public spaces including residential would reduce the need for greenfield development.
- Do not accept overall figure until a review of housing numbers has been completed including the implications of the standard methodology.
- Uncertainty over Brexit.
- Need to improve opportunities for younger people.

**Transport:**

- Essential that the totality of housing need is established so that appropriate infrastructure can be planned in at Local Plan stage (Highways England).

## 6. Distribution of Development

For the Distribution of Development chapter, a total of 88 responses were received. The individual comments were broken down as follows:

Number of comments made: 310

Object	133
Support	86
Neutral	93

Specific and general consultation bodies	Key landowners / developers
<i>Beaminster Town Council</i>	<i>Adams Hendry Consulting Ltd</i>
<i>Bradpole Parish Council</i>	<i>Blue Cedar Homes</i>
<i>Bradford Peverell Parish Council</i>	<i>Brimble Lea &amp; Partners</i>
<i>Bridport Town Council</i>	<i>Carter Jonas LLP</i>
<i>Broadwindsor Group Parish Council</i>	<i>C G Fry and Son Ltd</i>
<i>Burton Bradstock Parish Council</i>	<i>G A Budden Trust</i>
<i>Crossways Parish Council</i>	<i>Gladman Developments Limited</i>
<i>Dorchester Town Council</i>	<i>Hayward &amp; Co</i>
<i>Dorset AONB</i>	<i>LVA (South West) LLP</i>
<i>Dorset Local Nature Partnership</i>	<i>Persimmon Homes South Coast</i>
<i>Highways England</i>	<i>Redlands Discretionary Trust</i>
<i>Loders Parish Council</i>	<i>Sherborne Castle Estates</i>
<i>Natural England</i>	<i>Summerfield Developments Ltd</i>
<i>Portland Town Council</i>	<i>Woodsford Farms</i>
<i>Purbeck District Council</i>	<i>Wyatt Homes</i>
<i>Sutton Poyntz Society (Neighbourhood Forum)</i>	
<i>Symondsbury Parish Council</i>	
<i>Thorncombe Parish Council</i>	
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	

### Responses on Question 6-i:

**Do you agree that the vast majority of the additional growth proposed for the period up to 2036 should be accommodated at Dorchester, Weymouth (including Chickerell and Littlemoor), Beaminster, Bridport, Lyme Regis, Portland, Sherborne and Crossways?**

#### Biodiversity/habitat

- Help to maintain the wider valued wildlife and the natural environment in Dorset by focusing growth at the towns (Dorset Local Nature Partnership).

#### Delivery

- Alternative options for accommodating growth have not been fully considered. Note that the inspector refers to "... at or in the vicinity of Dorchester" (Dorchester Town Council).
- We are supportive of looking towards the top of a settlement hierarchy in the first instance on where to allocate growth. Environmental and infrastructural constraints may mean that directing development towards the towns may not always be possible, therefore any future policy should include this caveat (Purbeck District Council).
- STC does agree as there are numerous sites available in Sherborne (Sherborne Town Council)
- Development should be in the main towns, but opportunities in the rural areas should be considered if supported by the local communities (Symondsburry Parish Council).
- Where does Portland fit in this? (Thorncombe Parish Council).
- Managed growth of Crossways is another option. Crossways is already identified for additional growth, this option could help deliver a range of additional services and facilities currently absent from Crossways. However, this will need a full and proper master plan (Dorchester Town Council).
- Intensification of the Weymouth — Dorchester corridor, with more housing and employment development along this route (Dorchester Town Council).
- Dorchester Civic Society accepts that the 'majority' (not necessarily 'vast' majority) of additional housing requirement should be accommodated at the named towns.
- Dorchester should include the word 'area' or words 'vicinity of' in accordance with the Inspector's comments. Due to difficulty of accommodating development in/adjoining these towns.
- Positive that Sherborne is being reassessed for additional development. This would also allow a reassessment of issues in Sherborne; ageing population and availability of suitable housing.
- Weymouth Community Sports LLP agree the vast majority of the additional growth should be accommodated in the settlements identified.
- Higher priority to deliver brownfield sites over greenfield sites.

- Village of Charminster should be actively considered as a suitable location for the required growth.
- The relationship between Dorchester and Charminster is no different to the relationship between Weymouth and Littlemoor & Chickerell.
- In selecting appropriate locations for further development the Council should seek to distribute housing growth to a broad range of deliverable sites, including small-medium sized villages to avoid delays in delivery.
- The Local Plan should produce a distribution of housing that will widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- We agree that much of the additional growth should be directed to the larger settlements, however Weymouth and Dorchester (the largest settlements) are subject to significant environmental constraints so larger villages should also be considered.
- It is agreed that it is appropriate to accommodate the vast majority of additional growth at the main towns, including Bridport.
- Development should also be supported at settlements with a DDB
- I would object as it indicates that future growth should be allocated to a range of locations. I would support additional required growth being concentrated in Dorchester, Weymouth and Sherborne as these settlements are far more suitable.
- The higher order settlements should continue to be the focus for new development. However, in accordance with the principles of sustainable development this must not be to the detriment of achieving the environmental role of sustainable development, focusing on settlements such as Crossways which are not only sustainable, but where environmental impact of any development would be minimised.
- Charminster should be in the top two tiers of the settlement hierarchy. The population of Charminster Village and Charlton Down is larger than that of Crossways and similar to Beaminster.
- While it makes sense to develop near larger towns, the search for sites should be a wide one to avoid unnecessary impact on our countryside, especially in West Dorset.
- If additional growth is required it would seem appropriate and more sustainable to provide this within the areas of the existing larger towns and settlements as noted.
- Crossways has already had far more housing than the towns listed.
- Pressure on surrounding communities could be eased by spreading fewer houses more evenly and keeping the existing road network and infrastructure healthy.
- The wording of question 6i - "the vast majority" underestimates the importance of planned growth of smaller communities.

- Why not increase the population of every village / town in proportion to their current population?
- I agree with much of the list of places for additional growth, but Lyme Regis should be omitted due to multiple constraints on the town.
- Surely building 10 new houses in villages throughout the districts (and across the county) would sustain rural communities?
- Serious thought needs to be given to development in villages. The sustainability plan shows the merit of this approach but it is ignored in this plan.
- Growth opportunities which receive local community support, should be encouraged in all Tier 3 Settlements, however no development should take place outside DBBs which do not meet criteria of the adopted Local Plan and do not have community consent.
- The vast amount of additional growth should be in the larger towns as listed and Crossways, but any expansion of Dorchester should not be to the north or south.
- I agree with the concept of restricting development in the villages and concentrating it into the larger communities.

#### **Economy/Jobs**

- Developments need to be sited in areas where there may be employment (Yetminster & Ryme Intinseca Parish Council).
- Lack of data where the work force comes from in Sherborne. More research is required on internet/home workers in Sherborne.
- It is suggested that SUS2 should be amended in such a way to reinforce the point that the modernisation & relocation of existing tourism & leisure related developments is an acceptable form of development outside of DDBs.
- The additional growth will not be required due to the automation of large numbers of jobs.

#### **Facilities/services**

- The vast majority of the additional growth proposed should be accommodated at these settlements because they generally have more employers, educational establishments, health care providers, shops & leisure uses, enhanced communications infrastructure, such as superfast broadband services, & superior utilities provision such as modern surface water drainage & foul water drainage systems.
- It should be important to consider how Sherborne can help in servicing the wider area need for housing, employment, retail, services and facilities.
- More development could be considered for the villages, which would contribute to sustainability of local shops and services.
- The more the ratio between Tier 1 / 2 settlements and other Tiers increases, the greater chance there is that settlements below Tier 2 will simply

## General

- The majority of development should be in the main towns but this must not be at the expense of the appropriate development of larger villages, where this is supported by the local communities (Bridport Town Council).
- Whilst Crossways Parish Council has definite opinions about development at Crossways it would not argue that the hierarchy of towns is correct when looking at the preferred settlements for development (Crossways Parish Council).
- Paving open green fields distant to the town centres is not the answer.
- Agree subject to defined development boundaries being reviewed.
- Can Dorset absorb such a substantial increase in population?
- The choice of the word 'vast' conveys a sense of dominant and overwhelming development.
- New development should be distributed on assessed criteria of sustainability and it should be recognized that smaller settlements also require appropriate levels of development to ensure their viability.

## Heritage

- Charminster has expressed an understandable wish to remain a village. It should not be swamped by the potentially vast development being proposed.
- The Planning Inspector required proposals for further development in Sherborne and Dorchester but did not imply that the 4,520 additional dwellings should be sited mainly around these two important and historic towns.

## Housing

- Lack of consideration of suitable villages for growth, which might welcome some development, particularly of affordable housing for young families.

## Landscape

- There is a need to demonstrate that exceptional circumstances exist in order to justify 'major development' within the AONB. (Dorset AONB)
- The Council should consider growth options that will minimise the further effects of growth on the AONB. This would ideally be achieved through the avoidance of further allocations which would either individually or cumulatively impact the designated area to a significant degree (Dorset AONB).
- Bridport, Beaminster and Lyme Regis should not be treated as equivalent to the other main settlements due to landscape constraints.
- Expansion of Dorchester is somewhat constrained by its physical surroundings. The A35 bypass to the south with the land beyond falling within the Dorset AONB. Similarly, to the north of the settlement the main town of Dorchester is separated from the dormitory village of Charminster by the tributaries of the River Frome and their flood plains, however the land beyond is not considered to be sensitive.

- Further, significant or “major” urban extensions in the context of paragraph 116 of the NPPF should only be proposed if it can be demonstrated there is a clear lack of alternatives outside the AONB. Growth should seek to avoid further allocations on green field sites within Bridport, Lyme Regis and Beaminster (Natural England).
- We agree that the vast majority of the additional growth proposed should go to Dorchester and Weymouth (including Chickerell and Littlemoor).
- There needs to be further clarity and distinction between the two Tier 1 main towns (Weymouth and Dorchester) and the other Tier 2 settlements. The wording here seems to infer that there should be as much focus in Crossways and Beaminster, for example, as there should be in Weymouth and Dorchester, which is not considered appropriate.

#### **Retail/town centre**

- Development should take account of accessibility to shops, services, employment, transport nodes and leisure opportunities. Therefore direct growth to the larger settlements.
- Rural areas will become retirement villages, with no real services or life of their own.

#### **Transport**

- Probably little option as building in more remote villages leaves residents with public transport headaches and increases the parking requirements on the larger conurbations.
- Development should take place at locations where the need can best be evidenced, and the environment and infrastructure can best support it.
- Dorchester and Sherborne have train links and have been recommended by the Planning Inspector.
- The vast majority of the additional growth should be accommodated at these settlements as they generally have better links to strategic transport networks. The proposed approach represents the most sustainable option to distribute growth.
- Supporting the settlement hierarchy approach (with a greater proportion of development at the larger settlements), supports the existing infrastructure at the larger settlements, but also allows for an appropriate level of growth at smaller settlements and rural areas.



**Responses on Question: (6-ii) If the local plan review is to consider identifying sites for growth at other settlements, should opportunities be considered: at settlements with populations of more than 1,000; or at settlements with populations of more than 600; or at any settlement with a defined development boundary?**

**Delivery**

- Development should be allowed at any settlement with a DDB, and subject to either neighbourhood or parish plans (Bradpole Parish Council).
- Targeting housing provision at villages with DDBs will make them a focus for developers, whilst smaller villages wishing to secure local needs housing may not be able to progress schemes. An approach that supports local needs housing in villages regardless of size or existence of a DDB would be preferred (Burton Bradstock Parish Council).
- Supportive of looking at opportunities in settlements with populations of more than 600 and at any settlement with a DDB (Crossways Parish Council).
- Taking the existing infrastructure in these settlements into consideration is important, not merely the housing numbers. If smaller settlements have good facilities then these should be considered rather than purely the existing population thresholds (Dorchester Town Council).
- Applications should be considered on merit and with the support of the local community where a particular need has been identified (Symondsburry Parish Council).
- YES – DDB only (Yetminster & Ryme Intrinseca Parish Council)
- A significant number of responses mentioned they agree that growth should be considered in all settlements with a DDB. A number commenting that the size of growth should be small or proportional to the population of the settlement.
- Population size should not be the sole or main criterion for assessing the distribution of development. The needs and aspirations of the lower order settlements should not be ignored. The key to increasing delivery is to allocate a larger number of sites that will meet the needs of a range of developers.
- The local plan review should consider identifying sites for growth at any settlement with a DDB so that any potentially suitable land is not discounted.
- Formal allocations should be considered in the larger villages [local centres] provided that set criteria regarding community facilities and access are met.
- In the case of smaller settlements, development should only be considered in accordance with locally agreed Neighbourhood Plans.
- The important factor to be taken into account is the range of facilities that the settlement offers and its accessibility to larger population centres rather than its populations size.
- Councils should be considering additional growth at other settlements including settlements with populations of more than 600 and 1,000 and any settlements with a DDB.
- Existing resident population must be considered alongside the existing level of services and facilities, affordable housing and employment land need. Not all

settlements might require growth at the start of the plan period, but the policy wording should be sufficiently flexible to allow growth to take place if necessary.

- The company (Persimmon Homes) does not agree with any of the options set out in 6ii, as these do not represent sustainable development. Less emphasis should be placed on population and more on facilities and services.
- We would strongly support the wording of paragraph 6.16, "the larger villages, with higher populations and a least some day-to-day facilities" should be looked at first.
- The Joint Local Plan Review process should consider all reasonable alternative options within or adjoining existing settlements, as well as any potential new settlements that could deliver new homes.
- Growth should be considered at all settlements with a DDB where there are a range of services and facilities, good transport links, and employment opportunities. The scale of growth should be commensurate to population and housing needs, availability of services and facilities, environmental capacity.
- While it makes sense to develop near larger towns, the search for sites should be a wide one to avoid unnecessary impact on our countryside.
- It is unclear, why this should lead to identifying specific sites in smaller settlements with DDBs. Many Local Plans include an allowance for windfall sites, which could include sites brought forward in smaller settlements and through neighbourhood plans.
- Growth should definitively be considered at each of the settlement sizes quoted.
- Loders Neighbourhood Plan has recently defined a DDB to allow for limited growth in response to community's views- to meet local needs. It has a small (below 600) population and is not a sustainable location for any significant growth. The existence of a DDB therefore in such circumstances should not be regarded as a growth opportunity.
- Yes, look for growth opportunities which receive local community support in all Tier 3 settlements.
- The designation of Portland as a 'coastal town' does not reflect the nature of a clearly identifiable series of settlements.

### **Facilities/services**

- It will also be important to consider other factors, as well as population size. This may include facilities, services, accessibility and constraints (Purbeck District Council).

### **General Comments**

- It depends presumably on individual factors (Thorncombe Parish Council).
- STC does agree with this, as Neighbourhood Plans are identifying sites for housing (Sherborne Town Council).
- Specific sites could be brought forward through Neighbourhood Plans.

- Whilst the level of growth is based on household projections, the distribution of development within a settlement hierarchy based on population numbers fails to take into account the need to sustain and enhance rural communities.
- Too much emphasis on environmental constraints and insufficient emphasis on the needs of people.
- Surely each option has to be taken on its own merit ranked according to criteria such as; proximity to larger conurbations, land availability, AONB impact, public transport availability, neighbourhood plans where they exist.
- All opportunities should be considered that are consistent with the vision.

### Housing

- Growth should be considered in larger village settlements where this has support of local communities and meets an identified need (i.e. affordable housing) (Bridport Town Council).
- Many of the smaller settlements suffer as badly (or proportionately perhaps even worse) than the larger settlements from a lack of affordable housing.
- Apparently there is not likely to be a problem given the revised (2014) housing need.
- I object to new housing being considered at settlements under 1,000 dwellings. No additional housing should be allowed in villages which have no facilities such as shops, public transport or schools.

### Retail/town centre

- Larger villages perform an important role in the rural areas. Additional housing development that would help to sustain villages and allow existing shops and services to be supported.

### Transport

- Existing infrastructure capacity, including green infrastructure, should be a material consideration in addition to the current size of the settlement.

### **Responses on Question: (6-iii) Should Policy SUS2 continue to strictly control development outside defined development boundaries, having particular regard to the need for the protection of the countryside and environmental constraints?**

#### Delivery

- Development should be strictly controlled outside DDB's, a number of comments also state that the current DDBs need to be reviewed. (Sherborne Town Council, Burton Bradstock, Crossways, Thorncombe and Yetminster & Ryme Intrinsic Parish Councils The Sutton Poyntz Society (Neighbourhood Forum), and Natural England).

- Development outside the DDB might gain more credence if important factors such as the protecting the AONB and preservation of small communities is overridden in the Local Plan (Bradford Peverell Parish Council).
- On balance this is supported, subject to not being too prescriptive to prevent villages from sustainable development (Bridport Town Council).
- There can be no presumption that market housing should be considered outside DDBs (Thorncombe Parish Council).
- There is a need to strictly control development outside DDBs, but not by having regard to the need for the "Protection" of the countryside as this is not consistent with the NPPF. The NPPF does not offer blanket protection for all parts of the countryside and policy SUS2 should be amended accordingly.
- Existing DDBs can act as an artificial constraint on development leading to development up to those boundaries rather than sustainable development judged against needs and set criteria.
- I would support continuing to strictly control developments outside the defined development boundaries.
- Yes but only if enough new development sites to deliver the housing needs up to 2031 have been allocated & have been included inside amended DDBs.
- Only limited growth should be allowed in other settlements and that within the DDBs. Policy SUS2 should continue and any amendment to the supporting text should not weaken the policy.
- SUS2 should continue to strictly control development outside DDBs. However, where such development is of a small scale and seeks to enhance the local community and/or safeguard heritage buildings, such development should be allowed.

### **Economy/jobs**

- West Dorset still has a high proportion of agricultural businesses, these businesses must be helped to remain viable, by allowing them to diversify, if necessary, with farm shops, bed & breakfast or holiday units (Beaminster Town Council).
- Policy SUS2 suggests that 'new' tourism and recreational/leisure-related developments, are an acceptable form of development in the countryside. The fact the word 'new' is used infers development at existing sites will not be looked at as favourably; this is unfair.

### **General**

- Development boundaries need to be drawn and the countryside protected. However, these should be revisited regularly and not be treated as equal to natural boundaries (Dorchester Town Council).
- Some DDBs for Weymouth and Chickerell should be reviewed, in particular to include areas that are clearly already developed such as Dorset Police Station and the Wessex Stadium.

- The previous Local Plan Inspector recommended that the Councils 'should take advantage of every reasonable opportunity to improve their short term supply position' (Inspectors report para 106). Weymouth Community Sports LLP, therefore consider that SUS2 should be amended to make it clear when and where market housing will be permitted outside DDBs.
- In order to accommodate development in smaller settlements, or any settlement with a DDB, the current DDBs need to be reviewed.
- Gladman is opposed to the use of development boundaries as a mechanism to restrict otherwise sustainable development from coming forward.
- It is important that the Council's maintain some flexibility within the housing land supply to respond quickly to changing circumstances.
- We consider that Policy SUS2 should be amended to allow for a more flexible approach. Sustainability is a complex balance of economic, social and environmental considerations and it is this balance which should be advocated as opposed to strict adherence to a defined settlement limit.
- DDBs play an important role in controlling development and protecting the countryside, however it is important that a degree of flexibility is retained to allow the Council to respond to changes in housing land supply.
- Policy SUS2 is a good policy but clearly the Council finds itself obliged to consider sites outside DDBs to satisfy the new housing figures.
- The principle of the DDB should not be compromised. The appropriate time to review its curtilage is as part of the Local Plan review itself, rather than on a case by case basis with each new planning application.
- No - but with caveats; AONB, Environmental impact, only for Community Land Trust and affordable housing developments, only if the land owner does not get greedy and undermine viability.
- In order to provide the Councils with flexibility, we do not agree that Policy SUS2 should continue to strictly control development outside defined development boundaries (DDBs).
- This policy (SUS2) now appears to have no value; it is repeatedly breached by West Dorset Planning officers and the planning committee.

### **Landscape**

- Yes, The Housing White Paper makes it clear that the Government wishes to maximise the use of brownfield sites. The strict criteria that applies to Green Belt sites should be applied to AONB sites (Bradpole Parish Council).
- Such an approach could significantly increase the number of speculative housing applications and lead to a situation where already limited resources become further strained. Ongoing proactive planning including identifying appropriate Local Plan allocations, as well as supporting Neighbourhood Planning, would be the most effective approach to conserving and enhancing the AONB (Dorset AONB).

**Responses on Question: (6-iv) Should the supporting text to Policy SUS2 be amended to clarify the other matters that need to be taken into account when applying the policy to market housing developments outside DDBs, most notably: national planning policy; Policy INT1: Presumption in Favour of Sustainable Development; and the Councils' housing land supply position?**

**Delivery**

- Whilst reference to the documents listed is supported, it should be the first principles of the Local Plan Review to not only allocate sufficient sites to meet their Objectively Assessed Need (OAN), but also have sufficient flexibility to allow for future changes.
- It is also considered that greater flexibility might be afforded to the re-use of rural buildings or opportunities for brownfield redevelopment that are 'well related to' rather than solely 'adjoining' defined development boundaries.
- Development proposals should not be dismissed out of hand but instead should each be considered and assessed on their own individual merits.

**General**

- Yes. Additionally consideration should be given to policies in the Housing White Paper (Bradpole Parish Council).
- We feel that all supporting text should be clear and inform the reader of the relating matters (Dorchester Town Council).
- AGREE – clarification needed (Yetminster & Ryme Intrinseca Parish Council).
- We would support both policy and supporting text changes to Policy SUS2 to clarify the Councils' approach to assessing development proposals for market-led housing developments outside the DDB.
- Policy SUS2 should be amended to clarify the other matters that need to be taken into account when applying the policy to market housing developments outside DDBs, most notably: national planning policy; Policy INT1: Presumption in Favour of Sustainable Development; and the Councils' housing land supply position.
- If the policy was to be amended further it should include reference to neighbourhood planning and the need for development outside boundaries to be backed by the local community rather than just assessing the need against national or regional policies.
- Issues and Options document is correct to suggest that the supply of housing land, both to meet housing needs over the plan period and in the next five years, is an important consideration for developments outside DDBs.
- Dorchester Civic Society considers that Policy SUS2 should not be weakened as suggested.
- Gladman considers that such factors should be referred to in the Policy wording itself rather than the supporting text.
- It is important that the Councils maintain some flexibility within the housing land supply to respond quickly to changing circumstances.

- Whilst these amendments might be helpful, in isolation to a shift in policy approach to SUS2, as outlined above, they would be of little benefit.
- Local plans should determine the strategy. Neighbourhood plans should not determine strategy. There are too many vested interests at this level.
- We do not see a need to redraft this Policy in the way suggested, if any changes are required it should include protection of the AONB.
- A temporary suspension of policy SUS2 is needed but the principle should remain.
- DDBs should be amended where appropriate to accommodate more open market housing within them and that open market housing should not be allowed outside. I do not consider that the supporting text to Policy SUS2 should be amended to clarify other matters.
- Frequent breaches of SUS2 by planning officers have made this policy worthless.
- The supporting text should clearly state ALL factors that need to be taken into account.
- I do not consider that the supporting text to Policy SUS2 should be amended to clarify other matters.
- Clarification is always a good thing although it may constrain the Planning Department's freedom to act.
- Agree but inappropriate scale needs defining with criteria.
- The NPPF makes clear that in the absence of a 5 Year Housing Land Supply (5yr HLS) such policies should be considered out of date. It would not be appropriate to amend the policy to take account of a situation where the Council cannot demonstrate a 5yr HLS because this would result in the policy not being positively prepared.

### **Landscape**

- Natural England would welcome an additional reference to the need to take full account of the NPPF policies relevant to the protection of AONBs, SSSIs, International Sites as well as wider biodiversity and landscape interests (Natural England).
- Policy SUS2 should be amended to clarify that account needs to be taken of the NPPF requirement to give 'great weight to conserving landscape and scenic beauty in AONBs, which have the highest status of protection in relation to landscape and scenic beauty'.
- It is fundamental that landscape impacts are considered when considering market housing in the countryside.

**Responses on Question: 6-v. Should the following factors be taken into account when determining whether a development proposal in rural areas is “at an appropriate scale to the size of the settlement”? Whether the proposals are of a strategic nature; whether the proposals would help communities to meet their local needs; whether the proposals would change the character and setting of the settlement; whether local infrastructure, including any necessary improvements, could accommodate or be supported by the proposed development; cumulative impacts?**

### **Delivery**

- Burton Bradstock PC agrees that all these factors listed in Question 6-v are relevant in determining whether a development can be considered appropriate scale and size for the settlement (Burton Bradstock Parish Council).
- For villages with a DDB, we recommend developments but with two caps in the plan period – the first fixed at 2.5% of the households in the village and the second on cumulative amount of the plan period of 5% again on households.
- The concern about development "at an appropriate scale to the size of the settlement" shouldn't only be a consideration in rural areas. Dorchester has an appropriate size too and has a high risk of urban sprawl and too much growth for its size.
- A proportion of the homes could be provided by the organic growth of villages around Dorchester. A 10% growth in the period to 2035 could be negotiated with communities.
- Small scale development, e.g. 1 or 2 houses every 5 years within a 30 - 50 dwelling settlement is likely to be far more sustainable and acceptable to the community.

### **Facilities/services**

- I am not against the local plan review entirely - but - within the review it would have made much more sense if some/all of the plans for overall infrastructure was also planned (e.g. sewerage, water, doctors surgeries, hospitals, schools, gas, electricity, transport (public), employment).
- Dorchester has already seen huge growth compared to other areas of Dorset and this has taken spending and investment away from smaller towns and villages that sees them struggling to provide local amenities, causing more travel for shopping, etc. Development "at an appropriate scale to the size of the settlement" doesn't mean small villages shouldn't be allowed to grow as they would have done in the past to respond to local demand.
- I object to these factors being taken into account. No additional housing should be allowed in villages which have no facilities such as shops, public transport, or schools which is unsustainable.

### **Flooding**

- Surface water drainage networks, roads and other hard surfaces in both rural and urban settings can have a detrimental impact on the water quality in rivers.



Local drainage infrastructure capacity, both surface and foul, should be a material consideration in whether development in a rural area is at an appropriate scale.

### General

- The list of factors is supported by the Town Council. The Town Council does not feel that there should be a “one size fits all” model applied across the Plan area. There needs to be more allowance in the Local Plan for the wishes of the local communities, expressed through Neighbourhood Plans (Dorchester Town Council).
- The following factors should be taken into account; whether the proposals are of a strategic nature, whether the proposals would help communities to meet their local needs, whether the proposals would change the character and setting of the settlement, whether local infrastructure, including any necessary improvements, could accommodate or be supported by the proposed development and; cumulative impact (Crossways Parish Council).
- STC agrees with this suggesting a statistics basis should be used for making the decision (Sherborne Town Council).
- YES – there should be an overriding maximum annual % (Yetminster & Ryme Intrinseca Parish Council).
- The DDBs should not be predetermined in this review especially in respect of areas that are going through a Neighbourhood Plan consultation (Broadwindsor Group Parish Council).
- It is agreed that the phrase ‘appropriate scale’ needs amplification but that the suggested text needs further development.
- Gladman would expect that such factors would be taken into account in the determination of planning applications in rural areas and would not object to the inclusion of appropriate wording in the policy or supporting text.
- We broadly agree with the above identified criteria, however the list fails to take appropriate account of geographic proximity.
- All of the points listed are relevant factors, and should be taken into account when determining whether a development proposal in rural areas is at an appropriate scale.
- First bullet: What does ‘whether the proposals are of a strategic nature’ mean? I suspect that this may mean if something is defined as a ‘strategic development’ it may go ahead regardless of other considerations?
- For the 3rd bullet point: Could be a change for the better! Is ‘negatively change’ what is meant.
- The considerations listed in 6v seem very sensible, but their application should respond to local needs.
- This is to be welcomed as the term “appropriate” is a woolly word in a planning context. In addition there should be a cap on numbers allowed per settlement. The cap would be a percentage figure.

- Whether proposals "... meet local needs", should be determined with reference to the Neighbourhood Plans.
- I agree the list of proposed factors. It would be useful to add one other factor, namely where there is local community support for the development (including through a Neighbourhood Plan).
- In terms of assessing the appropriateness of a development proposal in a rural location it is evident that regard should be had for each of the criteria above, however consideration of each of the matters listed is normal practice within the development management planning process.

### Heritage

- Natural England supports the factors described. The scale of the existing development is critical to its character with smaller settlements relatively more vulnerable (Natural England).

### Housing

- Disagree with the assumption of the figure of 4,520.
- Could there be an explanation as to in what way market housing (does this not need a definition as well?) can be permitted outside a DDB, and how it can be considered to improve conditions of an area? Introducing market housing can be seen to overwhelm the local (poorer) rural community members, causing significant loss of community identity.
- There needs to be a cap on numbers allowed per settlement.

### Landscape

- These factors are important when determining appropriate scale but all proposals will change character. The test is whether or not it will negatively change character and setting.

### Transport

- Using bus provision across the area to make more developments more sustainable, and making roads better to allow this to happen.
- Highways England has no objection in principle to development in rural areas as long as it is at an appropriate scale to the size of settlement. The main issue is as far as we are concerned would be whether local infrastructure could be supported.

**Responses on Question: 6-vi: Should different policy approaches apply to settlements with DDBs identified in the local plan and settlements with new DDBs identified through neighbourhood plans?**

### Biodiversity/habitat

- Natural England is concerned to ensure that emerging Neighbourhood Plans that adopt new DDBs take full account of the level of protection afforded to AONBs and designated wildlife sites (Natural England).

### **Delivery**

- Any risk of new DDBs steering development away from the main settlements seems small. There are unlikely to be large numbers of new DDBs brought about by Neighbourhood Plans. Assuming that new DDBs are tightly drawn they will provide only limited scope for development opportunities.

### **General**

- Our concern is long-term confidence in the policy change to ensure that “different policies approaches apply to settlements with DDBs identified in the local plan and settlements with new DDBs identified through neighbourhood plans”. If the policy is changed once, it can be changed again so that all DDBs are liable to attract additional new development (Askerswell Neighbourhood Forum).
- Every development proposal should be considered on a case-by-case basis. However, there should be greater encouragement for neighbourhood planning across the district (Dorchester Town Council).
- No. Policies should be consistent across all areas (Bradpole Parish Council).
- The Town Council would support a different approach to neighbourhood plans and this should include allowing as much discretion as possible for such plans to develop their own policies and define their own development boundaries in response to their identified local need (Bridport Town Council).
- The DDBs should not be predetermined in this review, communities should have the ability to allow development as required by residents in their Parish (Broadwindsor Group Parish Council).
- Crossways Parish Council does not believe that any planning distinction should be made between settlements with DDBs and settlements with new DDBs (Crossways Parish Council)
- Loders Parish Council strongly support the proposal contained in the question 6vi (Loders Parish Council).
- Should policy SUS2 be applied additionally to all communities that have DDBs resulting from adopting NPs, with possible resulting directed large scale development both inside and outside their DDBs, it will undoubtedly deter others from drawing up NPs (Loders Parish Council).
- STC agrees with this but only through Neighbourhood Plans (Sherborne Town Council).
- Neighbourhood Plans should be used as a positive tool for enabling new development that meet local needs; it might be more appropriate for Neighbourhood Plans to identify broad areas suitable for infill development and / or site specific allocations.

- As the concept of DDBs appears confusing and inflexible, it would be appropriate to redefine its purpose. In villages, DDBs should be replaced by policy and criteria governing infill and small development [including exception sites] in accordance with NPs. In larger 'local centres', DDBs may be appropriate but larger developments should take the form of specific allocations.
- Tier 3 settlements – recommend the maintenance, preservation and continuation of that character.
- There should not be any different policy approaches applied to settlements with DDBs identified in the Local Plan and settlements with new DDBs identified in Neighbourhood Plans.
- Local Plans should determine the strategy. Neighbourhood plans should not determine strategy. There are too many vested interests at that level.
- I suspect not – one policy should cover both new and existing DDBs, unless the NP in question says otherwise.
- Settlements with new DDBs clearly plan for small development within the boundary of the new DDB.
- The problem again is in application as discussed above with relation to questions on SUS2. If Planning Officers wish to ignore a DDB they do using a combination other Local Plan statements to justify their proposed action. DDBs have become meaningless.
- NO - Policy SUS 2 should not be amended, however weight should be applied to and the neighbourhood plan considered.
- The DDB serves the extremely important function of clearly delineating the expectations and policies that apply to proposed developments inside/outside the boundary. The DDB ensures any new development is properly evaluated.
- Communities who define new development boundaries should be encouraged to understand the implications of doing so.
- There should be different policies for new DDBs in settlements with neighbourhood plans. Here, proposals contained in neighbourhood plans should be respected as components of the local plan.
- 

**Responses on Question 6-vii: Should Policy SUS2 refer to “the settlements on Portland”, rather than the “coastal and market town” of Portland, as being a focus for growth ?**

**Delivery**

- Smaller settlements on Portland may have individual characteristics, but the area as a whole is sizeable and has a range of facilities that make it suitable for the location of further growth.

**General**

- Does this imply that Portland will no longer fall within tier 2 reference?
- Policy SUS2 should refer to the settlements on Portland.

- The Local Plan should be amended as noted with reference to the settlements on Portland.

**Responses on Question 6-viii: Should the settlements on Portland be listed in the supporting text as: Castletown; Chiswell; Easton; Fortuneswell; Grove; Southwell Wakeham; and Weston?**

**Delivery**

- It is always possible to split larger settlements/areas up into smaller parts. However, this offers little in the way of planning benefit and can fail to deliver the growth needed caused by the combined mass of the settlements as a whole. On Portland, a small number of larger sites across the Isle may be more suitable.

**General**

- The group recognised the settlements shown and also the group felt that the inclusion of Osprey Quay, the Verne and Portland Bill may be relevant (Portland Town Council - Planning and Highways Advisory Committee).
- With reference to 'defined development boundaries', the group supported the strict control of these to underpin more certainty around the planning process. Appropriate scale the group noted the criteria and felt these together with the Heritage and Character Study should be used to determine development proposals on Portland.
- Policy SUS2 should refer to the settlements on Portland as the focus for growth. The settlements on Portland should be listed as Castletown, Chiswell, Easton, Fortuneswell, Grove, Southwell Wakeham and Weston.
- We agree the Local Plan should be amended as noted with reference to the settlements on Portland.

**Heritage**

- There was general agreement for the approach to refer to the settlements on Portland as it would recognise the historic growth aspects of Portland the group wanted to ensure that every effort was in place to prevent further coalescence of settlements (Portland Town Council - Planning and Highways Advisory Committee).

## 7. Dorchester

At the exhibition in Dorchester on the 27<sup>th</sup> February 2017, there were 86 attendees in total. A total of 153 responses were received in relation to the Issues and Options Local Plan review document specifically relating to Dorchester: The individual comments were broken down as follows:

Number of comments made: 631

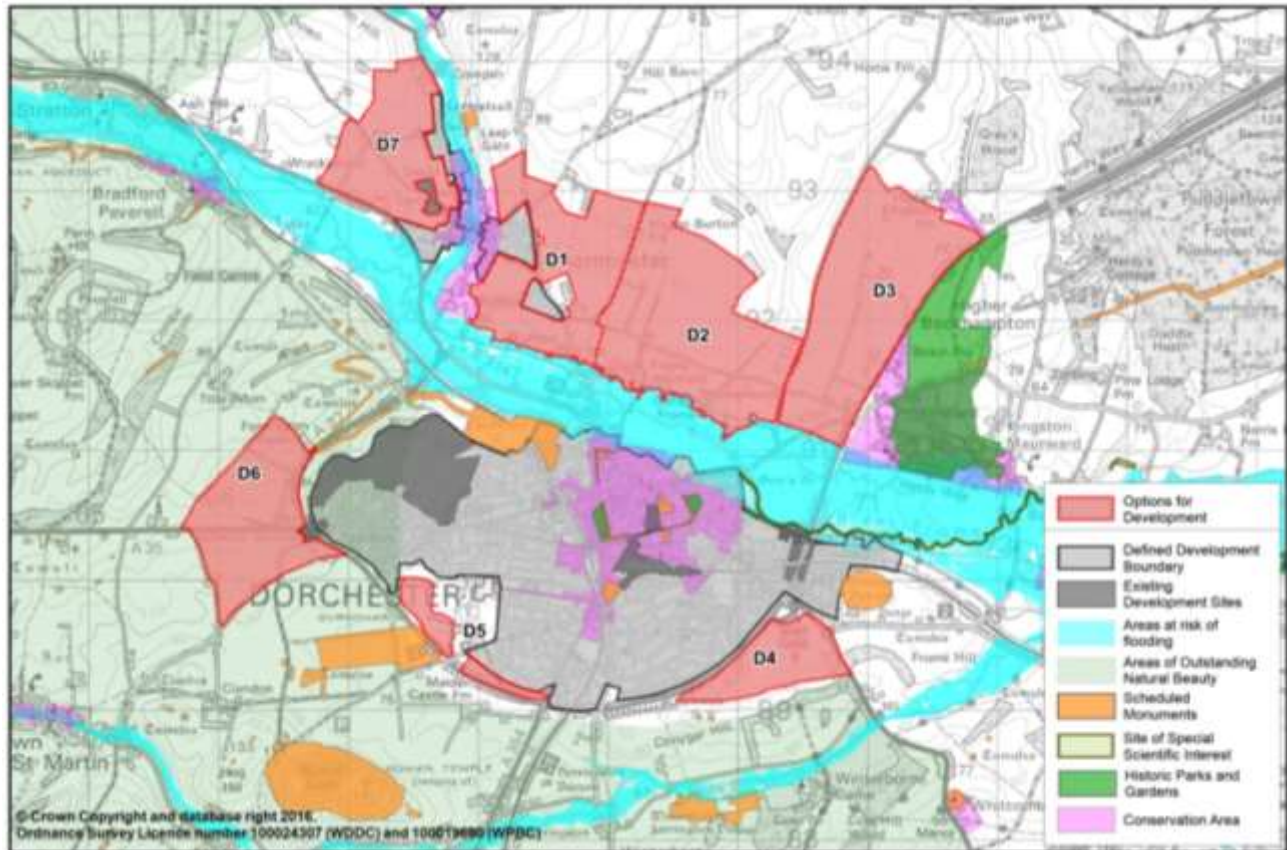
Object 462

Support 67

Neutral 102

Specific and general consultation bodies	Key landowners / developers
<i>Bradford Peverell Parish Council</i>	<i>Blue Cedar Homes</i>
<i>Broadmayne Parish Council</i>	<i>Brimble Lea &amp; Partners</i>
<i>Stinsford Parish Council</i>	<i>C G Fry and Son Ltd</i>
<i>Winterborne Farringdon Parish Council</i>	<i>Duchy of Cornwall</i>
<i>Dorchester Town Council</i>	<i>G A Budden Trust</i>
<i>Dorset AONB</i>	<i>Kingston Maurwood College</i>
<i>Dorset County Council</i>	<i>North Dorchester Consortium</i>
<i>Dorset Local Nature Partnership</i>	<i>LVA (South West) LLP</i>
<i>Highways England</i>	
<i>Historic England</i>	
<i>Natural England</i>	

## Dorchester Options Map:



### Responses on Figure 7.3: Area C – East of Max Gate

- Insufficient evidence that whole area should be excluded.
- Much of area taken up by large Neolithic henge – development would have serious impact on its setting – glad therefore that it is omitted – Historic England.

### Area B – Stinsford

- Opportunities exist for small scale development which would contribute to overall housing supply

### **Responses on Site/s North of Dorchester:**

#### **Option D1 (South-East of Charminster ), Option D2 (North of Dorchester, west of Slyer's Lane), Option D3 (North of Dorchester, west of A35) and Option D7 (West of Charminster)**

##### **Biodiversity/habitats**

- Water meadows need protecting (Stinsford Parish Council).
- No mention of the impact on the Frome SSSI (Stinsford Parish Council).
- Wildlife impact – need to undertake a robust, impartial study to assess impact
- Support development subject to retention of river corridor
- Potential for impact on River Frome SSSI downstream

##### **Delivery**

- Larger sites are more difficult and take longer to deliver
- Cost of infrastructure too great
- Landowners of parts of D1 are willing to work with surrounding landowners to bring about a well-considered strategic development
- North Dorchester Consortium are promoting their site as the delivery mechanism for infrastructure improvements
- Suggestion of a restrictive covenant on Frome Whitfield Farm and Frome Whitfield House
- Essential that development is master planned rather than piecemeal development

##### **Design/amenity**

- Amenity for existing residents – noise, light...etc.

##### **Employment/jobs**

- Lack of employment and commuting out of area is an issue

##### **Flooding**

- Flooding from River Frome and surface water. Loss of fields will result in increased flooding to existing properties
- Downstream pollution
- Should plant more trees to reduce flooding

##### **Heritage**

- Development around D3 is likely to have a significant impact on Kingston Maurward, "Hardy landscape" including birthplace and church. Support exclusion of Area B but remain concerned over development flanking A35 (Historic England).
- Design could incorporate consideration of heritage assets.



- Impact on heritage assets and their settings – conservation areas and listed buildings, scheduled monuments, park and garden, non-designated assets
- No development south of Cockers Frome Lane to preserve connection of Water Meadows with adjacent farmland
- Hardy Country
- Potential for impact on Anglo-Saxon field drainage system
- Historically significant area around Frome Whitfield farm house will be damaged
- Historically significant water meadows would be damaged
- Numerous other heritage assets in the area need protecting – Neolithic remains, Romano-British, Anglo-Saxon settlement
- Sharp transition from town to countryside it defining characteristic of the town. A park in this location would be an urban feature at a detriment to the area.

### **Housing**

- Affordability of housing, need starter homes for first time buyers
- Fear of houses being second/holiday homes

### **Landscape**

- Areas to the north may appear closely related to the existing settlement in views from within the AONB. However the extents of the sites to the north could result in a perceived increase in the scale of the town. A landscape-led masterplan can help to mitigate this impact (Dorset AONB).
- Impact on landscape
- Need to consider/maintain the separate identity of Charminster and Stinsford villages
- Fear that the development would not be part of Dorchester but a separate 'new town' North Dorchester is separated from Dorchester town by water meadows and would end up being a separate settlement
- Design could utilise undulations in landscape and existing trees to mitigate any impact
- Landscape impact – important open space linking to water meadows
- Retain open views of countryside from Dorchester
- East West route would have visual and noise impact on enjoyment of water meadows, wall walks and views from the town
- A bypass should be the northern development boundary
- Development of these sites would be urbanising sprawl of Dorchester
- Loss of rural setting/views
- Impact on ancient woodlands
- Would fundamentally change the entire area
- Support subject to type and design of housing
- Impact on adjacent AONB

### Recreation

- Loss of an area for informal recreation
- Tourism and recreational walks along this area are important and would be changed

### Resources

- Impact on boreholes/water supply
- Loss of high grade agricultural land (grades 1, 2 and 3)
- Should only develop within existing town for the foreseeable future
- Areas are separate to Dorchester and therefore other less sensitive 'separate' areas should be considered first.

### Schools/health

- Provision of doctors, shops, schools (all tiers) etc

### Transport

- Northern Link Road (A37 to A35) is necessary, foot/cycle way links to existing town essential, junction capacity issues on existing network (Dorset County Council Highways).
- Air quality is an important issue that would be made worse through the development of North Dorchester (Stinsford Parish Council).
- Significant road provision necessary – A35/A37 link, existing roads are narrow
- Public transport, cycle/foot links to existing town essential
- Reopen former railway halt at Stratton
- Concern over traffic impact/road safety on:
  - East Hill, Charminster
  - High Street, Dorchester
  - Slyers Lane / Cockers Frome Road
  - Sherborne Road – top and lower
- Impact on old road layout and associated old and listed buildings, existing bridges across the rivers
- Impact on/need for parking within Dorchester
- Development would need to be carefully planned to bring about great benefit to Dorchester including traffic relief to existing bypass (for traffic heading to Yeovil & Bridport)

### Response on Site:

#### Option D2 – North of Dorchester, west of Slyer's Lane

- On its own this would represent an isolated pocket of development.

## **Response on Site:**

### **Option D4 – North of Dorchester, west of A35**

#### **Biodiversity/habitats**

- Important for bats and other wildlife

#### **Delivery**

- The landowner does not support D4 and has no intention of developing the site.

#### **Design/amenity**

- Most important factors for growth of town are proximity to town centre and east/west trunk road links. D4/D5/D6 can achieve this best.
- Pedestrian access is a problem with current at grade crossing of bypass – a bridge would be necessary

#### **Facilities/services**

- D4 would not have the critical mass of development to provide/sustain the services needed.

#### **Flooding**

- Potential issues with flooding.

#### **General**

- Pollution from domestic wood burning (PM<sub>2.5</sub>) will be blown across Dorchester from sites D4 and D5 causing health problems.

#### **Heritage**

- Literary connection with the site should be conserved (Winterborne Farringdon Parish Council).
- Tourists attracted to walks in the area and associated literary connections - Hardy & Barnes.
- Max Gate could be screened by additional tree planting.
- Impact on historic value of Max Gate and Came Rectory.
- Scheduled monuments in the area.
- Mount Pleasant to Maiden Castle including Conygar Barrows is an important part of Dorchester's pre-historic heritage
- Views surrounding Max Gate and views from Came Rectory are part of the Hardy experience, featuring in many writings and being promoted by the NT to bring people to the town

#### **Landscape**

- D4 within immediate setting of AONB however impact is likely to be screened by Conygar Hill to south (Dorset AONB).

- Option D4 is likely to be more prominent in views from the Dorset AONB than option D1-3. Further landscape assessment will be needed to ensure significant issues relating to the setting of the Dorset AONB are avoided. (Natural England).
- Development would impact on AONB, Max Gate and Came Park (Winterborne Farringdon Parish Council).
- Further explanation/evidence is essential to enable development in such a sensitive landscape (Historic England).

### Recreation

- Important recreational area

### Resources

- Loss of agricultural land.

### Transport

- Impact on traffic volumes on A352 running through village (Broadmayne Parish Council).
- Need to upgrade Max Gate junction and the A35 (Winterborne Farringdon Parish Council).
- Impact on trunk road, Max Gate junction improvements necessary, foot/cycle way links [including bridge over A35] necessary to lessen severance caused by trunk road (Dorset County Council).
- Object to inclusion of D4 – infrastructure including sewage pumping (Winterborne Farringdon Parish Council).
- Only once existing development areas have been built should D4 be considered as nearest to existing infrastructure and services.
- D4/D5/D6 should be considered [in preference to D1/D2/D3/D7] as they are closer to existing services and infrastructure.
- D4 is adjacent to existing main road network.
- Junctions onto A35 in area of D4 are already problematic.
- Site is outside of the bypass; once breached, development will continue spoiling the intrinsic character and beauty of the countryside.
- Much of the site would be taken up by road infrastructure/screening.
- Traffic impact on existing routes especially to town centre and safe passage to schools

### Responses on Site/s:

**Option D4 (South-East of Dorchester), Option D5 (South-West of Dorchester within bypass), Option D6 (West of Poundbury)**

### Delivery

- Should include self-build.

- Should include affordable homes.
- Homes should have no or minimal gardens and no parking to keep costs down and increase density
- Smaller scale developments would be relatively quick and easy to complete

#### **Design/amenity**

- Would be contiguous to Dorchester and therefore part of the town

#### **Facilities/services**

- These sites should be planned to use existing facilities within the town.

#### **Heritage**

- Spoiling the setting of ancient monuments has been negated by Poundbury.

#### **Transport**

- Would require less infrastructure and have less of an impact on the area – would be less disruptive.
- All have good transport links to the town

### **Response on Site:**

#### **Option D5 – South-West of Dorchester within bypass**

##### **Flooding**

- Castle Park Strip is vulnerable to flooding where currently water is pumped away

##### **General**

- Little impact from D5
- Landowner has indicated that the northern part of D5 is not available for development but the eastern part is
- Landowner indicates that the eastern edge of Thomas Hardy Playing Fields is available for development and not currently used as playing fields.
- Green Infrastructure associated with Poundbury should be delivered on this area.

##### **Heritage**

- Within bypass therefore a natural expansion of the town.

##### **Landscape**

- Northern portion of D5 may be visible from Maiden Castle and may adversely affect its setting.
- If a TRSA is necessary, consideration should be given to its delivery in the eastern part of D5 before consideration is given to housing (Natural England)

- Northern part has potential to be visible from Maiden Castle and cumulative impact alongside Poundbury are particularly concerning – Dorset AONB.
- Eastern portion is fairly well contained and related to existing built form of Dorchester.

### **Transport**

- Traffic within Castle Park estate including Maiden Castle Road is an issue
- Access onto Weymouth Avenue
- Foot/cycle links to services should be provided. Access from Maiden Castle Road and Weymouth Avenue is achievable. The proximity of new access to Stadium Roundabout needs to be assessed (Dorset County Council).
- Area to the east would be acceptable with little infrastructure costs.

### **Response on Site:**

#### **Option D6 - West of Poundbury**

### **Facilities/Services**

- Schools and medical facilities are available at Poundbury.

### **General**

- Should not be considered as it is in Bradford Peverell parish and therefore not Dorchester (Bradford Peverell Parish Council).
- Should consider brownfield land and increased density first
- Logical extension to existing development
- Object as outside existing boundary of bypass (Winterborne Farringdon Parish Council).

### **Heritage**

- Object to expansion towards Winterborne Monkton, it should not become a suburb of Dorchester and impact on Maiden Castle (Winterborne Farringdon Parish Council).
- Near scheduled burial mounds (Bradford Peverell Parish Council).
- Accept that there may be some potential to the north of Bridport Road west of Poundbury however evidence of a possible Roman camp which would need further investigation.
- Near scheduled monuments therefore should not be considered

### **Landscape**

- Development to the south of Bridport Road, west of Poundbury would have a significant deleterious effect on Maiden Castle. Not supported (Historic England).

- Land falls away from Poundbury therefore impact on Maiden Castle would be less than Poundbury.
- Within the AONB and therefore should be rejected in line with national policy (Bradford Peverell Parish Council).
- Significant urban expansion into rural locality within the Dorset AONB. Prominent in the landscape and likely to significantly harm special features of the AONB Should only be considered further if 'exceptional circumstances' test can be met. In light of options D1 to D3 this option should be rejected (Natural England).
- Outside of A35/A37 therefore landscape impact
- Elongation of the town in the landscape
- Extend development into an open and elevated area of the Dorchester Downs with significant landscape and visual impact (Dorset AONB).

#### **Retail/town centre**

- Long way from town centre

#### **Transport**

- Outside of bypass
- Area already has access onto strategic road network
- Unsustainable location for development – no roads, power, water, sewerage and no cycle / foot links to town
- Support as close to existing infrastructure

#### **Response on Site:**

##### **Option D7 – West of Charminster**

#### **Design/amenity**

- Village would never be integrated into Dorchester
- Impact on amenity – noise, light

#### **Flooding**

- Flooding at times of heavy rain

#### **General**

- Pollution
- Traffic and road safety through the village
- Support for partial development of D7
- Landowner of part of the site is willing to develop
- Site should be considered sensitively and as a separate satellite to Dorchester
- D7 has less of an impact than D1/D2/D3

### Heritage

- Need to keep Charminster separate, it is not a satellite town of Dorchester
- Charminster is a village, not a town, loss of rural setting

### Landscape

- May be prominent in setting of AONB especially cumulatively with options D1/D2/D3. A detailed landscape assessment is necessary to fully assess the impact on the AONB in light of NPPF paras 115 & 116 (Natural England).
- Unsuitable due to impact on Cerne Valley
- Area would be prominent in views from within the Dorset AONB south of Bradford Peverell.
- Area occupies the ridgeline between the rivers Frome and Cerne. Could be significant cumulative effect on views from the AONB (Dorset AONB)
- Landscape impact on a historic area

### Transport

- Lack of infrastructure

### Responses on Question 7-i:

**Dorchester has grown at an average rate of 175 new dwellings each year over the last 5 years. Should we plan for a lower level of growth, maintain that level of growth, or take a strategic longer term view for the growth of the town?**

### Biodiversity/habitat

- Diffuse pollution would harm the Frome SSSI

### Delivery

- We believe that the solution is to take a strategic longer term view for the growth of the town. Development is inevitable, so must be planned for correctly. Dorchester is in particular need of a vision and a master plan to effectively manage longer term growth (Dorchester Town Council).
- Should take a strategic long term view to plan growth rather than piecemeal to secure enhanced infrastructure that is required – take a leaf out of Poundbury book on this issue.
- A strategic long-term approach to growth at all settlements is essential.
- A balance of site sizes is needed to provide short, medium and longer term options. Reliance on long-term options can lead to a shortfall in supply.
- Dorchester is the most sustainable settlement in the district. There is no justification for seeking a lower level of growth than already achieved especially given the current shortfall in delivery.
- There are limited sites within the existing built up area and therefore the council should take a long-term strategic view to bring forward significant growth to maintain and enhance the vitality, viability and function of the principal settlement



- More housing does not mean regeneration of town
- Car parks could be redeveloped for housing.
- Once Poundbury is finished, development rate should reduce to enable the town to take stock and settle into its new character.
- Development should only be considered in the context of a properly defined strategic vision
- Residential growth should be matched to the town's needs
- No analysis has been seen of how much growth should be delivered at Dorchester
- Future growth rates need to be based on a combination of needs and land availability rather than past delivery rates  
Town should be allowed to 'settle' before new development is planned
- Essential that a long-term strategic view of development in the Dorchester area is taken
- Growth should be sustained at its current rate and not decreased

### **Economy/jobs**

- Jobs being cut at DCC and DCH therefore no need for high rates of housing growth
- Relocate public sector employers out of the town maybe easier than trying reduce commuting
- Public sector employment is declining

### **Heritage**

- Dorchester's character is in danger of being lost as a result of large scale development; satellite settlements should be considered as an alternative
- Dorchester is becoming urbanised, destroying what is special
- Charminster should grow in its own right

### **Housing**

- Dorchester needs more affordable and low cost housing for younger people; jobs in town do not match with government's austerity cuts to public sector and therefore should be recalculated (Stinsford Parish Council).
- Level of growth in each settlement should be no lower than that achieved over past five years.
- Ensure delivery of affordable housing
- Housing in Dorchester needs to be mid-market mix of 2, 3 and 4 bed homes for families.
- People who cannot afford to buy in Dorchester are being pushed out to places such as Crossways or Chickerell and have to commute.
- Elderly population will mean a high turnover of properties therefore no need for high levels of additional housing.
- Brownfield sites have been developed without affordable housing

### Landscape

- Given the proximity of the Dorset AONB and the restrictions of the River Frome floodplain, a long term strategic approach is supported (Natural England).
- Dorchester should continue to grow however this should not be at the detriment of the countryside and other settlements in the vicinity.
- Range of site sizes and types is essential to bring a range of housing products onto the market

### Transport

- Level of growth should be below that previously achieved as there is no national appetite to finance essential local infrastructure and difficult to secure funding from developers.
- Concerned by overall level of growth at Dorchester rather than rates of development. A strategic approach is however more likely to enable infrastructure provision (Highways England).
- More housing means more traffic

### Responses on Question 7-ii:

#### Are there any issues related to any of the site options that are not mentioned here?

### Biodiversity/habitat

- Water meadows could become a wonderful unique wildlife corridor from Charminster to Kingston Maurward.

### Delivery

- Sites within the bypass and sites around Charminster appear to be the most suitable in terms of heritage impacts. Also most sustainable as they focus on existing settlements and links to Dorchester town (Historic England).
- Master planning of development at large scale expansion of settlements. County Council will contribute to high quality sustainable place making (Dorset County Council ).
- Essential a master plan is produced covering how physical and cultural issues will be tackled in the new development including a clear vision for the town and surrounding areas (Dorchester Town Council)
- Focus for development should be on how developers can benefit Dorchester rather than how Dorchester can benefit the developers making them a premium off of the town's heritage and image (Dorchester Town Council).
- A comprehensive masterplan for the area is essential
- Scale of proposals for Charminster go beyond what is considered acceptable.
- Development to the north, once breached would set the precedent for further development.
- Small developments would have less impact and more variety.

### **Design/amenity**

- Focus on being a liveable, walkable county town providing all amenities needed

### **Economy/jobs**

- Provide employment land within developments to enable businesses to relocate, freeing up space within existing town
- Where will new jobs be provided

### **Flooding**

- Consideration of flood risk to settlements downstream from North Dorchester (Stinsford Parish Council)

### **General**

- The MOD site on Poundbury Road should be considered (Dorchester Town Council).
- Linkages with Kingston Maurward should be explored.
- Brownfield sites and other sites within the boundaries should be explored.
- Should consider sites at Crossways as reasonable alternatives to environmentally constrained sites at Dorchester.
- Need to protect car parking at Charles Street.
- Water meadows are a natural boundary, the bypass is artificial
- Typical comment: *"Please consider not building more housing etc. round the town. One of its plus points is being able to look out over countryside beyond the water meadows to the north and east, and fields to the south and west. We do not need more development here at the expense of our countryside."*

### **Housing**

- Currently a high demand for one and two bed homes in Dorchester Area (Dorchester Town Council).
- Housing associations struggle to let properties in outlying areas as those in need prefer Dorchester (Dorchester Town Council).
- Little consideration given to local distinctiveness and high quality architecture, Magna HA has capacity to build 200+ new homes per year rather than take on homes built by major developers (Dorchester Town Council)
- Stronger affordable housing policy necessary (Stinsford Parish Council).
- Priority for local people.
- Build homes that do not attract retirees to the area.
- Need a range of house types and sizes for families, downsizers, first-time buyers

### **Heritage**

- Dorchester is a relatively compact market town that nestles in its surrounding landscape. This is one of its unique and significant characteristics and is highly

- valued, settlements with easy access to rural landscapes are becoming a rarity (Stinsford Parish Council).
- There is an international aspect to tourism associated with Hardy at the County Town (Stinsford Parish Council).
  - Dorchester has a distinct physical relationship with surrounding rural area. There is no leakage of development outside of the physical boundaries. There will need to be expansion of some or all settlements in the vicinity of the town
  - Need to consider heritage in developments in a strategic way
  - Dorchester is a compact town partly due to the large number of historic houses, parks and grounds, something referred to by Hardy (Stinsford Parish Council).

### **Resources**

- Parts of North Dorchester are within minerals safeguarding area for sand and gravel, prior extraction necessary (Dorset County Council)

### **Transport**

- Traffic has a serious detrimental effect on Dorchester. Any new development needs to be accompanied by proposals to mitigate this. Development along the railway line should be considered (Historic England).
- Infrastructure can be provided by the development
- Highways infrastructure will be costly and difficult to deliver, necessitating a level of development that would be significant resulting in significant landscape impact; will it be viable!

### **Responses on Question 7-iii:**

#### **What are the infrastructure requirements for the development of the site options, individually or in combination with others?**

#### **Biodiversity/habitat**

- The heritage, wildlife and recreational value of the river Frome floodplain should be safeguarded and enhanced through the creation of a high quality nature reserve (Natural England).
- Nitrogen neutrality should be considered including wildlife corridors, wetlands and floodplain habitats.
- Need to recognise the biodiversity value of urban landscapes

#### **Delivery**

- Planned and cohesive approach to development (Stinsford Parish Council).
- Inspector referred to "at or in the vicinity of Dorchester" this has not been fully explored in relation to outlying settlements (Dorchester Town Council).

#### **Flooding**

- Connections across the floodplain will be difficult to achieve especially in winter
- Flood mitigation should be incorporated into the scheme covering all possible mechanisms

### **General**

- Developer contributions would be necessary to fund a new waste transfer facility, depot and household recycling centre at Dorchester (Dorset County Council).
- General opposition to sites D4 and D6, concern over D1/D2/D3/D7 Need a robust masterplan for Dorchester (Dorchester Town Council).
- A new town should be considered as an alternative

### **Heritage**

- The immediate transition from town to water meadows at the North is a defining and attractive characteristic of Dorchester, which adds considerably to passive interpretation of the extent of the original Roman settlement. Great weight needs to be applied to protect, and where appropriate enhance, the significance of affected designated heritage assets, in this case the setting of the Dorchester Conservation Area (Historic England).
- Land north of Frome Valley is identified and has potential to have an urbanising effect on the strongly defined norther edge of Dorchester. Transition from Town to Countryside remains as Hardy described which is a significant tourist draw. Careful thought must be given to the integrity of historic town within its setting. How would development affect appreciation of Hardy's Dorchester? (Historic England).
- Development should protect the cultural, environmental aspects and community identity of Dorchester and smaller settlements (Stinsford Parish Council).

### **Recreation/leisure**

- Enhanced informal recreation facilities around the town (Dorset Local Nature Partnership).

### **Resources**

- Concern over the protection of aquifers that provide Dorchester's water (Dorchester Town Council).
- Pollution from foul and surface water systems should be tackled through existing systems (where capacity) and through sustainable drainage

### **Schools/health**

- Schools are at capacity (Dorchester Town Council).

### **Transport**

- Any significant growth around the town is likely to have an impact on the A35 (Highways England).

- Significant growth is likely to require major upgrades to junctions on the A35 around Dorchester (Highways England).
- Junctions on A35 are at capacity, any proposals at Dorchester will require upgrade to ensure the efficacy of the network is maintained (Dorset County Council).
- Clear convenient and direct connections to the town centre from the north – Dorchester Town Council (Stinsford Parish Council).
- Concerned by level of infrastructure necessary to support North Dorchester and who will fund its provision; road transport, rail services, bus services, schools, health and other services (Stinsford Parish Council)
- East West highways link is a necessity but would have a disastrous impact on town's setting plus links cross water meadows, need for a lorry park (Dorchester Town Council).
- Development for a considerable period of time providing the necessary significant infrastructure; planned strategically now rather than through piece-meal add-ons.
- A comprehensive approach to infrastructure assessment to ensure a comprehensive approach to its provision.
- Need to provide infrastructure early to ensure existing services are not stretched to breaking point, a proactive approach not reactive.
- Parking provision and a cheap, regular, effective public transport system.
- Inner town one way system

## Other

### Biodiversity/habitat

- More opportunities for enhancing biodiversity - Create a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being (Dorset Local Nature Partnership).
- Proposals must be nutrient neutral and reduce nutrients in Frome SSSI (Natural England).

### Delivery

- Commissioned a Landscape and Heritage Assessment, looking to master plan the estate to deliver their long-term objectives including contribution to the aims of the Western Dorset Growth Strategy – wish to engage with the Council (Kingston Maurward College).
- Growth may well exacerbate existing problems – opportunities listed should be seen as a set of objectives with which to assess new development options.
- Sites/settlements within the vicinity of the town (a 6 mile radius) should be considered as part of a strategy for growth in the 'Dorchester area'

- Development that fully exploits the close functional relationship between Dorchester and Weymouth should be considered fully recognising the potential at both towns to provide employment and housing for a shared catchment
- Enlarging villages is a poor option especially with lack of facilities and cuts to buses
- Should plan for a lower level of growth
- Development along railway lines with a Dorset-wide strategic plan to strengthen rural communities

### **Housing**

- Do we really need so many new homes built all over our countryside? Many of these homes will end up as second homes.
- People have to live somewhere but there shouldn't be help for young people

### **Landscape**

- Views from the AONB need to be given careful consideration including cumulative impact arising from existing developments (Dorset AONB).
- Scale of development at Dorchester needs to be given careful consideration with regard to its impact on the Dorset AONB (Natural England).
- Development should not extend too far northward protecting views from AONB including South Dorset Ridge. Protect River Frome and floodplain. Secure wildlife and access enhancements to floodplain through creation of wetland or restored water meadows and its long term management as a nature reserve.
- Characteristic of the area is a pattern of settlement nestled in valleys and low lying areas with little or no development on higher ground. Landscape is then either rolling and expansive or small scale and therefore sensitive to larger-scale developments
- There would be harmful landscape impacts on areas which, whilst outside the AONB, are of comparable value and character and share many of the characteristics and special qualities that give the AONB its special status.

### **Recreation**

- Should aim to support the towns social and leisure facilities through development.

### **Schools/health**

- Lack of university/further education has led to underrepresentation of younger people in the town.

### **Transport**

- Development should help to address some of the existing problems in the town:
  - High Street environment
  - Public transport, park and ride, parking

- Improved walking and cycling environment
- Links between High Street, South Street and Brewery Square areas
- Reduced traffic congestion

### **General Comments**

- Concerned over Local Government Reorganisation where decisions should be made by those who will be in place in the long term from; consultation to completion (Stinsford Parish Council).
- Hold back on housing until Brexit is finalised
- Master plan for North Dorchester should cover these factors and involve local people:
  - the quality of the buildings
  - open spaces and their management
  - how buildings and open space come together to create unique places
  - built form in relation to history, culture and landscape
  - provision of services
  - economic and financial realities
  - affordable housing
  - housing to meet differing needs
  - urban form
  - Local vernacular and materials
  - Links to Dorchester
  - Community services



## 8. Sherborne

At the exhibition in Sherborne on the 20<sup>th</sup> February 2017, there were 92 attendees in total. A total of 45 responses were received in relation to the Initial Issues and Options Consultation Document for the Local Plan Review specifically relating to Sherborne. The individual comments were broken down as follows:

*Number of comments made: 131*

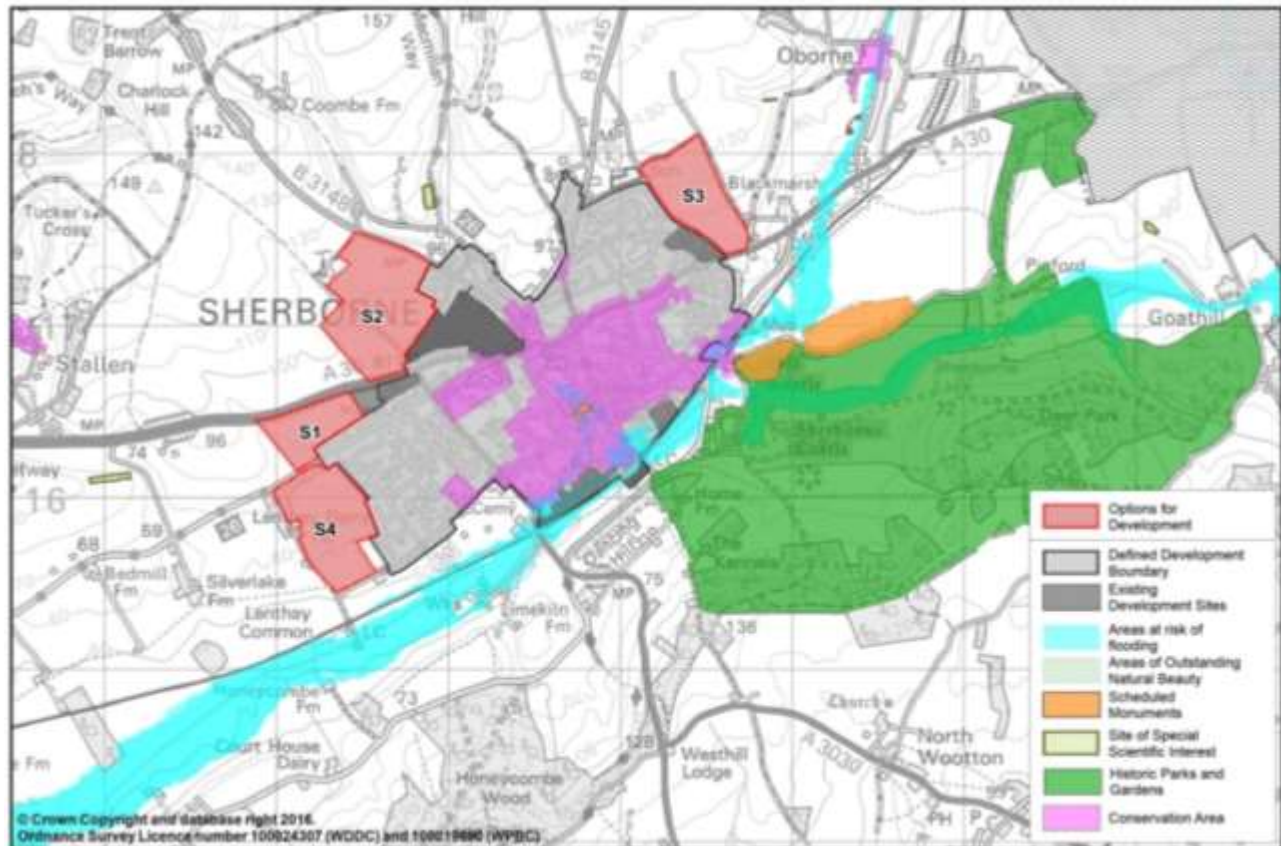
*Object 28*

*Support 84*

*Neutral 19*

<b>Specific and general consultation bodies</b>	<b>Key landowners / developers</b>
<i>Dorset County Council</i>	<i>C G Fry and Son Ltd</i>
<i>Dorset Waste Partnership</i>	<i>Sherborne Castle Estates</i>
<i>Historic England</i>	
<i>Highways England</i>	
<i>Natural England</i>	
<i>Sherborne Town Council</i>	
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	

## Sherborne Options Map:



### Responses on Site:

#### Option S1 - Land north of Bradford Road

##### Landscape

- Sites S1-S4 are all bad choices. All have landscape impact and geological constraints.

##### General

- Excess noise from A30 to potential residents on the site.
- Smaller developments should be considered on S1 and S4.

##### Transport

- Bike and pedestrian access to the site is limited due to road width constraints (Dorset County Council).
- The access to these sites needs to be clarified, as well as how traffic will access the A30 (Dorset County Council).
- Capacity constraints on the A30 at the Bristol Road/Marston Road junctions (Dorset County Council).

- Some intervention may be necessary to prevent an increase in traffic on Low's Hill Lane to access the A30 which would be likely to be detrimental to road safety (Dorset County Council).
- The increase in traffic will be likely to cause traffic congestion or even gridlock. An ancient town like Sherborne cannot be treated like a modern town with a very different road structure.

### **Responses on Site:**

#### **Option S2 - Barton Farm**

##### **Delivery**

- Options west / north west of the town merit further investigation.
- There would appear to be some logic to Site S2 as a Barton Farm "Phase 2".

##### **Flooding**

- Previous issues with surface water run off onto and along Marston Road and Nethercombe Lane into Combe.

##### **Heritage**

- The historic nature of the town would not allow for a significant increase in population.

##### **Landscape**

- Steep topography of the site could cause issues for older pedestrians accessing the site by foot.
- Site is very visible and would have considerable landscape impacts.
- The site is relatively unconstrained and offers the ability to achieve infrastructure and utility connections, road infrastructure in the form of a link from the A30 and better access from the north.
- Traffic access to the centre of Sherborne is currently already a major issue.
- Further development on site S2 should be delayed until the effects of the current development on the town's infrastructure and particular traffic become clear after the site has been fully developed.

##### **Retail/town centre**

- The distance between S2 and the town centre will result in a lack of integration from future inhabitants with the rest of the Sherborne community.
- New retail facilities would be required in the area.

##### **Resources**

- Site S2 is relatively easy land to work so the proposal would result in the loss of valuable local agricultural production land.

### **School/health**

- Additional school, doctor, dentist and other social infrastructure are likely to be needed.

### **Transport**

- Bike and pedestrian access to the site is limited due to road width constraints (Dorset County Council).
- The steep topography of the site would also result in less people walking or cycling into the centre and would promote car use.

### **Responses on Site:**

#### **Option S3 - East of Castle Town Way**

### **Design/amenity**

- The distance of the west end of town developments proposed from the current shopping and service area so will either require new transport services or an onsite shopping area.

### **Flooding**

- Previous issues with surface water flooding on the A30 close to S2.

### **General**

- Not acceptable to landowner (Sherborne Castle Estates).
- Also low flying helicopters fly over this site towards RNAS Yeovilton. In an emergency where would they go?
- S3 is currently outside the town boundary.
- Additional development will merely increase the retired population without any other benefits.
- Unwelcome pollution and noise will rise proportionally.

### **Heritage**

- Although some distance away and across the river valley, can the impact of proposed allocation S3 on the setting of Sherborne Castle and the associated historic park be considered? (Historic England).
- Impact on a historically important landscape, with scheduled monuments, listed buildings, conservation areas, historic parks and gardens. From an archaeological perspective old battle sites, future possible finds would all be lost.

### **Housing**

- The development of houses to the West of Sherborne appears disproportionate.

### Landscape

- Issues with the setting of Sherborne Castle and wider views from Osborne Conservation area.
- Potential impact on the Eastern and Northern approaches into Sherborne.

### Resources

- Potential issues with ground water pollution as S2 is in a groundwater protection area.

### Transport

- Castle Town Way will need to be upgraded (Dorset County Council).
- Pedestrian and cycle links to the town centre and station will be required. As elsewhere in Sherborne, this will be very difficult due to lack of highway space (Dorset County Council).
- Issues with access to the site and difficulty with including pedestrian and cycle access to the centre of Sherborne.

### Responses on Site:

#### Option S4 - Land South of Bradford Road

##### Delivery

- Potential development area is disproportionate to the rest of the town.

##### Design/amenity

- Site would be quite a distance from the main town centre.

##### Recreation/leisure

- Development on this site would impact on the recreational use of the area.
- Potential negative Landscape impacts.
- Geological issues with any potential development.

##### Transport

- Issues with access to site as current access roads are narrow.
- Issues adjacent to site relating to current school traffic congestion off Lenthay road would need to be addressed prior to development.

### Responses on Question 8i:

**Sherborne has grown at an average rate of about 40 dwellings per year over the last 5 years. Should we plan for a lower level of growth, maintain that level of growth, or take a strategic longer term view for the growth of the town?**

##### Delivery

- Sherborne should help take the load off Dorchester and Crossways so additional development in Sherborne is positive.

- Previous low delivery rates in Sherborne have resulted in young families being unable to get onto the housing market.
- The current level of delivery at 40 dwellings per annum is the maximum that should be deemed acceptable.

### General

- Sherborne should not be considered a sustainable location, therefore the comments from the Planning Inspector should be ignored.
- Growth of the town should be limited to approx. 1,365 additional units. The current proposal of up to 2,950 properties is totally out of proportion to the present population of 9,645.
- The Local Plan review gives no consideration to the 7,815 dwellings and 52ha of employment land planned for Yeovil and 300 dwellings allocated in Milborne Port.
- Development should be inline with local needs and wishes.
- Increased development will only increase the retired population and fail to balance the population.

### Housing

- The number of affordable housing is the exception but the numbers now and in the future are severely limited and likely to be continued to be limited by finance.

### Responses on Question 8ii:

#### Are there any additional issues related to the development of any of the site options?

### Economy/jobs

- Employment options are limited in Sherborne.

### General

- The age structure of employees in Sherborne should be taken into account.
- Make sure we learn from the mistakes of previous development in Sherborne by promoting better design.
- More emphasis on using sustainable methods of transport from any new sites.
- The countryside must be given as much protection as possible from encroaching development.
- The setting of Sherborne and its special character must be protected.
- All the sites (S1, S2, S3 and S4) are in the Mineral Safeguarding Area (sand and gravel). The Mineral Planning Authority would expect assessment and prior extraction of this resource.

### **Responses on Question 8iii:**

#### **What are the infrastructure requirements for the development of the site options, individually or in combination with others?**

- Infrastructure issues in Sherborne need to be considered before any new development is planned for.
- Public transport in Sherborne is not regular enough and therefore any new developments will just promote more car use.
- Unless a large combination of the development option is put forward, it is unlikely that there will be a requirement for mitigation on the SRN (Southern Rail Network).

### **Other**

#### **Biodiversity/habitat**

- The options proposed are likely to have some impact on local farmland bird populations (Natural England).

#### **Delivery**

- The Planning Inspectors comment that Sherborne should grow has no validity and the comment can be ignored.
- Sherborne should be protected against any new development.
- To protect Sherborne from new development a new town should be built between Dorchester and Sherborne to cater for the housing need in the area.
- No adjustments have been made in the population pyramids for pupils attending boarding schools and for those in care homes and sheltered housing which may have resulted in an inflated OAN figure.
- Development opportunities to the north west and west of Sherborne are deemed to be the most reasonable (Sherborne Castle Estates).
- There should be more done to identify and bring forwards brownfield sites in Sherborne.
- There has been an oversupply of care homes and sheltered housing and an under supply of low cost single person accommodation in flats.
- More pressure needs to be put on developers to deliver the type of housing that is required, for example affordable homes.
- Several small developments in Sherborne would be far more preferable to one large site.

#### **Facilities/services**

- There needs to be greater emphasis put on the requirements of additional services for a larger population, including schools, G.P. surgeries, drainage, sewerage systems and waste collection.
- Yeovil hospital is already under pressure and an additional increase in population would cause even more issues.

- Services in Sherborne are already operating at near capacity.
- The Dorset Waste Partnership identified there are improved facilities in Sherborne as part of an identified schedule; *'These remain key improvements to support housing growth and need to remain in the schedule'*.

### **Heritage**

- The Local Plan review document includes various constraints however context of listed buildings is not included.
- There should be greater emphasis on quality and design on any developments in Sherborne.

### **Landscape**

- More emphasis is required on the importance of safeguarding and where possible enhancing the urban/rural interface.
- Preserving the farmland in and around Sherborne should be a higher priority.
- Description of Sherborne is simplistic and does not describe its strengths, weaknesses, opportunities and threats.
- The landform is not included as a constraint around Sherborne.

### **Transport**

- There needs to be more mentioned about the infrastructure required to support additional growth in Sherborne.
- The A30 to Yeovil is dual carriageway congestion getting into Yeovil (mainly going into Yeovil) can be very serious.
- The suggestion that there are quick and easy links to the A303 is very misleading. Congestion on both the Marston Road and the A30 into Sherborne can at times be very bad.
- A "new link road from the A30" suggested by the inspector will do nothing to improve access to the centre of Sherborne.
- Public transport is not sufficient in Sherborne, the trains only run once an hour and the train times at present are not good enough for commuters.



## 9. Weymouth

At the exhibition in on the 21st February 2017, there were 72 attendees in total. A total of 135 responses were received in relation to the Issues and Options Local Plan review document specifically relating to Weymouth. The individual comments were broken down as follows:

*Number of comments made:* 487

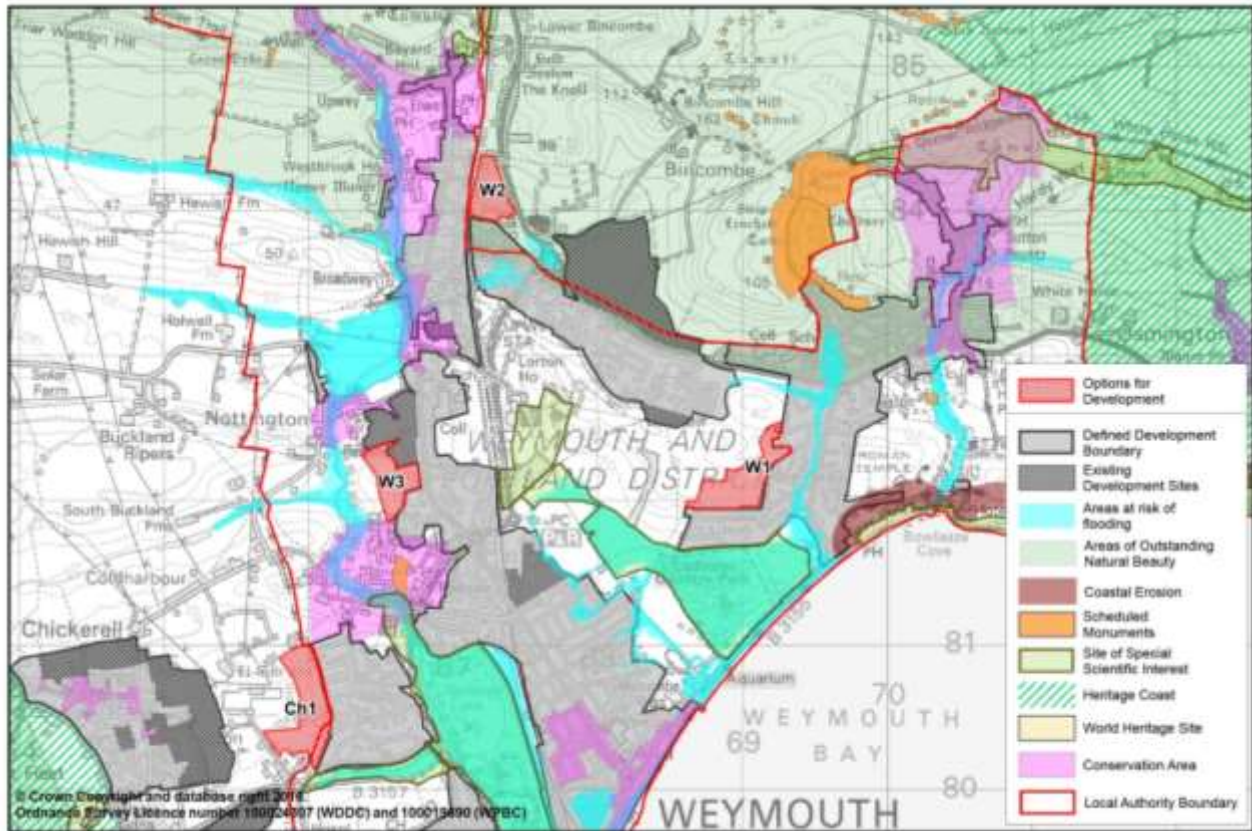
*Object:* 426

*Support:* 21

*Neutral:* 40

Specific and general consultation bodies	Key landowners / developers
<i>Environment Agency</i>	<i>The Whettam Family</i>
<i>Dorset AONB</i>	<i>Persimmon Homes South Coast</i>
<i>Natural England</i>	<i>C Phillips</i>
<i>Dorset County Council (Transport)</i>	<i>Oddfellows</i>
<i>Dorset County Council (Minerals &amp; Waste)</i>	<i>J &amp; A List &amp; Scutt</i>
<i>Dorset Waste Partnership</i>	<i>CG Fry &amp; Son</i>
<i>Historic England</i>	<i>Terry Pegrum</i>
<i>Highways England</i>	<i>WH Davidson</i>
<i>Winterborne Farringdon Parish Council</i>	<i>M Madley</i>
<i>Yetminster &amp; Ryme Intrinseca Parish Council</i>	

## Weymouth Options Map:



### Responses on Site:

#### Option W1 – Wyke Oliver Farm

##### Biodiversity/habitats

- Concern over potential loss of green corridor.
- Concern over loss of wildlife and habitats (e.g. birds - Canada Geese mentioned frequently, bats, deer), particularly Lodmoor and Lorton reserves.

##### Delivery

- Confusion over boundary line adjoining properties rear of Brackendown Avenue.
- Unviable to build on option.

##### Design/amenity

- Overdevelopment.
- Loss of views.
- Noise and disturbance from construction work.
- Loss of amenity space – valued for dog walking.
- Overlooking.

### **Economy/jobs**

- No local employment to support increase in population.

### **Facilities/services**

- Existing lack of services e.g. hospitals, schools and local shops.
- Existing development is already putting pressure on these facilities.
- Local shops are too small to meet needs.
- Is the existing foul sewerage system able to cope with increased demand.

### **Flooding**

- Land is often saturated/waterlogged due to the presence of heavy clay soil.
- Prevention of rain water absorption, increased run-off affecting Wyke Oliver Road, Chalbury Close, Medway Drive areas.
- Bodkin Lane, Budmouth Avenue, Brackendown Avenue and Enkworth Road already affected by flooding during heavy rainfall.

### **General**

- Poor publicity about proposal.
- Conflict between landscape findings of SHLAA and consultation document. Findings of SHLAA ignored.
- Part of site subject to refusal of development from High Court.
- Contrary to recommendation of Planning Inspector.
- Would not support the demands of sustainable development or the Local Plan vision.
- Restrictive covenant present.
- Already a densely populated area.
- Nearby properties are unsold.

### **Heritage**

- Concern that development would adversely affect the character of the area.

### **Housing**

- Housing not necessary because of Brexit, and controls on immigration.
- Support from landowner.
- Overdevelopment.
- The site is not located where there is housing need.

### **Landscape**

- Very elevated – likely to adversely affect views onto and out of the AONB, and features within it such as Chalbury Fort. Potential for cumulative effects with development proposed at the Littlemoor Urban Extension (Dorset AONB).
- Avoid development on to Wyke Oliver Hill to ensure that it does not encroach on views to the AONB. Any allocation would need to assess any in combination

impacts with the existing development sites. Recreational pressure on the Lorton Valley Nature Park. This may be addressed by requiring Wyke Oliver Hill within an extension to the park (Natural England).

- Development would have a detrimental visual impact.
- Loss of green corridor and gap between Preston, Lodmoor and Littlemoor.
- Concerns over impact on strategic views.
- Detrimental impact on the skyline.
- The fields proposed are higher than the existing development.
- Impact on the World Heritage Site.
- Could lead to land drying out, water levels to change and subsidence, previous experience at Enkworth Road.
- Proposal contrary to findings of SHLAA which suggest unacceptable landscape impact.

### **Recreation/leisure**

- Well used green space for recreation.

### **Resources**

- Loss of working farm and farmland.
- Moderate agricultural quality and agricultural use constrained by nearby housing estates.

### **Schools/health**

- Increase in population would have a negative effect on local schools and health facilities – existing facilities already at capacity.
- Substantial investment required to improve existing facilities.

### **Transport**

- There is potential for vehicular access off Wyke Oliver Road. The redevelopment provides an opportunity to create a green link through to Littlemoor. Pedestrian and cycle links South to the town centre are needed (Dorset County Council).
- Access to site is narrow and congested, in particular Melstock Avenue, Budmouth Avenue, Wyke Oliver Road and Wyke Oliver Close.
- Increased pressure on Preston Road – need for a roundabout.
- Road infrastructure not designed to cope with further expansion of development.
- Increased road safety concerns because of blind corners, parked cars and other hazards.
- Difficult for emergency services to access because of road
- Area poorly served by public transport.
- Facilities not easily accessible by foot.
- Steep gradients.

## Responses on Site:

### Option W2 - West of Relief Road, Upwey

#### Delivery

- Support from landowners.

#### Facilities/services

- Existing services nearby.

#### Housing

- Suitable for budget, affordable and mid-market housing – provisional estimate of 180 dwellings across both landowners.

#### Landscape

- Site is clearly visible from elevated ground towards Bincombe. Extending development further northward of Icen Lane could have an undesirable effect on the character and appearance of the AONB. Concerns over cumulative effect of this site in combination with the Littlemoor Urban Extension (Dorset AONB).
- The site lies within the setting of the AONB and may have cumulative impacts with the neighbouring Littlemoor Urban Extension. The option should not be taken forward without detailed landscape assessment (Natural England).
- Present boundaries of the built-up area should be adhered to, particularly the northern half of W2.

#### Resources

- Land is only moderate agricultural value.

#### Transport

- Vehicle access is constrained by the narrow railway bridge access on Chapel Lane, a workable access solution may be possible, especially if other access points from Shortlands Road and Old Station Road could be created (Dorset County Council).
- Access constrained (Winterborne Farrington Parish Council).
- Icen Lane could be improved to serve the development.

## Responses on Site:

### Option W3 - South of Wey Valley

#### Biodiversity/habitats

- The site acts as a wildlife corridor, development would be detrimental to the local wildlife.

### Heritage

- The impact on the setting of the two effected Conservation Areas requires clear and carefully articulated assessment to demonstrate the allocation is compatible with their significance and to ensure that harm can be avoided (Historic England).

### Landscape

- Negligible impact on the AONB (Dorset AONB).
- No objection (Natural England).
- Concern with development encroaching the border with the AONB and setting a precedent (Winterborne Farrington Parish Council).
- Loss of views, footpaths provide a valuable local amenity.

### Resources

- Parts of W3 appear to be within the Mineral Safeguarding Area – building stone. See comment above for Mineral Planning Authority response to development proposed on safeguarded building stone (Dorset County Council).

### Transport

- There is potential for access off Dorchester Road. Pedestrian and cycle links to existing networks must be provided (Dorset County Council).

### Petition:

#### Option W3 - South of Wey Valley

In addition to responses made to the Initial Issues and Options Consultation document, a petition was also submitted opposing the development of Site W3: South of Wey Valley. 638 people signed the online petition - <https://www.change.org/p/save-redlands-farm> - and a further 44 signed a hard copy. A summary of the concerns produced by the petition organiser is set out below.

#### Loss of the farm

- People are concerned at the loss of an organically farmed site that lies within the urban environment. Not only because of the loss of livelihood to the current tenant but as they also see it has educational benefits for children and grandchildren to see how a farm works and the animals on it.

#### Protection of the area

- While the land is being actively farmed and managed this prevents the area from any unwanted intrusion. It is well known that illegal fly-tipping is on the increase and if this did happen, not only would it become an eyesore, but it could also become a health hazard. A few years ago travellers set up camp in the top fields but luckily prompt action saw them moved on the following day. The land could also become the venue for unofficial camping, late night parties and

raves especially as it is so close to a main road for access. The mess that these people would leave behind would desecrate the land and the enjoyment of many walkers would come to an end. With the use of social media, once it becomes known that there is an area of land that is not being actively controlled, then that news will rapidly spread well beyond the local area.

### **Size of the development**

- Although the proposal is for 200 houses this will connect directly to the approved plans for 350 homes to the north of the farm. At a total of 550 homes this will make it one of the largest developments within the Weymouth and West Dorset area.

### **Covenant and lane access**

- There is currently a covenant on the land that prevents the building of any houses beyond 220ft from the Dorchester Road. Along with the fact that the lane is unadopted and the users only have right of access shows the original intent in preserving this land and preventing any changes to the approach to Corfe Hill House.

### **Local amenity**

- There are a number of Public Footpaths that run across the land and alongside it that allow people to enjoy the countryside and the river Wey right next to an urban environment. The footpaths lead across to some of the other areas that form part of Weymouth such as the villages of Nottingham and Radipole. The paths are very popular with walkers, many with their dogs, not only from the immediate vicinity but from other areas in Weymouth as well.

### **The effect on the Wey Valley**

- As the land is organically farmed and those people who currently use the pathways respect the land they are crossing there is minimal impact on the Wey Valley and the river itself. The addition of 550 houses into the area can only lead to a detrimental effect on both the river and the surrounding meadows.

### **Wildlife**

- As the farm is organically farmed and there is only a low intensity of activity there are a number of wildlife species that can be found across the site. Among the more obvious mammals are deer, foxes, rabbits, hedgehogs and although no specific survey has been carried out there will be other smaller mammals on site. There are a number of well established hedgerows forming boundaries to some of the fields and these provide not only cover but corridors that enable the wildlife to move round the area. With the hedgerows, open grazed fields and the river and water meadows to the east of the site there is a variety of habitats that encourage a number of different bird species. As well as thrushes, sparrows,

blackbirds and a number of other species you can also find wild pheasants and, down by the river, ducks, herons and even a kingfisher. During the survey of the land to the north of the farm 39 bird species were recorded.

#### **Responses on Question 9i:**

**Weymouth urban area has grown at an average rate of 150 dwellings per year over the last 5 years. Should we plan for a lower level of growth, maintain that level of growth, or take a strategic longer term view for the growth of the town?**

#### **Biodiversity/habitat**

- Given the proximity of important wildlife designations, the Dorset AONB, significant flood risks and key green infrastructure assets, such as the Lorton Nature Park Natural England would favour a long term strategic approach to the growth of Dorchester (Natural England).

#### **Delivery**

- Past delivery rates unsuitable basis for determining the level of growth. A comprehensive SHMA broken down on a settlement by settlement basis is necessary.
- Weymouth should continue to grow at the rate of 150 units per year.
- The level of growth should be no less than the average rate of new dwellings over the last 5 years.

#### **Economy/jobs**

- Economic growth will not necessarily follow from 150 units per year. Businesses will go to more accessible locations.
- Lower growth is necessary because higher growth would mean Weymouth becomes an attractive commuter town to serve Dorchester.

#### **General**

- Development should be in line with local needs and wishes (Yetminster & Ryme Intrinsic Parish Council).
- Future growth should be met by developing flats above shops.
- A strategic (long-term) view should be taken.

#### **Landscape**

- The level of growth should be lowered due to intrinsic landscape value and impact on the quality of life.

#### **Transport**

- No comments (Highways England).



### **Responses on Question 9ii:**

#### **Are there any additional issues related to the development of the site options?**

##### **Biodiversity/habitat**

- Not enough consideration of the proposed greenfield sites and the wildlife they support.

##### **General**

- There are many empty/unused buildings in the town centre which could be brought back into use.
- Weymouth should support more development because of its role and function.
- Brownfield sites such as the railway station car park, the bus station, the MOD site at Chickerell and Weymouth Football Club.
- Land west of Dorchester Road and Broadway should be included – landowner support and able to mitigate effects of flooding.
- Sites adjacent to Plaisters Lane, Sutton Poyntz should be included.
- There should be a wide range of sites to maximise housing supply.
- Land north of Nottingham Lane should be considered.

### **Responses on Question 9iii:**

#### **What are the infrastructure requirements for the development of the sites options, individually or in combination with others?**

##### **Biodiversity/habitat**

- Option W1 should contribute to the expansion of the Lorton Valley Nature Park through the transfer of land at Wyke Oliver Hill to a suitable management body (Natural England).

##### **Facilities/services**

- The operational depot at Crookhill has capacity to collect waste from new developments (Dorset Waste Partnership).

##### **General**

- Unless all of the development options are put forward, it is unlikely that there will be a requirement for mitigation on the SRN (Highways England).

##### **Schools/health**

- Sustainable access to health, education and employment facilities (Yetminster & Ryme Intrinsic Parish Council).

##### **Transport**

- Improvements necessary to road infrastructure.

## 10. Development at Chickerell

At the exhibition in on the 9<sup>th</sup> March 2017, there were 114 attendees in total. A total of 51 responses were received in relation to the Issues and Options Local Plan review document specifically relating to Chickerell: The individual comments were broken down as follows:

*Number of comments made:* 148

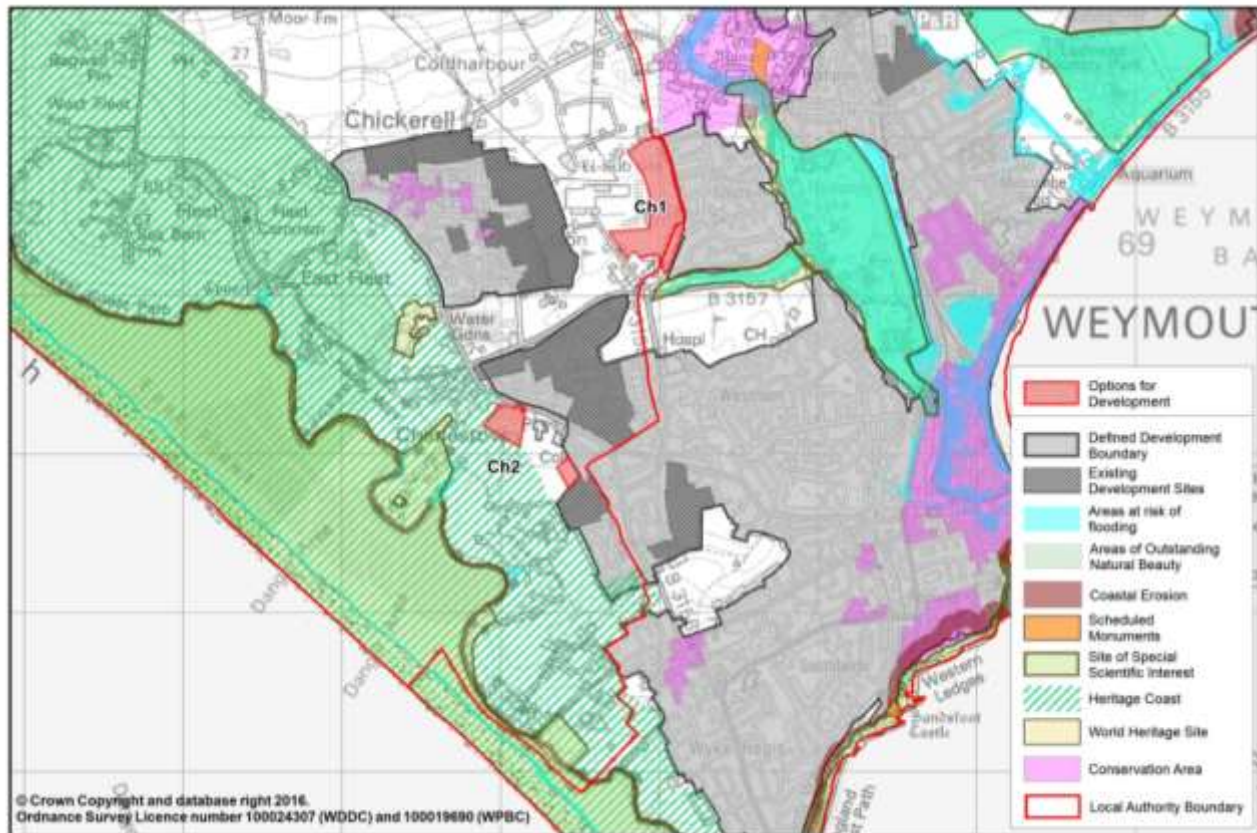
*Object:* 81

*Support:* 42

*Neutral:* 25

<i>Specific and general consultation bodies</i>	<i>Key landowners / developers</i>
<i>Dorset County Council (Transport)</i>	<i>The Owners of Alderwickbury (DLA Town Planning Ltd)</i>
<i>Dorset County Council (Minerals &amp; Waste)</i>	<i>Michael Andrews</i>
<i>Natural England</i>	<i>Persimmon Homes South Coast (Provision)</i>
<i>Dorset AONB</i>	<i>Bourne Leisure Limited</i>
<i>Dorset Local Nature Partnership</i>	<i>Adams Hendry Consulting Ltd</i>

## Chickerell Options Map:



### Responses on site:

#### Option Ch1 - West of Southill

##### Biodiversity/habitat

- No objection to the allocation - measures for enhancing the north south wildlife corridor through the site (Natural England).
- Retain and enhance hedgerows
- Avoid the potential for pollution impacts on Radipole Lake SSSI

##### Flooding

- Proposed surface water management would help manage water run-off – Police HQ attenuation pond has additional capacity
- Provision of SUDS

##### General

- Parts of Ch1 are within the Mineral Safeguarding Area
- Ch1 should also encompass the Wessex Stadium site
- Support site - as opposed to extending into areas J and L (in Figure 10.3)
- Stablings would be lost
- Retirement accommodation could be provided in or near to the local centre.

- Open Space - Retention of the Wessex Golf Centre as open space
- Masterplan and technical reports prepared (visual impact, ecology, noise and highways issues)
- LVA identifies opportunity to provide a linear park.
- LVA – there would not be any significant (high) or adverse visual or landscape effects resulting for the proposed development.
- Differing roof heights will help prevent a visual 'mass' of the proposed development
- Change of scale of built development from the former employment proposal
- Proximity of electricity substation – Noise report prepared
- No significant change in the gaps between Southill and Weymouth
- Urban Design – Site forms a natural extension to Southill to the east with the layout promoting an ease of movement and social cohesion between existing and proposed development
- No 'ransom strips'
- A sustainable location - within 1,000m of the site, safely accessible by pedestrians, including Southill Primary School, the Radipole Lane shops and The Granby Industrial Estate.

#### **Heritage**

- No Heritage / Archaeology impact

#### **Housing**

- Site has an estimated capacity of 500 dwellings (36.2 dwellings per hectare)

#### **Landscape**

- Negligible impact on the AONB (Dorset AONB).
- Destroy the ambiance of the surroundings.
- Chickerell should retain its areas of natural beauty.
- Not located within the AONB.
- Important views to be retained.

#### **Recreation/leisure**

- Green space suitable for exercising dogs – minimise impact on Radipole Lake SSSI

#### **Retail/town centre**

- Local centre - small food store, a healthcare facility and a nursery school.

#### **Transport**

- Pedestrian and cycle links to town centre network will be required, the B3158/B3157 Wessex roundabout needs improved crossing points for pedestrians and cyclists
- Potential for existing bus services along Radipole Lane to be extended.

- The primary access would be from the west, from the existing access to the electricity transformer station.
- Secondary access point from Radipole Lane.
- Modifications to the roundabout, to provide a 4 arm arrangement.

### **Responses on site:**

#### **Option Ch2 - Adjacent Budmouth College**

##### **Biodiversity/Habitat**

- Ch2 runs counter to NPPF para 114 and should not therefore not be progressed (Natural England).
- Ecological assessment of its wildlife interests (Natural England).
- Loss of wildlife, and hedgerows
- Views of the fleet, and sea.
- Partly within designated Heritage Coast
- Budmouth college should not lose any more recreational areas especially with increasing students
- Flooding issues at the bottom of the playing fields adjacent to lynch lane

##### **Economy/Jobs**

- Take account of its potential relationship to Littlesea Holiday Park and the ability for the park, as a key employer and contributor to the local economy, to continue to attract new and repeat visitors to Weymouth
- Development should not compromise Portland Harbour and freight routes. Growth figures for Portland forecasted by the Dorset LEP and found the relief road to offer economically viable solution with the cost of such a bypass scheme estimated at £37.1m. The Portland Economic Plan (2015-2030) published January 2016 which sets out a clear intention of economic development for the island (Portland Harbour Authority)

##### **Facilities/Services**

- Infrastructure – medical facilities
- Local schools are full
- Landowner (north part of site) unwilling to develop

##### **Landscape**

- The impact of this site on the AONB requires further consideration some potential for the development of this site to affect the setting of the AONB (Dorset AONB).

##### **Recreation**

- Loss of playing pitches

## Transport

- Access is achievable. Pedestrian and cycle links are needed to access existing services.
- Although this site is close to the alignment of the previously proposed Western Relief Road, that scheme is no longer considered deliverable and consequently should not prejudice development at this site (Dorset County Council (Transport)).
- Tidmoor Farm House – access issues
- Chickerell Road – increased traffic
- Traffic generation
- Development would compromise relief road and economic growth on Portland such as the growing the cruise ship related businesses in Portland harbour to allow larger cruise ships to dock
- Development would compromise relief road - Wyke (noise and pollution) and traffic congestion
- Land should be safeguarded for the construction of the A354 Weymouth to Portland Relief Road (Portland Harbour Authority)
- The use of the A354 through Weymouth and onto Portland is currently recognised as a key freight route onto the island and to Portland Port. The route to Portland Port via the B3157, Chickerell Road and Lanehouse Rocks Road is similarly important (Portland Harbour Authority).
- Access for emergency services and all large lorries would be even more difficult.
- The exit onto Chickerell Road, already in term time a highly congested and dangerous area,
- The only entrance to the field would be through the small housing estate - roads are narrow and we already suffer from parking on both sides of the road

### Responses on Question 10-i:

**Chickerell has grown at an average rate of 29 dwellings per year over the last 5 years and is set to grow further over the coming years. Should we plan for a lower level of growth, maintain that level of growth, or take a strategic longer term view for the growth of the town?**

#### General

- Should take a strategic long term view for the growth of Chickerell given proximity to Weymouth
- A comprehensive SHMA is required to assess needs - broken down on a settlement by settlement
- Chickerell (to all intents and purposes) is a functioning part of Weymouth so considering future growth using past completion rates in Chickerell is considered misleading.
- Future growth needs to be based on a combination of needs and land availability, taking account of the comments from the adopted local plan

inspector, but also the infrastructure requirements/constraints and the protection of features such as AONB.

- A significant level of housing growth is already proposed at Chickerell
- Welcome the recognition that inclusion of sustainable drainage options (Poole Harbour Catchment Partnership)
- The aims of meeting the OAN for housing within the hierarchical settlement structure identified by Local Plan Policy Su2.
- Contest the average number of houses built
- All settlements the level of growth should be no less than the average rate of new dwellings per year over the last 5 years

### **Responses on Question 10-ii:**

#### **Are there any additional issues related to the development of the site options?**

##### **Biodiversity/habitat**

- Wildlife interest – Deer

##### **Delivery**

- When allocating sites the Councils should be mindful that to maximize housing supply the widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest range of products. The key to increased housing supply is the number of sales outlets.

##### **Economy/jobs**

- Need to provide a better balance of housing and jobs to reduce the amount of out commuting.
- Industrial potential at Osprey Quay – Improved access required

##### **Facilities/services**

- Inadequate Infrastructure
- Surgery can't cope at the moment
- No direct link to our hospitals for those who do not drive
- more parking spaces per household

##### **Flooding**

- Address surface water flooding through sustainable drainage schemes.

##### **General**

- More housing is planned for Chickerell than Lyme Regis

##### **Recreation/leisure**

- Improve access to green spaces (Dorset Local Nature Partnership).
- Open Space required

- Provide green corridors severely lacking in new developments.
- What are identified sports facilities? it appears that sports facilities may have been identified across areas that may not be sports facilities

### Transport

- Traffic: East Street
- Ridge Bank farm - Pedestrian access onto West street is dangerous, adequate screening, facilities for children required
- Roads can't sustain more traffic.

### Responses on Question: 10-iii:

#### What are the infrastructure requirements for the development of the sites options, individually or in combination with others?

### Economy/jobs

- In order to sustain building and industrial development and the maintenance of jobs on Portland. Reinstate the Western Relief Road around the Fleet connecting the Chickerell Link Road to the A354 at Ferrybridge.

### Facilities/services

- Site Ch1 - Proposal would utilise the existing access to the electricity transformer station, via the Wessex Roundabout junction, and by providing a new road through the scheme from Radipole Lane enabling its junction with the roundabout to be stopped up, so making the roundabout a much safer '4 leg' junction

### Transport

- Despite support for a Western Relief Road from some local businesses and residents, the available economic evidence does not support the case that such a scheme is either necessary or would provide good value for money. It would therefore be unlikely to attract the external funding on which a multimillion pound scheme would depend. The County Council is pursuing this integrated package of junction improvements, public transport and active travel solutions to ensure efficient transport movement within and beyond the corridor. Not only is this better value for money, but also offers more significant improvements to longer distance movements and connectivity to the SRN from Portland, than would be achieved by the modest improvement to local journey times from a Western Relief Road (Dorset County Council).
- Ch2 - No additional infrastructure is necessary to facilitate approximately 20 houses at Martleaves, Wyke Regis.
- New development should assist in providing good public transport for the area.



## Other

- DLNP believes that more opportunities for enhancing biodiversity should be incorporated within the area-based sections. For example, under the social opportunity within the Chickerell section a reference to the 'high quality natural environment' as well as built environment could be included and the following opportunity is also relevant to all development within the local plan area (not just Chickerell); Create a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being (Dorset Local Nature Partnership).
- Site Ch1 - An appropriate package of contributions and mitigation would be agreed with the LPA.

## 11. Beaminster

At the exhibition in on the 28<sup>th</sup> February 2017, there were 105 attendees in total. A total of 76 responses were received in relation to the Issues and Options Local Plan review document specifically relating to Beaminster. The individual comments were broken down as follows:

*Number of comments made:* 311

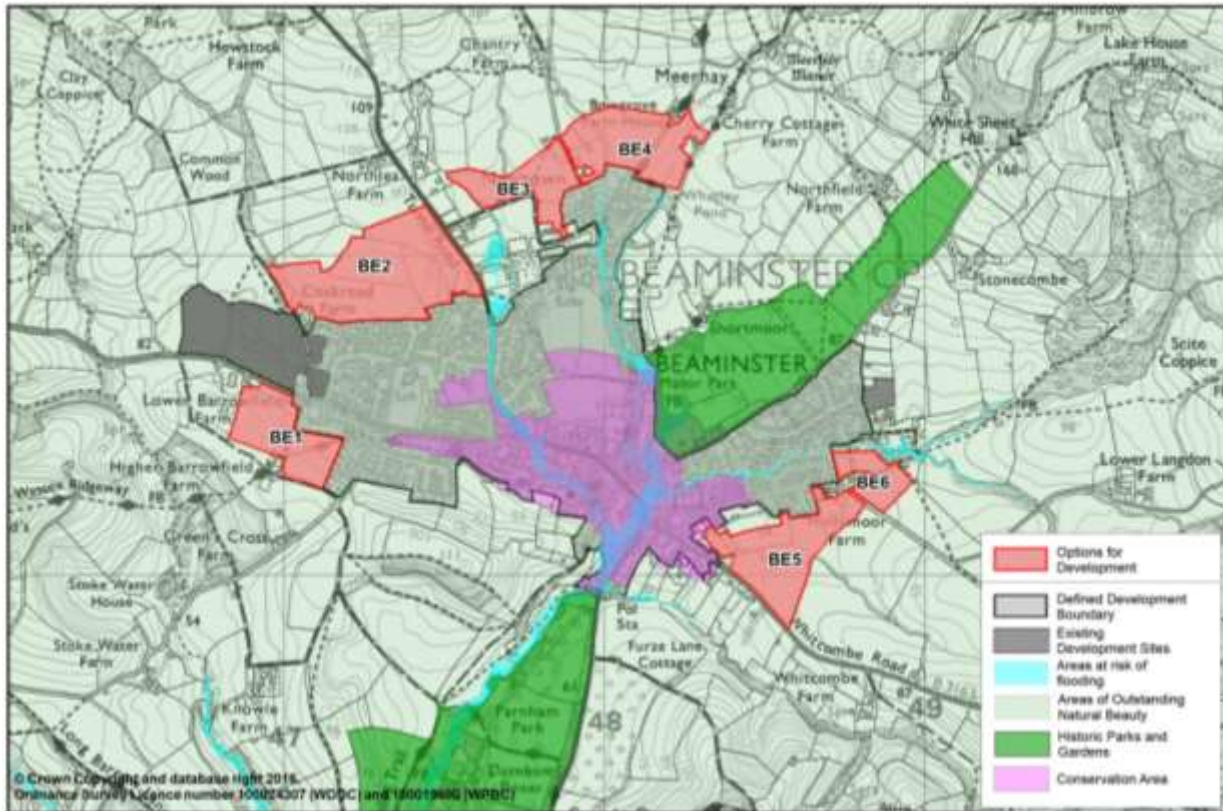
*Object:* 266

*Support:* 23

*Neutral:* 22

Specific and general consultation bodies	Key landowners / developers
<i>Dorset County Council (Minerals &amp; Waste)</i>	<i>Persimmon Homes South Coast</i>
<i>Dorset County Council (Transport)</i>	<i>Mr Gurd &amp; Mr Sibley (Savills)</i>
<i>Dorset AONB</i>	<i>Chris Cleaver</i>
<i>Natural England</i>	<i>Summerfield Developments Ltd (Collier Planning)</i>
<i>Beaminster Town Council</i>	<i>Mrs Ferret (Symonds &amp; Sampson)</i>

## Beaminster Options Map:



### Responses on site:

#### Option BE1 - South of Broadwindsor Road

##### Biodiversity/habitat

- Ecological assessment of their wildlife interests.

##### Flooding

- Concern over potential flooding as rainwater.

##### Landscape

- Natural England is concerned that the site may be prominent in views from the wider Dorset AONB (Natural England).
- Visual impact of development. This concern is exacerbated by the relatively close proximity of the site to the allocation to the north of Broadwindsor Road (Dorset AONB).
- Extends the built up area into rising open countryside.

##### General

- Parts of Be1 are within the Mineral Safeguarding Area (Dorset County Council).

### Recreation

- The Wessex Ridgeway trails through this site (Beaminster Town Council).
- This proposed development is about 70m away from our Pucketts Wood and Workhouse Wood site. Therefore, as part of the CIL/Section 106 agreement, provision should be made to support access management and interpretation to cope with the inevitable increase in visitor numbers which would occur from a development in this location. The Trust welcomes visitors and its woods are free to access but our current management is tailored for existing visitor numbers (The Woodland Trust).

### Resources

- Loss of agricultural land.

### Transport

- Pedestrian, cycle and bus links to schools and the town centre are necessary. Suitable vehicular access is achievable. (Dorset County Council)
- Best opportunity for sustainable linkages with the town centre
- The least constrained, most accessible by all forms of transport and best related to the town centre

### Responses on site:

#### Option Be2 - West of Tunnel Road

#### Flooding

- Surface water run-off from the north

#### Landscape

- These sites would be particularly prominent in views from the direction of Buckham Down. The sites comprise attractive fields, hedgerows and small scale woods that are worthy of retention due to their contribution to landscape character (Dorset AONB).
- If any of the options are to be taken further than a detailed landscape assessment should be completed in consultation with the Dorset AONB. Recommends that prior to allocation the sites are also subject to an ecological assessment of their wildlife interests (Natural England).
- The three options represent significant urban encroachment within the Dorset AONB and are likely to be prominent from views from the surrounding hills, most notably from Buckham Down. The areas identified also support landscape features, such as small hedged fields and woods that in themselves contribute to the special character of the Dorset AONB. Based on the information available these options should be considered the least favoured options for delivering a local need for development within Beaminster (Natural England).
- Visually intrusive from surrounding hills (Beaminster Town Council).

### **Transport**

- Could generate minor planning gain for traffic management by providing a 4-way roundabout combined with the new entrance to Beaminster Comprehensive School (Beaminster Town Council).
- Site would need to provide pedestrian, cycle and bus links to town and to local schools.

### **Landowner:**

- Site is deliverable
- Site would deliver high quality residential development and provide significant infrastructure improvements.
- New distributor road, accessed off the land adjoining the Tunnel Road (A3066) could extend in a westerly direction and link with Broadwindsor Road (B3163), via a number of different options.
- There are no heritage assets (either statutory or non-statutory e.g. historic battlefields) within the immediate vicinity
- Within walking distance of the Town Centre

### **Responses on site:**

#### **Option Be3 – West of Chantry Lane**

### **Landscape**

- These sites would be particularly prominent in views from the direction of Buckham Down. The sites comprise attractive fields, hedgerows and small scale woods that are worthy of retention due to their contribution to landscape character (Dorset AONB).
- The three options represent significant urban encroachment within the Dorset AONB and are likely to be prominent from views from the surrounding hills, most notably from Buckham Down. The areas identified also support landscape features, such as small hedged fields and woods that in themselves contribute to the special character of the Dorset AONB. Based on the information available these options should be considered the least favoured options for delivering a local need for development within Beaminster (Natural England).
- If any of the options are to be taken further than a detailed landscape assessment should be completed in consultation with the Dorset AONB. Recommends that prior to allocation the sites are also subject to an ecological assessment of their wildlife interests (Natural England).
- Visually intrusive from the surrounding hills and with limited access through an ancient bridleway (Beaminster Town Council).

### **Resources**

- Loss of agricultural land.

## Transport

- Further traffic congestion on Fleet Street
- Suitable pedestrian, cycle and bus link will also be required.

### Responses on site:

#### Option Be4 – Off Bowgrove Road

##### General

- Absolute boundary for development in this area was the hedge on the north side of the lane leading from Hurst/Bowgrove to Whatley Pond
- Currently used for agriculture.

##### Landscape

- If any of the options are to be taken further than a detailed landscape assessment should be completed in consultation with the Dorset AONB. Recommends that prior to allocation the sites are also subject to an ecological assessment of their wildlife interests (Natural England).
- The three options represent significant urban encroachment within the Dorset AONB and are likely to be prominent from views from the surrounding hills, most notably from Buckham Down. The areas identified also support landscape features, such as small hedged fields and woods that in themselves contribute to the special character of the Dorset AONB. Based on the information available these options should be considered the least favoured options for delivering a local need for development within Beaminster (Natural England).
- These sites would be particularly prominent in views from the direction of Buckham Down. The sites comprise attractive fields, hedgerows and small scale woods that are worthy of retention due to their contribution to landscape character (Dorset AONB).
- Adversely affecting the open landscape setting of Beaminster.

##### Transport

- Further traffic congestion on Fleet Street (Beaminster Town Council).
- The main road through Newtown has no pavement provision for pedestrians and would become significantly more hazardous for pedestrians with the increase in traffic
- Infrastructure, i.e. roads, paths, lighting etc. supports this argument

### Responses on site:

#### Option Be5 – East of Whitcombe Road

##### Economy/jobs

- Distant from employment

### **Flooding**

- Not put in flood prevention measures agreed at the time of permission.
- Flooding.

### **General**

- Site option ruled out at appeal (Beaminster Town Council).
- The owner of part of the land over which the access road would go was there and he said he was not agreeable to sell his land for the road. (Beaminster Town Council)
- No street lighting
- Part of sites contains a neighbour's ground source heat, loop which essential to the heating system.

### **Landscape**

- The options represent a significant urban encroachment within the Dorset AONB. In our view the options should not be taken further without a detailed landscape assessment completed in consultation with the Dorset AONB Team (Natural England).
- There may be some capacity for housing within these sites without a significant impact on the character and appearance of the AONB. In particular the western portion of Be6 is considered potentially suitable in landscape and visual terms. Be5 is a large site, the majority of which is considered to be unsuitable, due to its outlying location and prominent appearance. Within the eastern extent of the site there may be some limited opportunities for small scale growth in the fields to the south of Hollymoor Farm (Dorset AONB).

### **Transport**

- East Street in particular is the oldest street in Beaminster, is very narrow in parts and would not sustain further traffic.
- Whitcombe Road access into Beaminster through the conservation area is poor.
- Extra traffic would provide a safety hazard. No pavement.
- Planning application WD/D/14002796 for 23 houses north of Hollymoor Lane was refused by the members in March 2015 and taken to appeal by the developers where it was dismissed by the inspector chiefly down to assess and heritage issues.
- Challenging to supply necessary pedestrian and cycle links,

### **Resources**

- Loss of grazing land.

### **Schools/health**

- Distant from schools
- Detrimental to Conservation Area and listed buildings

**Landowner:**

- The land on the NE part of plot Be5 between Hollymoor Common Lane and Whitcombe Road is in our ownership and we have no intentions to allow development on this land. In order to develop Option Be6, a road would be required across our land at the bottom of our garden. We would not allow for this road and so Option Be6 is not feasible.

**Responses on site:**

**Option Be6 – North of Hollymoor Common Lane**

**Economy/jobs**

- Distant from employment

**Flooding**

- Adding more hard surfaces and run-off into the Brit actually at the point where flood control measures have been built because of the past flooding problem.

**Heritage**

- East street is a conservation area

**Landscape**

- The options represent a significant urban encroachment within the Dorset AONB. In our view the options should not be taken further without a detailed landscape assessment completed in consultation with the Dorset AONB Team (Natural England).
- There may be some capacity for housing within these sites without a significant impact on the character and appearance of the AONB. In particular the western portion of Be6 is considered potentially suitable in landscape and visual terms. Be5 is a large site, the majority of which is considered to be unsuitable, due to its outlying location and prominent appearance. Within the eastern extent of the site there may be some limited opportunities for small scale growth in the fields to the south of Hollymoor Farm (Dorset AONB).
- Extends the built up area into open countryside.
- Adversely affects the open landscape setting of Beaminster

**School/health**

- Distant from schools

**Resources**

- Loss of farm land.

**Transport**

- East Street in particular is the oldest street in Beaminster, is very narrow in parts and would not sustain further traffic.



- Whitcombe Road access into Beaminster through the conservation area is poor.
- Extra traffic would provide a safety hazard. No pavement.
- Alternative access via Whitcombe Road might be considered for Be6

#### **Landowners:**

##### **Landowner 1**

- Land to the north of Hollymoor Lane, Beaminster, identified in Site Be6 is available for development.
- Traffic Management Scheme for East Street is required.
- The Appeal Inspector has suggested a shared surface could resolve issues

##### **Landowner 2**

- In order to develop Option Be6, a road would be required across our land at the bottom of our garden. We would not allow for this road and so Option Be6 is not feasible.

#### **Other**

- Dorset Area of Outstanding Natural Beauty (AONB)
- Capacity of the main sewer from Beaminster which could not cope with more effluent from additional houses, leading to flooding and pollution of parts Beaminster and the River Brit.
- No employment in Beaminster for additional residents
- No buses for commuting to work.
- Current location of schools in Beaminster are close to the options Be1, Be2, Be3 & Be4.
- Public facilities (e.g. drainage, parking, schools, medical, other utilities, cemeteries etc) would become overstretched

#### **Responses on Question 11-i:**

**Beaminster has grown at an average rate of just 3 dwellings a year over the last 5 years. Should we maintain that level of growth, or take a strategic longer term view for the growth of the town?**

##### **Delivery**

- Planned growth of nearly 200 units which, if they were built at a similar rate of expansion, would sufficiently to satisfy the Plan requirements until 2031 (Beaminster Town Council)
- Currently identified sites for dev. Beam1 - proposed & included in Local Plan calculation = 120 units, Clipper Teas - approx. 40 units - outline permission approved (2016), Flaxfield Rise - approx. 30 units - exception site; new plans to be determined, Harts Orchard - 2 x completed new units (2016), Champions Gdns - 2 x completed new units (2015), Land behind Woodlands - 1 x unit outline plan market house outside DDB approved level of growth should be lowered but

- a strategic longer term view (upto 2036) should be incorporated (Beaminster Town Council).
- Past delivery rates are not considered to be a suitable basis for determining the level of future growth in any particular settlement moving forward. A comprehensive SHMA, resulting in a revised OAN figure, is the only way to understand the full needs of the area.
  - Beaminster should grow at no more than 8 -10 dwellings per annum, on average, up to 2036.
  - In all settlements the level of growth should be no less than the average rate of new dwellings per year over the last 5 years preferably the Councils should be taking a strategic longer term view of growth for each settlement respectively.
  - Maintain existing rate of growth (3 dwellings over the last 5 years)

### **Economy/jobs**

- Over the last 20/25 years the town has lost two large employers, Numatics, Abbott Brown and at least 3 firms employing around 10/15 people each. The site to the north of the town earmarked for industrial use seems to have attracted no or little attention.

### **Facilities/services**

- A modest level of new housing is necessary in Beaminster to maintain an active local economy, to support local services and shops and to sustain the local schools.

### **General**

- Beaminster needs further residential growth to remain a vibrant, diverse and prosperous market town and to support its role in servicing a wider rural community.
- Population is declining, slow growth rate.
- A large number of empty / holiday homes.

### **Heritage**

- All sites would also generate traffic within the confines of the Beaminster Conservation Area, giving rise to a detrimental environmental impact on property and communities.
- Loss of historic identity

### **Landscape**

- Beaminster lies with the Dorset AONB. Recommends that none of the development options are carried forward unless your authority is satisfied there is a clear local need that cannot be met through the existing allocations within the town or in the development options considered outside the AONB. The strategy should include options for providing appropriate off site landscape

moderation measures that would help mitigate any adverse impacts to the Dorset AONB (Natural England).

### **Transport**

- Pace is right for a small town with poor transport links and cramped internal road infrastructure; constrained by the AONB and private parkland; and with a housing pattern so strung out like the legs of a spider that many residents must walk as much as a mile to reach the central services.
- We do not have the infra structure to support a possible doubling of size of our town i.e. road networks, shopping, schools, medical facilities, work and employment.

### **Responses on Question 11-ii:**

#### **Are there any additional issues related to the development of the site options?**

### **Biodiversity/habitat**

- Wildlife & flowers and vegetation are all specific to the area. Hedgerows present opportunities for wildlife to flourish, bats are in the area and with the nature of the land Greater Crested Newts are likely to exist.

### **Delivery**

- House building in Beaminster has outstripped the increase in population, from this it can be concluded that new properties here increase the number of either empty, second or holiday homes.
- When allocating sites the Councils should be mindful that to maximize housing supply the widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest range of products.
- Existing development sites in Broadwindsor Road, Clipper Teas & Flaxfield Rise propose a total of 195 dwellings including 88 Affordable homes. With 70 empty properties reported by the Council this far exceeds the town's needs.

### **Economy/jobs**

- Few opportunities for employment so any residents of working age are very likely to be travelling out of the town.
- Beaminster attracts retirees not people of working age. Given the current plans to reduce GP surgeries in this part of Dorset, limited public transport and present difficulties in funding social care an increase in this demographic group would not be sustainable.

### **Landscape**

- Respect the beauty of the surrounding countryside (Dorset Local Nature Partnership).

- In terms of landscape and visual sensitivity, land surrounding Beaminster is considered to be highly constrained. Landscape quality surrounding the town is generally high. Furthermore the extent to which the town is overlooked from the surrounding hills increases the probability of significant visual effects arising from further development. Although it is recognised that the rate of housing growth at Beaminster has been relatively low over the last 5 years, the area already has substantial site allocated for housing and employment growth. Given this position and the sensitivity of the options provided, it is considered unlikely that further substantial allocations would be supported (Dorset AONB).

#### **Retail/town centre**

- There is little room to increase retail outlets for an enlarged population.
- A by-pass from Broadwindsor Road to Tunnel Road would have a negative effect on town retailing.
- We only have 2 small convenience stores both expensive with no parking. One butcher & one greengrocers. No bank & 2 poorly supported pubs both unsuitable for families due to the lack of gardens.

#### **Transport**

- Dire traffic situation which already exists in Fleet Street
- Insufficient infrastructure
- Current traffic flow in this street is already a hazard for the mainly elderly residents
- Beaminster is not strategically placed and connected with good road or rail transport links.
- dangerous “pinch points” for traffic

#### **Responses on Question 11-iii:**

**What are the infrastructure requirements for the development of the site options, individually or in combination with others?**

#### **Biodiversity/habitat**

- DLNP believes that more opportunities for enhancing biodiversity should be incorporated within the area-based sections. Create a high quality built environment with accessible local services that reflect the community’s needs and support its health, social and cultural well-being (Dorset Local Nature Partnership).

#### **Facilities/services**

- Sewerage capacity (Beaminster Town Council)

#### **Flooding**

- Rain water run-off (Beaminster Town Council)

### **Heritage**

- Beaminster is not a market town: it is a village in all but name

### **Schools/health**

- Healthcare facilities (Beaminster Town Council)

### **Transport**

- Lack of public transport (Beaminster Town Council)
- Unless all of the development options are put forward, it is unlikely that there will be a requirement for mitigation on the SRN (Highways England).
- Adverse impact on East Street and Whitcombe Road
- Fleet Street is overburdened at present.
- Beaminster is not strategically placed and connected with good road or rail transport links.

## 12. Bridport

At the exhibition in Bridport on the 02 March 2017, there were 127 attendees in total. A total of 357 responses were received in relation to the Initial Issues and Options Consultation Document for the Local Plan Review specifically relating to Bridport. The individual comments were broken down as follows:

*Number of comments made:* 357

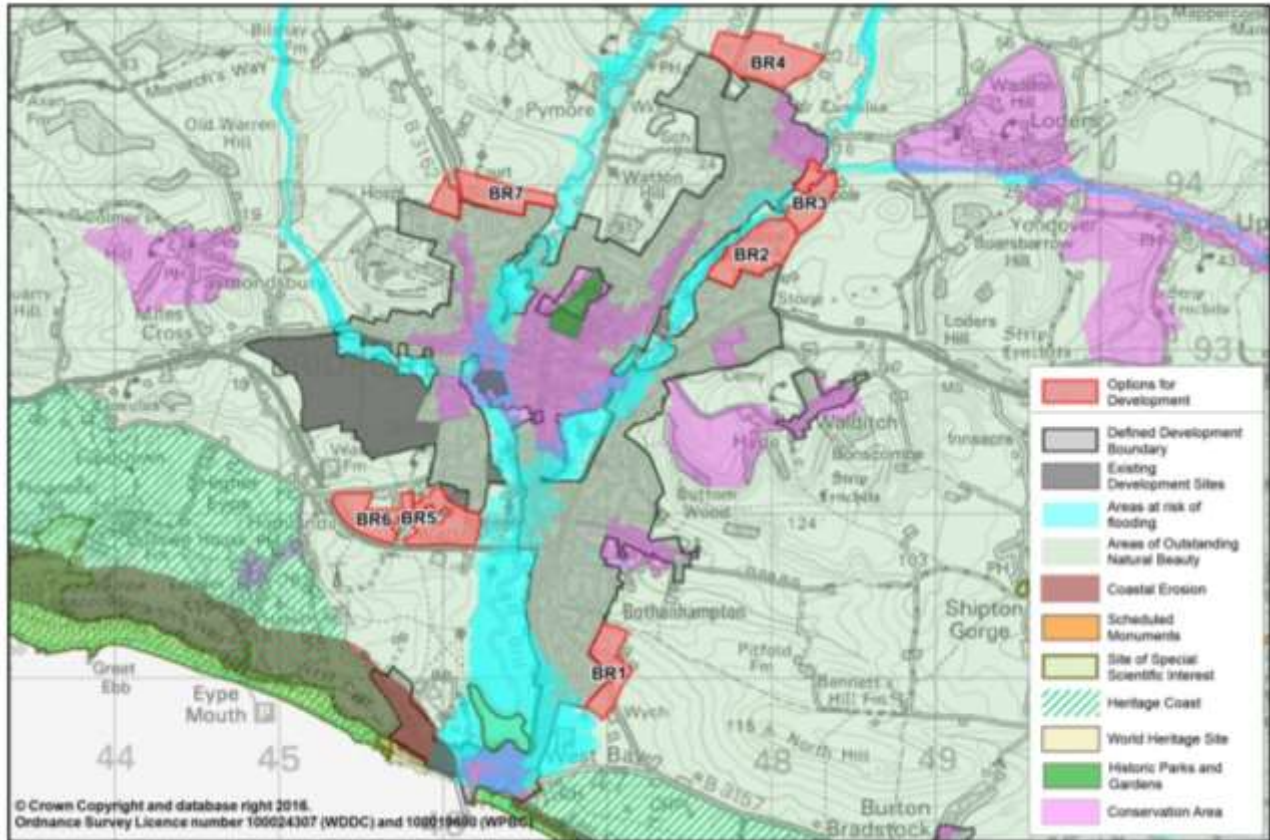
*Object* 327

*Support* 11

*Neutral* 19

Specific and general consultation bodies	Key landowners / developers
<i>Dorset AONB</i>	<i>AG Jessopp Limited</i>
<i>Natural England</i>	<i>C G Fry and Son Ltd</i>
<i>Burton Bradstock Parish Council</i>	<i>Melvyn Sparks / Savills</i>
<i>Dorset County Council (Transport)</i>	<i>Hayward &amp; Co</i>
<i>Bradpole Parish Council</i>	<i>Persimmon Homes South Coast</i>
<i>Bridport Town Council</i>	<i>Ian and David Green</i>
<i>Dorset Local Nature Partnership</i>	<i>John Llewelyn / Paul Dance</i>
<i>Symondsburry Parish Council</i>	
<i>Highways England</i>	
<i>Dorset County Council (Minerals &amp; Waste)</i>	
<i>Dorset Waste Partnership</i>	

## Bridport Options Map:



### Responses on Site:

#### Option Br1 - East of Wychside Close

##### Biodiversity/habitats

- Recommend sites subject to ecological assessment of wildlife interests. (Natural England)
- Impact on the adjacent SNCI/SSSI and wildlife. Need for ecological survey
- Impact on trees, hedgerows and environmental quality of area

##### Flooding

- Risk of flooding

##### Heritage

- Impact on Listed Wych Farmhouse

##### Landscape

- Site composed of two areas. North of road steeply sloping and south of road would extend development eastwards across valley floor. Extending settlement

- edge would have significant adverse effect on views from direction of West Bay and East Cliff (Dorset AONB)
- BR1 represents significant urban encroachment within AONB. Option should not be taken further without detailed landscape assessment. If assessments suggest adverse impact on special qualities of AONB likely then allocation would need to be considered in light of NPPF paragraphs 115 and 116. (Natural England)
  - Elevated and sloping nature of the site. Visual impact of development on landscape including impact on AONB and heritage coast
  - Adjacent to an area susceptible to coastal erosion

### **Resources**

- Parts of Br1 appear to be within the Mineral Safeguarding Area – building stone. (Dorset County Council)
- Impact on quality farmland

### **Transport**

- Vehicular access achievable but need for pedestrian/cycle and trailway links (Dorset County Council)
- Vehicular access achievable, pedestrian and cycle links needed. Link to the Maiden Newton-Bridport trailway needed. Potential to upgrade bridleway to north of the site (Dorset County Council)
- Long term ambition in Burton Bradstock Parish Plan to provide safe cycling route between Burton Bradstock and Bridport. Should development of Br1 go ahead, keen to see route through development site and infrastructure contributions provide off road cycle link between the site, Bridport and Burton Bradstock (Burton Bradstock Parish Council)
- Adverse impact of increased traffic on highways safety, pollution and existing road network
- Lack of public transport
- Traffic moving West or East would avoid need to go through town. Direct access to Burton Road would mean traffic movement would impact relatively little on current residents
- Potential ransom strip
- Formation of “rat run” through existing development
- Impact of construction traffic on existing estate roads

### **Facilities/services**

- Impact on existing facilities

### **General**

- Very quiet part of town. Residents would be very adverse to development



## Responses on Site/s:

### Option Br2 (Happy Island Way), Option Br3 (Home Farm Bradpole).

#### Biodiversity/habitats

- Recommend sites subject to ecological assessment of wildlife interests. (Natural England)
- site contains wildlife habitats & mature vegetation which provides a screen for development along Jessopp Avenue (Bradpole Parish Council)
- Area of outstanding environmental beauty and ecological significance. River Asker and its banks support huge number of wildlife species, trees and vegetation and is habitat to rare/ important wildlife. Well used nature preserve of immense value to people of Bridport.
- Site supports : kingfishers, otters, slowworms, water voles, egrets, ravens, deer, eels, salmon, shrimp, goldfinches, tree creepers, water fowl, trout, crayfish, deer, dragonflies, lampreys, herons, river fish, badgers, grey wagtails, bat, wild grasses, wild flowers, insects.
- Concern development (and associated run off/flooding) would have detrimental impact on natural environment, wildlife, protected species and result in the loss of habitat. Could undermine recent work by EA to encourage fish spawning. Need for full ecological survey with particular reference to protected species. Impacts on natural biodiversity in this locality. Human wellbeing depends on healthy functioning ecosystem
- Growth should be balanced with conservation and keeping areas of green fields and wildlife. Area already lost much land to building houses resulting in the loss of wildlife. Provides valuable and irreplaceable green sites on east side of Bridport and should be preserved. Green fields/spaces should be left for people to enjoy as wildlife habitats and for protecting flora and fauna. There are brownfield sites, unused houses and empty buildings which should be developed in preference to Greenfield and wildlife sites.
- If greenfield sites are developed compensatory planting of native trees, shrubs and flowering plants should be obligatory to provide wildlife habitat
- Local economy depends on tourism which is encouraged by the chance to see and hear wildlife

#### Delivery

- The site is available for development. It has the advantage of being close to the town centre, adjoining existing housing and can take advantage of existing infrastructure. It could provide additional public recreation space, market and affordable housing
- Site donated to Farmers Club Charitable Trust intending it remains in agricultural use
- Land may be unstable with clay soil. There are more economically viable areas that should be developed instead.

### **Design/amenity**

- Traditional market towns have been ruined by urbanisation, but Bridport has very special atmosphere. Development would be detrimental to that character and the whole town.

### **Economy/jobs**

- Concern that there are not enough well paying jobs so development won't attract anyone except retired people as there is uncertainty around whether those of working age will find employment in the town.
- Local economy depends on tourism encouraged by beautiful surroundings, remaining green spaces are vital in this. Any more development in this area will take away special landscape that gives Bridport its character, affecting locals and tourist industry. Destruction of AONB, which is important to the local economy through the overall attraction of the area to tourism, is short sighted, given the lack of jobs in the area.

### **Facilities/services**

- Concern about overdevelopment and ability of existing infrastructure and services to support increasing number of homes
- Impact of not having infrastructure in place first and potential cuts in funding for public services and facilities

### **Flooding**

- A sloping site, drainage issues would need to be considered (Bradpole Parish Council)
- Already subject to flooding, development would increase flood risk (fluvial and surface water) in immediate vicinity and further down river. Concern at loss of natural buffer slowing catchment water helping to prevent flooding and the resulting potential harm to existing properties and wildlife.
- Need to consider drainage issues and detrimental impact of development on rivers. Potential impact of building near river on water table and direction of flood waters

### **General**

- Site has proved contentious as it directly affects a small number of well organised protesters rather than detrimental impact on the wider community
- Known to be considerable local opposition to developing this site. Reasons why site is considered unsuitable established through parish plan, neighbourhood plan and previous refusals of planning permission, public enquiry and adopted local plan. Allocated land in the same ownership at Jessop Avenue yet to be developed with a reported lack of local confidence in the developer
- As alternatives consider extensions to:
  - Br1 further along Burton Road

- Br4 further along Beaminster Road towards Broad Road Farm
- Br5 and Br6 further into the fields north-west of Watton Cross
- Br7 further along Dottery Road north-west of Court Orchard
- There are other suitable sites that could be developed. Alternative brownfield sites would be more appropriate, meet the demand for housing and would have less impact on the environment and community. These should be developed in preference to greenfield sites.
- Development is not needed. Adequate housing provision already being made in Bridport. Development already planned and other development sites coming forward not identified in the local plan will increase housing numbers. Inclusion of small greenfield sites will not make a significant material difference to overall provision of housing. Bridport not considered appropriate for growth by the Inspector, Dorchester and Sherborne were

### Heritage

- Impact of development on conservation area and other historic features such as Monarchs Way long distance footpath. Features are important to local people and valuable visitor attraction

### Housing

- Outside of Development Boundary. Known to be considerable local opposition to developing this well frequented site. Any small scale development would need to be on an "exception site" basis for occupiers who meet "local connection tests" and tenure should always remain within those parameters. (Bradpole Parish Council)
- The level of growth of 100 houses a year is enough
- Large numbers on housing list but no priority to build truly affordable housing. Wages are low and rents are high, and there is a need for affordable housing for young people or families on low income. Priority should be given to building affordable housing. Concern development will be large, high value property not affordable or of benefit to local people, but will instead attract older people from outside the area/second homeowners
- Parish plan shows support only for affordable housing

### Landscape

- Br2 & Br3 represent a significant urban encroachment within AONB. Both occupy high ground and are likely to be prominent in views from wider AONB. Br3 also includes areas with features that contribute to character of the landscape of AONB. Based on information available there may, be some potential for sensitive redevelopment of existing farm complex within Br2. Options should not be taken further without a detailed landscape assessment. If additional assessments suggest an adverse impact on special qualities of AONB

- considered likely then allocation would need to be considered in light of NPPF paragraphs 115 and 116. (Natural England)
- Br2 is open hilltop location on periphery of town. Development would likely result in significant effect of views into relatively undeveloped areas of AONB from within town and be prominent in views toward town from elevated ground to northwest. Southern portion of Br3 suffers very similar issues to Br2, added disadvantage that public footpaths cross site. Portion of Br3 west of River Asker less sensitive, nonetheless attractive with strong rural character. Some redevelopment within farm complex might be possible, particularly if utilising existing buildings and conserving assets at risk. (Dorset AONB)
  - Br2 provides green buffer and screen to river and open space area. Monarch's Way footpath crosses site providing extensive views across surrounding countryside. Higher land to the N.E., including area known as High Acres, prominent wider landscape feature. Development would have unacceptable impact on AONB. Some scope for modest well-placed development to S.W. of Br2 above flood zone but at elevation that would not damage character of landscape. Development of Br3 would have significant detrimental effect on AONB. Would affect the setting aspect, there are rural edge issues and public countryside footpaths cross the site. (Bradpole Parish Council)
  - Considered "iconic local beauty spot", unique and irreplaceable. Green buffer/corridor providing screen to existing development, the river and open space area. Contributes to well-being of the local environment, local people and visitors who enjoy views and landscape.
  - Concern at impact on landscape, particularly potential harm to designated landscape which should be protected. Development considered out of character and contrary to aims of AONB. Remaining greenspaces, open spaces, rural areas are asset, making vital contribution to landscape of AONB and should be safeguarded for people to enjoy. There are brownfield sites which could be developed.
  - Elevated and sloping site, clearly visible from many public and private vantage points in distant and near views. Development would break skyline when seen from number of key sensitive views and have significant visual impact on countryside views
  - Bridport contained by natural features and should not expand outside natural boundaries. Would change the "essence" of the town. Site on rural edge. Development not rounding off built up area but new incursion into countryside on substantial area of open land. Would be visually unacceptable expansion of main built up area/town boundary, bringing housing further down slope and closer to river. Site makes important contribution to the open aspect of the Asker Valley. Vital element in open countryside which cuts through urban framework. Can not be visually separated from valley of which it forms part. Appearance of fields makes them almost indistinguishable from adjoining

countryside. Helps ease the transition from town to country. Development would affect the setting.

- If greenfield sites are developed compensatory planting of native trees, shrubs and flowering plants should be obligatory to screen sites from view
- Parish plan shows protecting green spaces is number one priority
- Some of site is contiguous with present development and within town boundary. On a more or less equal level as development on Watton Hill, so not as visually intrusive as the steep parts.

### **Recreation/leisure**

- Site is long established recreational area of local importance. Popular with residents, dog walkers, nature lovers, rambles, photographers, cyclists and visitors. Used for a wide range of recreational activities. Council recently installed a cycle path
- Desire to preserve its as vital leisure amenity for residents and visitors. Town deficient in public parks and play areas and there is a shortage of “wild land” with public access. Informal sites for recreation and leisure are important. Concern at the impacts of loss of green space on local recreational opportunities for current and future residents. Removal considered detrimental to recreational opportunities and the health of the population
- Need for new recreational areas should be considered. With expansion of town and surrounding area sites such as this will be sanctuary for present and future residents. The only green space within walking distance. People need access to greenspace near housing. Ways to improve the whole area for recreation should be sought
- Subject to longstanding request for village green status (currently undetermined). Included in Neighbourhood Plan as protected open space. Suggestion site should be identified as Green Infrastructure

### **Resources**

- Parts of Br2 and Br3 are within the Mineral Safeguarding Area – sand and gravel (Dorset County Council).
- Loss of high yield productive farm land. Need to support farmers and enable self sufficiency in food production

### **Schools/health**

- Areas such as this are vital for health and wellbeing of the town’s residents and visitors.
- Social care, schools and medical care provision is thought to be inadequate and under pressure. It’s suggested that current planned increase in population with development at Verse Farm will put a strain on already stretched health and education services. Concern they will be unable to cope with further development, particularly if it results in an increase in numbers of elderly people

as the population is already aging. Proposals to relocate certain healthcare services will make it even harder for people to access services.

### Transport

- Br2 and Br3 need to come forward together as Br3 cannot use access points through narrow Bradpole roads and will need a new access through BR2. Although within acceptable walking distance to the school, it is sufficiently far that parents may choose to drive leading to increase in local traffic. The A3066 Sea Hill Road North / Jessops Avenue junction may require modification. Needs appropriate links to existing cycleway. (Dorset County Council)
- Approached by single track lane with passing places and no footways. Could be concerns with the Lee Lane / A 35 junction. (Bradpole Parish Council)
- Access and egress is dangerous, roads are narrow with tight corners, few passing places for vehicles and no pavement. Restriction created by narrow bridge. Widening roads would be detrimental to AONB. Access restricted by ransom strips of land at Happy Island Way and Jessop Avenue. Public footpaths cross the site.
- Concern about effect of increased traffic on air/noise pollution. Already congested road network thought to be insufficient to cope with additional traffic. Impact of additional traffic on junctions to the A35
- Lack of parking available in Bridport town. Public transport inadequate. Bus service not sufficient and may be withdrawn. Substantial distance from bus stops, schools and town centre. No alternative to car use. Other more central, accessible and sustainable sites available.
- Development would exacerbate existing car/pedestrian movement problems. Cars park on surrounding roads making them and their junctions dangerous and difficult to negotiate.
- Concerns about the creation of a rat run
- Concern about the impact of construction traffic

### Responses on Site:

#### Option Br4 – Land North of Watford Lane/Gore Cross

##### Biodiversity/habitats

- Recommend prior to allocation sites are subject to ecological assessment of their wildlife interests. (Natural England)
- Mature hedges and wildlife habitats would be destroyed

##### Delivery

- Supportive of allocation for housing and confident issues can be addressed through well designed development. Site could come forward quickly, making contribution to housing delivery in town that has failed to offer choice of reasonably priced family homes for years.

- Remote from Bridport centre, with a lack of sustainable routes to the town or services, this would be a further northward extension of the town. Concern this would set a precedent

#### **Facilities/Services**

- subsidence is affecting the drains
- services need to be greatly improved before further development

#### **Flooding**

- History of highway flooding. Land gets water logged and floods. Concern development would increase flash flooding risk from run off
- Site is located on the interface so poses no flood risk

#### **General**

- Remote from Bridport Town centre (Bradpole Parish Council)
- Bradpole has already developed quite a lot of land
- Proximity to large abattoir
- Loss of quality of life for those already living in the area
- Development previously rejected by public inquiries identifying number of issues. Issues have not changed
- Site has potential for extension

#### **Heritage**

- Development to East would impact upon the conservation area (Bradpole Parish Council)
- Development would impact upon the conservation area, siting of a scheduled monument and the setting of a listed building

#### **Housing**

- Concern over safety of land for housing

#### **Landscape**

- Undesirable to consider further growth to north of Bradpole. Has been periodic extension to town in this direction over number of decades. Partly due to nature of landform in this direction, includes a fairly broad ridgeline not significantly elevated in comparison with some of the notable hills within and around town. Ridgeline rises slowly but steadily as you move northwards and continuing development northwards would project urban influence into wider areas of open countryside. (Dorset AONB)
- Represents significant urban encroachment within AONB, extending settlement of Bradpole further up on to rising land increasing likely prominence in views from wider countryside. Should not be taken further without detailed landscape assessment. If additional assessments suggest adverse impact on special

- qualities of the AONB likely then allocation would need to be considered in light of NPPF paragraphs 115 and 116. (Natural England)
- All site options are within the AONB. Br4 Outside of the Development Boundary. Development here would have significant detrimental effect on the AONB. The current DDB provides barrier to further urban sprawl into AONB, this should be maintained. (Bradpole Parish Council)
  - Prominent, relatively high and visible from a great distance, including from major footpath route to the north. Development would be isolated in, and have significant detrimental effect on, landscape/AONB.
  - Concern development would set precedent for linear growth away from town and extend settlement into countryside. Current DDB provides barrier to urban sprawl into AONB and should be maintained. Well-defined 'natural' boundary at Watford Lane.

### **Recreation/Leisure**

- Concern over the loss of a well used space for recreation and detrimental impact on local people

### **Resources**

- Area of high grade agricultural land. (Bradpole Parish Council)

### **Schools/Health**

- Development not sustainable on grounds of medical facilities and schools in the town. Concern about capacity of St Catherine's school to accommodate increased pupil numbers and ability of other infrastructure and amenities (including doctors, hospital, elderly day care, well being services) to cope with increased population. Need services/infrastructure to be put into place or improved before more development in Bridport

### **Transport**

- Site relatively remote from services in town although close to employment at Gore Cross Site. Not within walking distance of a primary school. Pedestrian and cycling links to town centre and services need to be put in place, and links to existing cycle routes. May involve third party land. (Dorset County Council)
- Additional infrastructure from A 3066 needed. There is no footpath or cycle link with the rest of Bradpole village. (Bradpole Parish Council)
- Additional infrastructure would be needed. There is no footpath or cycle link with the rest of Bradpole village. Site is some distance from Bridport Centre, public transport is inadequate and there are no sustainable routes to the town or local services. There are other more central sites which should be developed
- Concern about the generation of more traffic in an already congested area, increased pollution, capacity of existing network, condition of the road,



- restricted site access and impact on “safe routes to school”. Creation of additional off-street parking areas suggested
- Site considered easily accessible

### **Responses on Site/s:**

#### **Option Br5 (East of Watton), Option Br6 (West of Watton)**

#### **Biodiversity/Habitats**

- Recommends prior to allocation sites are subject to ecological assessment of their wildlife interests. (Natural England)

#### **Delivery**

- Consider land suitable for future development due to location on the southern periphery of Bridport, good road connection links off the A35. Has ability to provide much needed housing, employment and recreational land to support growing nature of town. Area could be expanded to include land to the east in same ownership. Although in floodzone could support development through open space provision.

#### **General**

- There is also suitable development land adjacent to Broomhills Farm, which has good road connections and could accommodate future residential development, recreation spaces and employment land that has not currently been identified
- Better Road access, proximity to DDB and other factors mean that Br6 & BR5 would seem most suitable to be developed after Verse Farm

#### **Landscape**

- Br5 is relatively large site with varying sensitivity. May be some limited capacity within eastern extent of area. Site bounded by A35 and the developed edge of Bridport and increases in sensitivity toward Skilling Head and Watton. In particular the large field to the east of Watton and the field to the east of Skilling Head are prominent within views. Br6 is outlying and elevated and development would be likely to produce significant adverse effect on character and appearance of AONB. Housing development here would be widely visible from east, south and west, including from sensitive locations such as South West Coast Path to east of West Bay. From these directions use of this site would be seen as a sizable westward extension to Bridport. (Dorset AONB)
- Overall option Br5 would appear less sensitive than other Bridport options, although impacts on users of the local footpath network is particular concern. Option BR6 lies on elevated land and would likely be prominent in views from surrounding countryside, including from sensitive locations on South West Coast Path. On this basis raises significant concerns. Neither option should be taken further without detailed landscape assessment. If additional assessments

suggest adverse impact on special qualities of AONB is considered likely then allocation would need to be considered in light of NPPF paragraphs 115 and 116. (Natural England)

- Steeply sloping and expensive to develop. Very visually intrusive with impact on AONB. Would urbanise landscape seen from the A35. At present town is some distance from southern stretch of A35 and main impression is of a largely undeveloped river valley

### Transport

- Br5 and Br6 could have highly detrimental traffic impacts on Skilling Hill Road, and access on to that road is unlikely to be acceptable. Discussions with Highways England to explore alternative access will be necessary if it is to proceed (Dorset County Council).
- Close to "A" road with potential access and pollution issues. Poor access onto narrow lanes of Watton and Broad Lane, or directly onto the A35.
- Direct access to A35 with traffic lights, like the recycling centre, could minimise traffic impact by the leisure centre/ south street intersection.

### Recreation

- Site should be retained as a "green lung" for informal recreation

### Responses on Site:

#### Option Br7 – Dottery Road

#### Biodiversity/Habitats

- Recommend prior to allocation sites are subject to ecological assessment of their wildlife interests. (Natural England)
- The site is currently agricultural land. important habitat attracting many species of bird and other wildlife including some protected species; Redwings, Fieldfares, Lapwings, shrews, field mice, common voles, Kestrel, Tawny Owls, Buzzards, Gulls, Rooks, Jackdaws, Crows, Badgers, foxes, Roe/Sika deer, insect species, bat.
- Development would need to address loss of this vital ecosystem and provide substantial wildlife corridors & hedgerows to allow existing wildlife to move freely.
- Development would be detrimental to local flora and fauna, as well as losing a large area of land that adds to the AONB

#### Delivery

- The western part of the land is available for development and is being promoted independently to the remainder of the land. Consultants preparing reports to address identified issues
- Owners supportive of development
- Groundworks needed to develop the site would be a problem

### **Design/Amenity**

- Existing residents concerned about overlooking, loss of privacy, quality of life and devaluation of their properties
- Sympathetic ecological design considerations are needed

### **Economy/Jobs**

- Impact of loss of the agricultural land on livelihood of present tenants
- There are no jobs in Bridport

### **Facilities/Services**

- Concern existing facilities and services, such as the leisure centre, are under pressure and unlikely to be able to cope with demands of increased population. Lack of appropriate food store locally. Need for investment in infrastructure to cope with scale of development and allow retention of town's attractive character.
- Concern about capacity of existing services to accommodate extra usage. Need for improved sewage system and other services.

### **Flooding**

- Existing flooding and drainage issues becoming more frequent. Subsidence affecting the drains. Concern about increase in flood risk to existing properties and roads as result of development, loss of fields to a greater amount of impervious surfaces and run-off generated.
- Need for substantial underground culverts to prevent flooding. Measures to alleviate flooding in North Allington could cause issues at other sites like Vearse Farm, Pymore and St Michaels. Costs involved with flooding measures could threaten provision of affordable housing.

### **General Comments**

- Development would more than double size of parish. There are more suitable sites, with less impact on environment and better access
- Information on this topic does not inspire feedback, few people will engage

### **Heritage**

- There is mix of styles and ages of property in area and development, while imposing its own character, must be sympathetic to local vernacular

### **Housing**

- Not considered most suitable place for development of scale proposed particularly if predominantly private housing stock. If social houses were built, concern estate would become divorced from the rest of town and create feeling of isolation and social order issues which may increase crime

- Concern about the level of holiday homes already in Bridport and that housing should be affordable and available to local people, living and working in the area
- Need fewer people not more houses

### **Landscape**

- Site has varying sensitivity and may be limited capacity within western area. Land to the East of Dottery Road is all fairly steeply sloping and prominent within views. In particular central and western fields to the east of road are highly visible features. Easternmost field, north of Dibdin View, is relatively smaller parcel of land, but placing housing development on this area has potential to extend visual effects in the direction of Pymore, greatly increasing influence of urban edge toward this area. Land to west of Dottery Road may provide some capacity. In particular the flatter land in south-eastern portion of the field appears potentially acceptable in terms of effects on AONB. However, this area is part of former North Allington Brickyard and early consideration of effect on historic environment/landscape would be prudent. (Dorset AONB)
- Land west of Dottery Road is relatively less sensitive than rest of BR7 area and many of the other Bridport options. However, concerned over further urban encroachment particularly on more elevated ground elsewhere in option. Option should not be taken further without a detailed landscape assessment. If additional assessments suggest an adverse impact on special qualities of AONB considered likely then allocation would need to be considered in light of NPPF paragraphs 115 and 116. (Natural England)
- Landscape consultants initial conclusions indicate with sensitive and adequate mitigation, identified visual impacts can be moderated and contained without undue effect on landscape character
- The site is steep, very visible, at the top of a hill on a public footpath. Concern about effect of development on the landscape/AONB and the visual impact from Allington and Watton Hill
- Area of "green belt" outside development area which stops the town sprawling. Views have been eroded over time by development. Impact of existing housing estates in views of the area and on AONB is mitigated by this currently undeveloped land
- Development should incorporate significant mitigation to reduce visual impact on AONB

### **Recreation/Leisure**

- The site is an open space enjoyed by walkers
- There are no local play parks

### **Retail/Town Centre**

- Need for shops and activity centre in the area as well as a bus service to Bridport

### Schools/Health

- Existing schools and health services are already at capacity and struggling to cope. Need for new infrastructure and funding increases to meet demands

### Resources

- High quality, productive agricultural land. Loss would be detrimental to farming economy
- Suggestion area has potential issues with contaminative industrial land use, subsidence, filled land and radon.

### Transport

- Dottery Road has limited capacity, while vehicular access off Dottery Road may be possible the required pedestrian and cycle links to town will be difficult to deliver. Overall a considerable challenge to make the transport and access arrangements to site of sufficient standard. (Dorset County Council)
- Highways consultants have looked at two alternative accesses; the existing access to Seymour Barn farm and a new access junction further to the south, closer to the current edge of the built up area. Conclude a new access is preferred as it provides a better opportunity to implement a junction to the required standards. Recognition given to significant level change and consequently would be large amount of earth moving and sculpting, but the location fits better being near the current 30mph speed gateway signs.
- Concerns access is inadequate; overloading existing junctions, too hazardous and restricted. Some local roads have no pavements. Need for alternative route to provide improved access for whole western side of Bridport
- Concern road network inadequate to cope with additional traffic and increase in vehicle and pedestrian movements will exacerbate existing congestion. Concerns about accommodating increased school traffic and the generation of additional traffic in the centre of Bridport through already busy junctions.
- Public transport can't cope with the current population
- Increased pollution from traffic
- Roads around area in poor condition and have existing problem with on-street car parking, causing difficulties for large vehicles and emergency services. Concern increased traffic will exacerbate problem and increase risk of property damage or injury. Also likely to be issue for construction traffic.

### Responses on Question 12i:

**Bridport town (which extends into the neighbouring parishes of Allington, Bradpole, Bothenhampton and Walditch and Symondsburry) has grown at an average rate of about 20 dwellings per year over the last 5 years. This development rate is likely to be increased to approximately 100 per year until 2030. Should we plan for a level of growth lower than 100 per year, maintain that level of growth, or plan for a higher level of growth for the town?**

### **Biodiversity/Habitats**

- Proposed growth level disproportionately high. Extra sites needed only available at high environmental cost.

### **Delivery**

- Targets are unobtainable. No evidence to support them. Housebuilding is falling. Lack of skilled tradespeople
- Wherever possible brownfield sites should be used

### **Design/Amenity**

- Creative approach to building can increase capacity without need for further land

### **Economy/Jobs**

- No further large scale development should be permitted – threat to character of town and tourism/economy
- 100 houses a year for 10 years is enough. Lack high paying jobs to attract people other than retirees
- Insufficient employment to support level of growth
- Low local incomes mean new development is not affordable

### **Facilities/Services**

- Target of 100 homes a year is sufficient, larger rate would overload infrastructure and services
- Growth must result in obligation to improve infrastructure and provide new facilities

### **General Comments**

- Inspector recommended focus on Dorchester/Sherborne. Large level of growth already identified for Bridport. Not necessary to identify further growth through the Local Plan Review. Level of growth needed and additional allocations should come through Neighbourhood Plan (Bridport Town Council)
- Close links between Symondsbury and Bridport. Major development already planned. District requirement for housing should not increase burden on Symondsbury/Bridport. Future growth should come through Neighbourhood Plan (Symondsbury Parish Council)
- Past delivery rates not suitable basis to determine future growth. SHMA and revised OAN only way to understand full needs. Can be broken down by settlement but need to be aware of benefits of strategic scaled development. Growth needs to be based on combination of needs and land availability, taking account of inspectors comments, infrastructure and protection of features such as AONB

- Should continue to plan for 100 homes a year. Increase should only be considered if strong evidence of need (Bradpole Parish Council)
- Town within AONB. Strong presumption against significant development. Development likely to be severely constrained and limited to meeting local need. None of the options should be carried forward unless there is a clear local need that cannot be met through existing allocations in the town or development options outside the AONB. (Natural England)
- Planned level of growth should be reduced
- Bridport has taken a disproportionate/large share of growth in the last local plan
- Clear expectation from Local Plan examiner that growth should be focussed elsewhere
- Local people should decide location of growth through Neighbourhood Plan
- Current Local Plan identifies enough development in Bridport
- Level of growth should be lowered but a strategic longer term view taken
- As the largest settlement in this part of the district Bridport is most suitable location to meet future development needs in this area if more is required.
- Level of development already planned for is sufficient to meet need. Strong regulation can ensure it delivers needed affordable housing.

### **Housing**

- Unlikely that growth will increase from 20 to 200 per annum. However, its appropriate to maintain a high target
- Growth should be at least average rate over past 5 years. Preferably a strategic longer term view should be taken
- Level should be only what is necessary with clear evidence of need
- Continue to plan for 100 homes per year, only consider an increase if strong evidence of need
- National and local housing demand figures are inflated. Why is reduction not considered?
- Development should directly respond to local need not targets
- Low level of recent housing growth is surprising. Need to provide more homes for local people. No real grounds for objection to any of the sites. There will always be NIMBYism. Need effective ways to stop delays and extra costs.
- Open market housing only benefits the wealthy and incomers to the area. Social housing need of less wealthy locals must be met.

### **Schools/Health**

- Local health and education facilities already under pressure

## **Responses on Question 12ii:**

### **Are there any additional issues related to the development of any of the site options?**

#### **Biodiversity/habitats**

- Protection of wildlife and wildlife corridors supported

#### **Delivery**

- Housing need should be shared by villages in the Bridport area
- Available brownfield sites should be used in preference to greenfield
- Stock could be increased by using empty properties and spaces above shops
- Rather than large greenfield sites, small infill sites including self build and low impact should be promoted
- Council should develop its own land, rebuild its housing stock or act as guarantor for community led schemes to ensure local housing need is met

#### **Design/amenity**

- Not everyone needs a separate house. More imagination is needed

#### **Economy/jobs**

- Dorchester, Sherborne and Weymouth benefit from rail access. Bridport's employment opportunities more restricted and this is reflected in local housing demand
- Few local employment prospects, often very seasonal work

#### **Facilities/services**

- Concern at capacity of existing services to accommodate additional development

#### **Flooding**

- Sites in floodplain could only be developed with expensive protection, increasing risk to existing property
- Although more houses are needed to choose sites in floodplain is error

#### **General**

- Nothing further should be progressed until neighbourhood plan adoption (Symondsburry Parish Council)
- All sites have issues/constraints. Indicative development sizes not achievable. Scope for smaller development on some sites but should be brought forward through neighbourhood plan. At this stage none should be progressed (Bridport Town Council)
- Allocation of Verse Farm should be brought into account in considering need for further significant growth in Bridport area (Dorset AONB)



- Respect the town's character derived from its heritage, the Dorset AONB, the floodplain, the surrounding topography and countryside views (Dorset Local Nature Partnership)
- Agree Walditch (option area D) should not be included-impact on nature reserve and character of area
- Unnecessary to consider so many sites. Almost all unsuitable for development
- Not considered by Inspector as location needing more development. There are more appropriate locations.
- Serious imbalance between younger and older people in area due to lack of employment and affordable homes
- Concern that development will not benefit local people but attract incomers/retirees/create holiday homes
- Town has no capacity for further development
- Sites are not sustainable; loss of farmland, trees and hedgerows; embedded energy and lifetime energy demands of dwellings; transport needs of inhabitants
- All options outside DDB and greenfield

### **Housing**

- To maximise supply the widest possible range of sites by size and market location are required so builders of all types have access to land. Number of sales outlets and wide range of products/locations is key
- Bridport received insufficient development - Tier 2 town. Need to allocate range of sites to optimise delivery not just one large one. Insufficient choice to meet need. Bridport can and should accommodate more growth
- Affordable housing is needed for young people and families on low income
- Retirement accommodation needed to encourage downsizing and market mobility
- Latest evidence on housing need means sites are not required
- Some development has addressed local housing issues – Dibdin Way

### **Landscape**

- Sensitive AONB location of high value. Impact on landscape. Significant development already changed appearance of countryside and outlooks from coastal peaks and inland hills

### **Resources**

- Parts of BR1 appear within the Mineral Safeguarding Area – Building Stone. Prior extraction is unlikely to be feasible or economic. Consideration should be given to re-using onsite some or all of any stone extracted as part of development. Parts of Br2 and BR3 within Mineral Safeguarding Area – sand and gravel. Would expect assessment and prior extraction of this resource (Dorset County Council)

- Loss of agricultural land unwise. May need to increase food independence

### **Recreation/leisure**

- Greenspaces vital for residents and visitors

### **Schools/health**

- Social care, health care education provision is inadequate. Development will create additional demand on already strained resources

### **Transport**

- Majority of lanes are narrow with no footways. Traffic circulation needs consideration (Bradpole Parish Council)
- Inadequate infrastructure. Congestion and parking already problem. Particular problems in summer. Concern at capacity of existing roads to accommodate additional development. Significant development already caused problems with traffic flow. Impact of additional traffic on air pollution, quality of life and problems already experienced.
- Park and ride schemes not worked. Parking sites not creatively managed
- All options have poor access
- Emerging themes drawn from early community consultation on neighbourhood plan:: retention of town centre car parks; protection of bus station to become transport hub; cycle/footpath connectivity enhanced and linked with new development

### **Utilities**

- Inadequate drainage system, especially in and around conservation area (Bradpole Parish Council)

### **Responses on Question 12iii:**

#### **What are the infrastructure requirements for the development of the site options, individually or in combination with others?**

#### **Climate Change/Renewable Energy**

- Emerging themes drawn from early community consultation on neighbourhood plan: Capacity for renewable energy to be included in new developments, New development to aim for high energy-efficiency standards

#### **Economy/Jobs**

- Schemes have been put forward and rejected many times. Where are the jobs to sustain new residents?

#### **Facilities/services**

- Public transport /road capacity key issues for all sites along with increased pressure on local services including health provision (Bridport Town Council)

- The operational depot at Bridec in Bridport would require extension or replacement to service number of proposed new properties identified. Funding also required to increase operational fleet and associated running costs, along with extra staff to service new collection rounds (Dorset Waste Partnership)

### **General**

- Bridport's infrastructure already stretched and, given the town's heritage, would be very difficult to resolve if overdevelopment takes place
- infrastructure requirements of site options similar to those for development elsewhere, exacerbated by their peripheral location
- Inhabitants of all developments likely to reflect age demographic that already exists, with an increased number of elderly. Housing unlikely to be affordable to young families. Insufficient recognition of likely needs of elderly, and their low paid carers. More emphasis should be put on developing infrastructure associated with this issue
- Master plan for whole town should be agreed before any extra housing is approved

### **Housing**

- More affordable housing is needed

### **Schools/health**

- Insufficient capacity in local health services. Additional development will place further strain on services and should contribute financially to their expansion

### **Transport**

- Unless all the development options are put forward, unlikely there will be a requirement for mitigation on the SRN. Highways England concerned more with overall level of planned growth at Bridport as opposed to annual build out rates. However, consider taking strategic long term view likely to enable better planning of infrastructure needs of overall planned growth. (Highways England)
- Public transport, road capacity and pressure on local health services should all be major considerations. (Symondsburry Parish Council)
- The Issues and Options reference to "Reasonable regular bus services" is not true reflection of reality or of worsening public transport situation
- Insufficient parking in town during holiday times
- Road junction at the Town Hall already operating at capacity.
- Serious safety issues relating to pedestrian access to the town. Number of key pavements are too narrow.

## Other

### Delivery

- Consider the expansion of easily accessed local villages. Particularly places on A/B roads with bus services. Would help support services and relieve pressure on Bridport
- Further consideration of brownfield sites needed – smaller scale but less impact
- Lack of brownfield sites in town. Any that exist may be better used for parking
- Existing allocations and current development should meet targets. Further development is not needed
- Sites are unsuitable for level of development being considered

### Economy/jobs

- Lack of jobs

### Facilities/services

- Firm plans are needed for local infrastructure provision
- Development will increase strain on care infrastructure for older people in particular

### Flooding

- Concern that new development should not be allowed to effect existing conditions. As long as surface water runoff is managed and released appropriately some fears will be allayed but cost of doing so is expensive and not to advantage of developers
- Identification of extensive areas for construction in fields around Bridport will increase speed of runoff and increase flood risk
- Great pressure to build new homes. Solution to housing problem must not cause new flooding problem

### General

- Recognise District Council has been instructed to undertake early Local Plan review but hope findings of Neighbourhood Plan will be taken account, both in terms of policies and allocations (Bridport Town Council)
- Issues raised in connection with the existing Verse Farm allocation: flooding, access, traffic, parking
- Wider issues and the needs of Bridport are not addressed
- Town could not cope with proposed increase in population
- Need figures require transparency
- Need sustainable development that addresses local needs, retains character and makes Bridport a desirable location
- Bridport being asked to accommodate disproportionate share of housing need
- Demographic projections should be contested

- Great care must be taken in selecting areas for housing development. Should be done with the support of the community
- Object to the overriding of traditional safeguards: DDB's and planning permission
- Bridport in danger of loosing unique character and appeal
- Development likely to attract new, older people to the area
- Land north and east of Walditch could be identified as a possible site. The area between the village and the A35, east of the top of Howard Road, suffers none of the disadvantages of other options and would be an extension of an existing development in a location that the council has presumably already considered acceptable

### **Housing**

- Decisions on planning applications that include housing should be made quickly. This will allow new housing to be developed and delivered in an expeditious way; minimising cost exposure and risk.
- Affordable housing needed. Development likely to be second homes or holiday lets
- Uncertain how housing need figure is calculated or the proportion of housing to meet local need

### **Landscape**

- People attracted to area by landscape. Development should preserve and enhance it by avoiding building on remaining hillsides and directing development out along main transport axes. Greenfield sites around the town make it attractive

### **Resources**

- Building on farmland proposed without consideration of where alternative hay/grazing will be provided

### **Schools/Health**

- No infrastructure to cope with increase in population. Services already under pressure. Development would not be sustainable
- Thought needs to be given to local business needs, traffic routes and needs, school provision, leisure facilities, Doctors and healthcare needs

### **Transport**

- Issues with traffic and insufficient public transport. Roads are busy and in bad repair. New road network would be needed. Congestion particular problem in summer

## 13. Crossways

At the exhibition in on the 7<sup>th</sup> March 2017, there were 230 attendees in total. A total of 63 responses were received in relation to the Issues and Options Local Plan review document specifically relating to Crossways. The individual comments were broken down as follows:

*Number of comments made:* 241

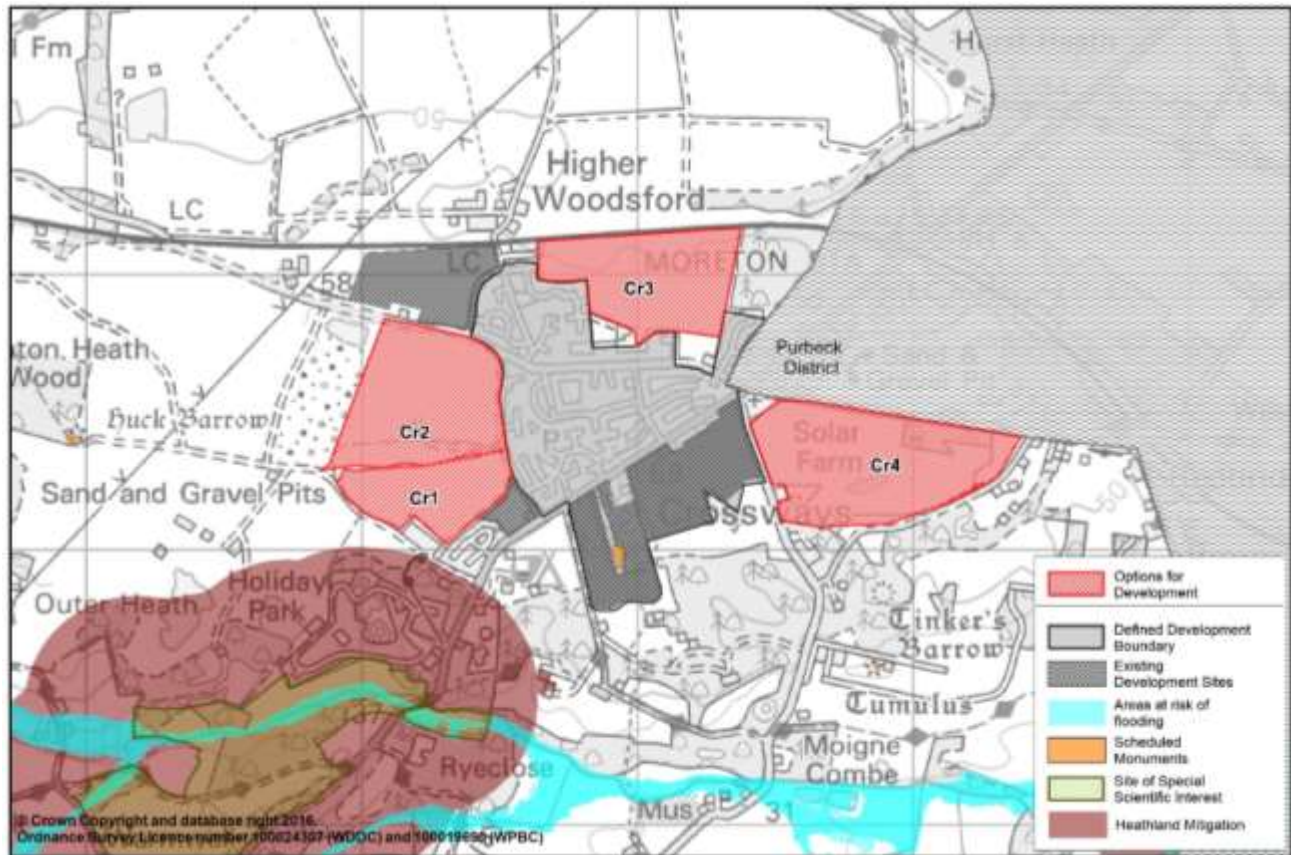
*Object:* 202

*Support:* 5

*Neutral:* 34

Specific and general consultation bodies	Key landowners / developers
<i>Dorset County Council (Minerals &amp; Waste)</i>	<i>Persimmon Homes South Coast</i>
<i>Dorset County Council (Transport)</i>	<i>Woodsford Farms (Nexus Planning)</i>
<i>Natural England</i>	
<i>RSPB</i>	
<i>Crossways Parish Council</i>	
<i>Dorset Local Nature Partnership</i>	
<i>Purbeck District Council</i>	
<i>Moreton Parish Council</i>	
<i>Highways England</i>	

### Crossways Options Map:



#### Responses on site/s:

##### All Options

##### Biodiversity/habitat

- The proposed sites here lie within 400m and 5km of internationally protected heathland, of primary concern is Warmwell Heath and Winfrith Heath SSSI part of Dorset Heaths SAC, Dorset Heathlands SPA & Ramsar. A HRA is required to assess the impacts of additional housing on these internationally protected sites. Any proposals for housing should be accompanied by plans for SANG to mitigate the impacts of increased recreational pressure on nearby heathland in line with the DHPF SPD (RSPB).

##### Facilities/services

- Meaningful investment in infrastructure required.
- We will need more amenities, a dentist maybe as well as ensuring there is enough open space for people to enjoy walking their dogs, children to play and cycling.

##### General

- Site Cr1 or Cr2 are not supported (Crossways Parish Council).

### **Schools/health**

- Schools will need to be increased.
- Light pollution

### **Transport**

- The railway cannot be used as a transport hub, as trains run approximately every hour and the railway station is a good 20 Minutes walk from sites in Crossways.
- Bus service from and to Crossways, also the current infrastructure is non-existence.
- The impact of quarry traffic on local road network needs to be taken into account.
- Considerable noise and disturbance from construction traffic

### **Responses on site: Option Cr1 – West Crossways**

#### **Biodiversity/habitat**

- Impact on wildlife.

#### **General**

- Site Cr1 or Cr2 are not supported (Crossways Parish Council).

#### **Recreation/leisure**

- Natural England has no objection to Option Cr1, but any development above the typical 49 units threshold would require the provision of a SANG that adjoins, or is in easy access, of the developed area (Natural England).

#### **Transport**

- Increased traffic will be a considerable problem
- Cr1 land is divorced from the main area of Crossways by the Link Road which is a very busy road and would involve crossing either the Link Road or the B3390 (another busy road ) for people to visit the proposed medical centre and village hall if they were not to take their cars.
- There will need to be suitable crossing points and speed reduction on the link road.
- The current road network is poor and would need drastic improvement to provide better road links.



**Responses on site:**

**Site Cr2 - Warmwell Airfield Quarry**

**Biodiversity/habitat**

- Option Cr2 is a disused quarry site that supports considerable ecological interests, including nesting Woodlark, an Annex 1 species and qualifying feature of the Dorset Heathlands Special Protection Area (SPA). Based on the information available, including ecological assessments completed in support of the Silverlakes proposals, it is in our view highly unlikely that the option could be developed without significant adverse ecological impacts. Further, the option would restrict the very high potential the site has for further restoration of priority habitats. Natural England therefore objects to the allocation of the site until an ecological assessment has been completed to allow a full evaluation of the extent of the wildlife interests on site, the scope for mitigating adverse impacts and for providing appropriate ecological enhancements (Natural England).
- Harm to ecology and environment.
- Harm it would do to the conservation by Silverlake.
- Impact on wildlife.

**General**

- Site Cr1 or Cr2 are not supported (Crossways Parish Council).

**Heritage**

- This historic and vital fighter station is well revered in the area.
- A Museum or memorial may be worth active consideration.

**Transport**

- Divided from the main area of Crossways by the Link Road which is a very busy road and would involve crossing either the Link Road or the B3390 ( another busy road ) for people to visit the proposed medical centre and village hall if they were not to take their cars

**Responses on site:**

**Option Cr3 – Woodsford Fields**

**Biodiversity/habitat**

- Natural England has no objection to the Option Cr3 Subject to securing the necessary heathland mitigation measures. In relation to impacts on the international heathlands option Cr3 is likely to be least sensitive site of the Crossway options (Natural England).
- There are deer, owls, foxes, hedgehogs, birds, butterflies, moths etc.
- Impact on wildlife.

## General

- Site Cr3 is not supported (Crossways Parish Council).
- Especially don't support site Cr3. We are more supportive of the Redbridge/Moreton Station area in the Purbeck Local Plan Review.
- Site Cr3 at Woodsford Fields would appear to provide the most suitable site. Cr3 is enclosed between the existing settlement and the railway and the Inspector has identified this site "is of sufficient merit to warrant consideration as a location for longer-term development."
- Presumably a buffer zone and screening behind the school would be implemented, if only for future expansion and privacy. Similarly housing would not want to back onto the railway so a landscaped buffer would be welcomed here.

## Landscape

- Land slopes down from the school to the railway line. It is flat land and any development would have a significant visual impact from the far side of the River Frome Valley (Crossways Parish Council).

## Recreation/leisure

- A Site of Alternative Natural Greenspace would need to be provided (Crossways Parish Council).

## Transport

- All traffic accessing the existing development has to go along Frome Valleyroad and then from her it goes into School Drive and services seven further road, namely Arabia walk, Brewers Walk, Besant Walk, Blackwell Walk, Clouds Hill, Lawrence Crescent and Brough Land together with the entrance to Frome Valley School (Crossways Parish Council).
- Concerned about having another access onto Dick O' the Banks Road and the impact it would have on existing traffic (Crossways Parish Council).
- The Woodsford Fields site is boxed in by the railway line and access to the site at the junction of Frome Valley Road and School Drive would make those roads even more dangerous and congested. The possible addition of another entrance onto Dick O' the Banks Road, near the school, would cause other problems.
- Noise from railway line
- Some of the proposed sites are inaccessible (e.g. Woodsford fields)

## Responses on site:

### Option Cr4 - Redbridge Road Quarry and Landfill

#### Biodiversity/habitat

- Natural England would prefer to focus development away from the international heathlands and is concerned that the Option Cr4 would more accessible to the international heathlands than the other Crossway options. Any

proposals at this location would be expected to provide a high quality SANG adjoining the development site. Any option in this location would also have to consider impacts on any ecological interests that may have become established under the existing use as a solar farm (Natural England).

- Impact on wildlife.

### **Economy/jobs**

- Area around Crossways and Moreton is used for recreational and holiday pursuits, particularly walking and cycling. Loss of caravan sites in the area would impact on the tourist trade and local employment opportunities.

### **General**

- This land is currently used as a solar farm with the licence due to expire in 2036 (Crossways Parish Council)
- Cr4 is not supported, we would like to see the land upon expiry of the solar farm licence either continue as a solar farm or become agricultural land (Crossways Parish Council).

### **Transport**

- The impact of quarry and landfill movements on the local road network needs to be taken into account alongside that of traffic generated by this development (Dorset County Council).
- The traffic would have to exit Redbridge Road via the junction known as 'Five Ways Junction' – this joins with the B3390, Moreton Road and Dick O' the Banks Road. At peak times this would be a bottleneck and bad at other times (Dorset County Council).

### **Responses on Question 13-i:**

**Crossways has grown at an average rate of 14 dwellings a year over the last 5 years with the development rate expected to rise to around 60 dwellings per year as the current allocation is built. Should we plan for a lower level of growth than the 60 dwellings per year, maintain that level of growth or should a strategic longer term view for the growth of the village be planned?**

### **Delivery**

- Purbeck District Council is currently reviewing its local plan review strategy and believes that the councils and other stakeholders should work together to take a strategic longer term view, should any development be proposed in this area. Crossways and Moreton are in such close proximity that any potential development in either or both settlements would give rise to cross-boundary issues. With pre-submission planned for February 2018. By this time, all councils should know what their proposed strategies will be and this could provide an opportunity for complementary policies to be written in both plans to make

clear the commitment to joint working and the production of a masterplan, should it be necessary (Purbeck District Council).

- No further growth.

### **Economy/jobs**

- Houses need to be built where employment is, where the shops and other facilities are, where there is transport aside from requiring everyone to own a car.

### **General**

- Future growth needs to be based on a combination of needs and land availability, taking account of the comments from the adopted local plan inspector, but also the infrastructure requirements/constraints and the protection of features such as AONB.
- Development adjoining crossways from Purbeck council.
- There is already planning permission for 500 properties south of Warmwell road, 75 houses off Frome Valley Road.

### **Transport**

- Highways England is concerned more with the overall level of planned growth as opposed to annual build out rates. However, we consider that taking a strategic long term view is likely to enable better planning of the infrastructure needs of the overall planned growth. Highways England is currently developing a model of the SRN around Dorchester, and is willing to work with you to determine the mitigation requirements on the SRN (Highways England).
- Increase residential traffic, quarry traffic and tourist traffic.
- Do the changes in road layout include pavements for pedestrians both sides of the main road?

### **Responses on Question 13-ii:**

#### **Are there any additional issues related to the development of any of the site options?**

### **Biodiversity/habitat**

- Crossways lies within 5 km of the International Heathlands and so all new development will need to contribute appropriate heathland mitigation (Natural England).
- The Tadnoll Nature Reserve to the south east of Crossways is the most sensitive heathland sites in the locality, while sensitive sites also occur to the south east and east of the town. In general therefore Natural England would favour options for growth that directed towards the north of the settlement, rather than the sites in the south (Natural England).
- The use of SANGs to maintain wildlife and the environment is not an 'opportunity'. Rather it is a counter measure to address the removal of the natural habitat caused by development in the first place.

### **Delivery**

- When allocating sites the Councils should be mindful that to maximize housing supply the widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest range of products. The key to increased housing supply is the number of sales outlets. The maximum delivery is achieved not just because there are more sales outlets but because the widest range of products and locations are available to meet the widest range of demand.

### **Economy/jobs**

- Lack of jobs and employment opportunities in the location
- The Dorset Enterprise Zone at Winfrith has continued to invest and expand with another twenty new employment units—around 2,000 jobs—being recently announced. Providing housing in this area, e.g. along the A352 to Wareham and Sandford, and north to Crossways, Tolpuddle, and Bere Regis, would help lessen the gravitational pull of all resources to Dorchester.

### **Flooding**

- Land that Woodsford Farms have put forward is actually marsh land that is not suitable for housing.

### **Facilities/services**

- Utility Infrastructure including water, gas (?), sewage, electricity, broadband.
- We need a village hall with plenty of parking.
- We need a post office open for at least 5 days full time as at the present time we have 5 half days.
- Previous planning gain include the library, and I believe the youth centre; both currently only still in existence due to local volunteers;
- The Coop supermarket might need to expand to cope with the increased population.

### **General**

- Purbeck District Council believes that there should be a clear emphasis to plan holistically across boundaries, to ensure the right balance of housing, employment, retail and SANGs are deliverable (Purbeck District Council).
- A strategic long-term approach to Crossways should be adopted working with Purbeck District Council.
- Disproportionate increase in housing.
- Other activities planned such as quarrying.

### **Recreation/leisure**

- Opportunities for improved formal and informal recreation (Dorset Local Nature Partnership).

### Resources

- All of the site options at Crossways are within the Mineral Safeguarding Area – sand and gravel (Dorset County Council)

### School/health

- Lack of services; Schools, Doctors and other services including retail etc.

### Transport

- Transport Infrastructure with inadequate roads linking to areas outside of these location
- Completion of the West Stafford bypass to the B3390
- Creating links to Moreton Station or even to re-locating the Station?
- There is a need to ease the parking on the roads throughout the village.
- Bus services are unable to cope, now a bus is being taken away from July.
- The lack of evening transportation means that young people have no access to any of the social or leisure elements that Dorchester can offer.

### Responses on Question 13-iii:

#### What are the infrastructure requirements for the development of the site options, individually or in combination with others?

#### Economy/jobs

- There is minimal local employment.

#### Facilities/services

- Through the emerging Waste Plan, we have identified a need for a new household recycling centre, waste transfer facility and depot to serve Dorchester and surrounding areas. A larger, more modern household recycling centre is required to replace the existing facility at Loudsmill, Dorchester and serve the expanding population. There is also a need for a new waste transfer facility to bulk waste and recyclates collected from households, before they are transferred onwards to treatment facilities. Further development around Crossways would add to this need and we would seek developer contributions. (Dorset County Council)
- Waste treatment and recycling plants should be built in industrial areas on main roads with easy access to the surrounding area.
- Existing facilities of post office, two village stores, school, church, Dr with pharmacy, village hall, community centre, bus service, playing fields need to be retained. Facilities should be enhanced.
- Village requires a larger supermarket than existing co-op.

### Recreation/leisure

- Natural England would advocate the local plan adopts a strategic approach to both development and SANG provision within the Crossways area, with a co-ordinated approach to developing high quality areas of nature green space, particularly to the west and south of the town.

### Transport

- Highways England is currently developing a microsimulation model of the SRN junctions around Dorchester. This can be used to help inform the infrastructure requirements, although it is the responsibility of the planning authorities to ensure that the plan is accompanied by a robust transport evidence base to assist the inspector at the EiP with the aim of finding the plan sound. Given that there are issues already present on the SRN, it is likely that significant levels of growth will require major upgrades to the junctions around Dorchester, especially given the likelihood of growth coming forward at Dorchester in addition to Crossways (Highways England).
- It is likely that development at this location will generate significant numbers of commuter movements to Dorchester in particular, but also Weymouth and potentially the Dorset Innovation Park at Winfrith. There is limited capacity on the D road and Lewell Railway Bridge signals and Max Gate. Higher frequency and higher quality bus and train services will be required to encourage commuters to choose these modes. The impact of all developments on the local road network will need to be assessed, and all will need to provide good pedestrian and cycle links to connect with rail services. That this is likely to require third party land may be a delivery hurdle (Dorset County Council).
- All sites are technically deliverable but the cumulative impact of traffic arising from this amount of development plus the Purbeck development needs a comprehensive treatment through a masterplan. In general extensions to settlements which offer the most potential for self-containment are preferable to dormitory settlements (Dorset County Council).
- Need to complete the West Stafford bypass.
- Transport links are poor
- Moreton Parish Council - Moreton Station is situated half a mile away from the Crossways boundary on Warmwell Road (B3390)
- Cycle tracks are essential.

### General

- A masterplan may be the best vehicle for identifying the best opportunities, once it is known whether any growth is proposed in the area (Purbeck District Council).
- A review of the adequacy of the road system and other infrastructure (schools, medical facilities, etc.) must be a vital part of the decision making process.

**Landowner:**

**Cr1 & Cr3 (Omission Sites)**

- Woodsford Farm are promoting four sites; Land west of Frome Valley Road (Omission Site with part PP for 85 dwg), Woodford Fields (Cr3), Land west of Crossways (Cr1) & Upper Woodford (Omission site – long term site option north of the railway line).
- A significant amount of technical work has been conducted to demonstrate all three sites promoted at Crossways are sustainable options for development.
- Further technical work in terms of transport, ecology and hydrology are now also included in relation to Woodsford Fields.
- As a reasonable alternative, land north of the railway line at 'Upper Woodford' is also put forward for consideration.
- All options have been discussed with stakeholders Natural England, Network Rail and County Highways.

**Other**

**Biodiversity/habitat**

- More opportunities for enhancing biodiversity should be incorporated within the area-based sections (Dorset Local Nature Partnership).

**General**

- Purbeck District Council welcomes the acknowledgement at paragraph 1.7 for the need for cross-boundary cooperation with the Crossways/Moreton area. The Council is committed to on-going discussions with all stakeholders to ensure that, should any development be allocated in the Crossways/Moreton area, it is planned holistically (Purbeck District Council).



## 14. Lyme Regis

At the exhibition in Lyme Regis on the 1<sup>st</sup> March 2017, there were 54 attendees. A total of 72 responses were received in relation to the Issues and Options Local Plan review document specifically relating to Lyme Regis. The individual comments were broken down as follows:

*Number of comments made:* 269

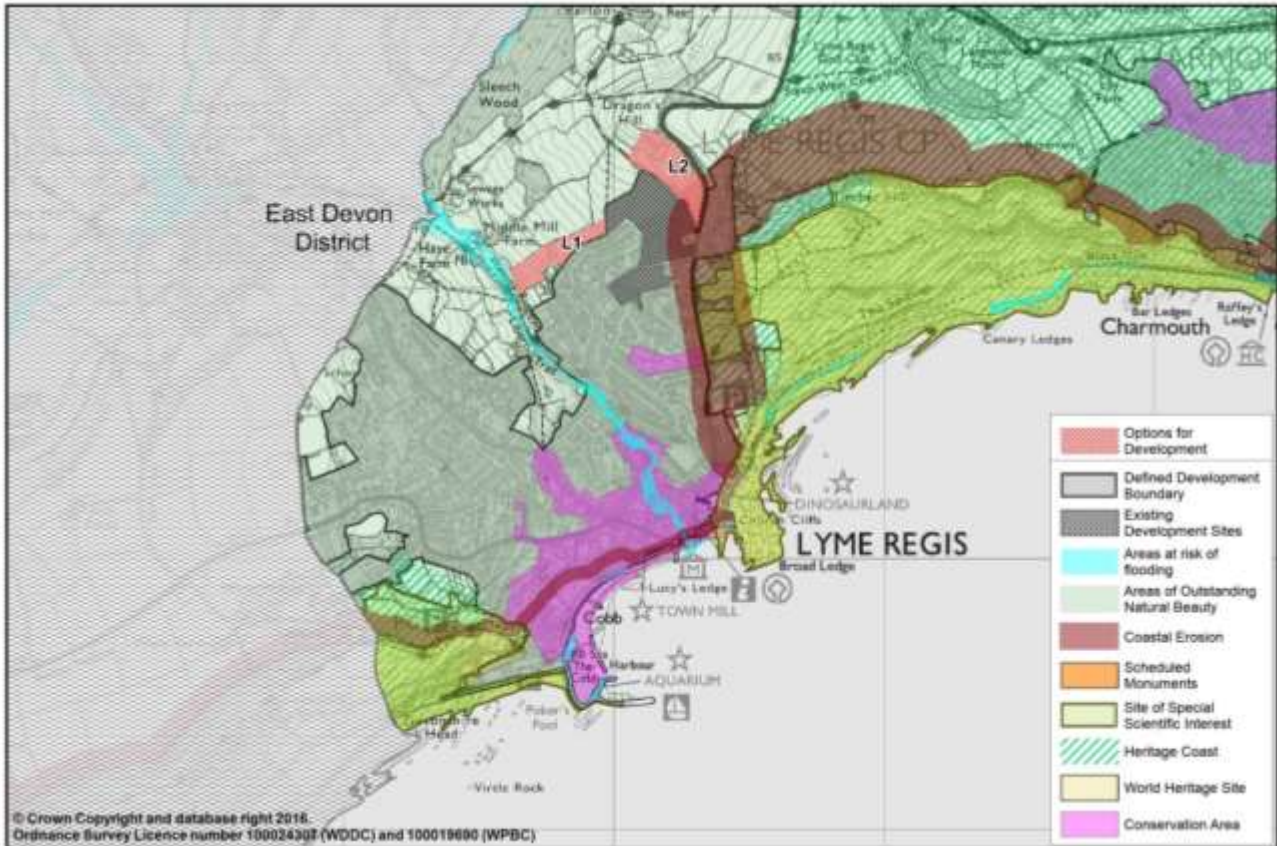
*Object:* 212

*Support:* 11

*Neutral:* 46

Specific and general consultation bodies	Key landowners / developers
<i>Dorset AONB</i>	<i>C G Fry and Son Ltd</i>
<i>Dorset County Council</i>	<i>Hallam Land Management</i>
<i>Dorset Local Nature Partnership</i>	<i>Persimmon Homes South Coast</i>
<i>Environment Agency</i>	
<i>Highways England</i>	
<i>Lyme Regis Town Council</i>	
<i>Natural England</i>	
<i>South West Water</i>	

## Lyme Regis Options Map:



### Responses on site:

#### Option L1 – North of Lyme Regis

##### Biodiversity/Habitats

- Option L1 represents further urban encroachment within the Dorset AONB and includes features that contribute to the character of the landscape of the Dorset AONB. In our view the options should not be taken further without a detailed landscape assessment completed in consultation with the Dorset AONB Team. If these additional assessments suggest that an adverse impact on the special qualities of the Dorset AONB is considered likely then the allocation of the site would need to be considered in light of NPPF paragraphs 115 and 116. In addition, Natural England recommends that prior to allocation the sites are also subject to an ecological assessment of their wildlife interests (Natural England).
- L1 is adjacent to a wooded river valley which may be negatively impacted or lost if L1 is developed.

##### Employment

- Lack of employment in Lyme Regis and especially permanent employment.

### **Landscape**

- L1 - This site has been assessed previously by the AONB Team and was not favoured due to its relatively high landscape quality and its visibility from footpaths. Overall, it was considered that extending the town into this part of the AONB would not conserve or enhance its character and appearance (Dorset AONB).
- The site is also within the West Dorset AONB and the loss of this site to development would involve a significant adverse impact on the existing character of the area and its amenity value to local residents. (Lyme Regis Town Council).

### **Facilities**

- Lack of amenities in the town.
- Medical centres, schools and other healthcare facilities are already overstretched and would not cope well with any increase in population.

### **Flooding**

- This site is currently subject to problems with both surface and ground water flooding. The council is concerned that it would be technically difficult to adequately mitigate these issues (Lyme Regis Town Council).
- Site L1 has been seen to flood at various times of year.
- Site L1 appears to be wet and boggy for a large part of the year.
- Potential drainage issues on site L1.
- Issues with surface water drainage on Colway Lane, Colway Rise and Talbot Road (all roads close to site L1) and the drainage system after heavy rain.

### **Recreation/leisure**

- Potential negative impacts on the numerous footpaths and rights of way in this area of Lyme Regis from additional development. The loss or reduction of these paths would have a very negative effect on the area.

### **Transport**

- Colway Lane is unsuitable because there are issues with surface water flooding (Dorset County Council).
- There does not appear to be adequate access to this site. Colway Lane is unsuitable because there are issues with highway capacity (Dorset County Council).
- Any further development in this location cannot possibly be accommodated by current highway network and within current problems and constraints. Given Lyme's remote location, a move towards more sustainable solutions with reduced car ownership/use is not a realistic option; particularly with diminishing levels of public transport serving the area. (Lyme Regis Town Council).

- Severe reservations about how site could be safely accessed and wider adverse impact on existing, very sub-standard highway infrastructure; particularly noting increased pressure already seen on Colway Lane from the current Bloor Homes site (Lyme Regis Town Council).
- Increased development will add to severe highway problems already experienced in Haye Lane/Roman Road caused by vehicles accessing from north/west from Uplyme direction. These vehicles will cause additional congestion through narrow streets of already busy town centre. Bloor Homes site will have added significantly to highways/access problems in other parts of the town. It is the council's firm view that any further increase in development cannot be considered appropriate without a real and substantial reappraisal of options to resolve significant highway problems. The existing recent development has taken highway issues of the area to tipping point (Lyme Regis Town Council).
- Lack of pedestrian access to amenities in the centre of the town.
- Colway Lane is dangerous for pedestrians as it has no footway.
- Talbot Road is too narrow to be used as any form of access to the potential site.

### **Responses on site:**

#### **Option L2 – Timber Vale**

##### **Biodiversity/habitat**

- Given the existing use of the site Natural England is satisfied that there may be scope for some development that enhances the visual appearance of the locality. However, the policy would need to ensure the protection of the areas of existing woodland and ensure the development is appropriate in scale and quality to the location. Natural England recommends that the Dorset AONB Team are consulted on the scope for development within the option (Natural England).

##### **Flooding**

- Issues with surface water drainage on Colway Lane, Colway Rise and Talbot road.

##### **General**

- In reality, the proposed development of this site would represent a net reduction of about 70 in the overall number of 'dwellings' on this site; only 3 of the 153 existing static caravans are let on a short-term basis as 'holiday' lets. The remainder are owner-occupied. The council notes that there is no suggestion that the existing caravan park be relocated and questions how and where this might be achieved even if it were to be proposed (Lyme Regis Town Council).
- The existing use value is almost certainly FAR greater than its potential value based on the proposed change of use to 80 dwellings. For this reason, the council questions whether the site is ever likely to come forward for

redevelopment. The council considers that the value of the existing use to the local economy is greater than the proposed use. Whilst the general presumption in favour of preferring previously used or 'brownfield' sites is acknowledged and understood, the council does not consider that to be sufficient justification for the allocation of a site in current beneficial use and one which has a significant positive economic impact for the town (Lyme Regis Town Council).

- Current use of the site as a camp site brings in far more positives than a development site.
- Negative impacts from any development on the existing users of the campsite and the existing residents living close to or adjacent to the site.

### Landscape

- L2 – This site has been assessed previously by the AONB Team and received partial support, subject to sensitive design. The existing use of the site is as a caravan park. Given the baseline position, there may be scope for some replacement housing development. However, the site is very prominent and therefore scale, density, landscaping and elevational treatments will be key considerations. Furthermore, woodland in the northern area should be retained (Dorset AONB).
- L2 would be too prominent for development, the visual impacts from any development on the site would be too great.

### Recreation

- Potential negative impacts on the numerous footpaths and rights of way in this area of Lyme Regis from additional development. The loss or reduction of these paths would have a very negative effect on the area.

### Transport

- This site is some way removed from services and therefore likely to be reliant on car based trips, although it is currently on a bus route (Dorset County Council).
- Issues with access to L2.
- The existing road network in the area is already at capacity and could not cope with additional traffic from new homes.
- Lack of access to existing amenities in the town.
- Dangerous access onto the main road from the site.

### Responses on Question:

**14-i Lyme Regis has grown at an average rate of 15 dwellings per year over the last 5 years. Given the constrained nature of the Lyme Regis area, should we plan for a lower level of growth or maintain the current level of growth?**

### Delivery

- The plan review should maintain the current level of growth in Lyme Regis i.e. no more than 15 dwellings per year (Lyme Regis Town Council).

- There is inadequate land to deliver the current delivery rate of 15 dwellings per annum.
- Past delivery rates are not considered to be a suitable basis for determining the level of future growth in any particular settlement moving forward. A comprehensive SHMA, resulting in a revised OAN figure, is the only way to understand the full needs of the area. These can be broken down on a settlement by settlement basis but the councils should always be aware of the benefits strategic scaled development can bring.
- Delivery should be higher than the average level over the past 5 years.
- Plan for a lower level of growth, as there is very little land available.
- The current rate of delivery or a lower level of delivery is acceptable.
- No further development should be allowed due to the high number of constraints in Lyme Regis.
- Some would be supportive of smaller infill development.
- Lyme Regis may have grown at an average of 15 dwellings per year over the last 5 years, but given the constrained nature of the area, I would submit that this is not sustainable.

#### **General**

- There is a significant risk in Lyme that less sustainable locations may be favoured due to a lack of cross boarder discussions.

#### **Heritage**

- Any additional development could result in ruining the character of Lyme Regis.
- Object to any further development of Lyme Regis for housing as Lyme Regis is already over developed for its central infrastructure which cannot be altered because so much is a conservation area and so many buildings are listed.
- Housing estates will ruin this unique town and will be extremely inappropriate and ugly.

#### **Responses on Question:**

#### **14ii Are there any additional issues related to the development of the site options?**

##### **Biodiversity/habitat**

- Additional development would cause disruption to wildlife and habitats including protected animals such as dormice.

##### **Delivery**

- All the suitable land for development has already been utilised in Lyme Regis.
- The sites identified only amount to 140 dwellings over the plan period, this is considered too small an increase to adequately plan for the needs of Lyme Regis for the plan period.

### **Facilities/services**

- Lyme Regis is the only settlement for which South West Water provide infrastructure. Based on the suggested level of growth/housing identified, no specific problems are anticipated in servicing such with potable water and foul drainage (South West Water).

### **General**

- We have no comments in relation to this question (Highways England).
- There are broader issues which the council has concerns about and feel are additional considerations; these include: Very limited investment in new town infrastructure; Poor and reducing levels of public transport and other public services; Remote location at the furthest reach of the District and County and their support services; High levels of traffic congestion (especially during the summer period); Poor access and significant restrictive pinch-points in areas of the town, with little or no means to improve it given the nature of the existing, and listed, built environment (Lyme Regis Town Council).
- Lyme Regis is constrained by a number of significant environmental factors; including: Land instability; The extent of the developed area and the lack of any substantial remaining land available within the town's boundary; The designation of Dorset and East Devon World Heritage site; The Dorset and East Devon AONB's; The extensive Lyme Regis Conservation Area and the large number of other Listed Buildings and heritage assets; The high quality of the town's general landscape setting; The general topography of the area with steep slopes and few areas of level ground (Lyme Regis Town Council).
- The proposed sites are too large and would be out of character with the rest of Lyme Regis.
- The Sidmouth Road site has been discounted due to 'Impacts on the Dorset AONB. Part sports pitches/school land and part located within East Devon and therefore cannot be allocated through this Local Plan Review'. The site does not include sports pitches or a school. It is located within East Devon although this should not be a barrier to its due consideration as previously promised particularly as the Inspector highlighted the need for cross-boundary discussions. This justification is undeniably contrary to the 'duty to co-operate' requirements.

### **Flooding**

- Potential for flooding from additional run-off.

### **Heritage**

- Preserve the town's setting in its landscape (Dorset Local Nature Partnership).

## Housing

- Land at Strawberry Fields (Timber Hill) is adjacent to L1 and its development would not involve any adverse economic impact on the town. The land has long been locally earmarked for new and improved leisure facilities for the town. The town council may, if supported by the landowner, be willing to consider some limited open market residential development on this site provided it specifically helped to enable the desired leisure development of the remainder of the site. Any such proposal would have to be considered on its individual merits in satisfying the objectives for the site (Lyme Regis Town Council).
- Introducing a similar rule as St.Ives to try and address the high level of second ownership in Lyme Regis (preventing second home ownership in new builds).

## Landscape

- Lyme Regis lies within the Dorset AONB. Given the strong presumption against significant development within the protected landscape of the Dorset AONB (NPPF paragraphs 115 & 116) Natural England recommends that none of the development options are carried forward unless your authority is satisfied there is a clear local need that cannot be met through the existing allocations within the town or in the development options considered outside the AONB (Natural England).
- Lyme Regis is in the AONB and therefore should have a greater level of protection.
- Not necessarily agree with the comment in the assessment of area B in the Background Paper that development should be restricted above the 120m contour. It is suggested that this is reviewed in the light of the ability to mitigate landscape harm and the acknowledgment that major development can be appropriate in a District that is largely washed-over by AONB designations.

## Schools/health

- Medical facilities and schools in Lyme Regis are already very over-subscribed, new development would put more pressure on the existing services.

### Responses on Question:

#### **14iii What are the infrastructure requirements for the development of the site options, individually or in combination with others?**

##### Delivery

- When allocating sites the Councils should be mindful that to maximize housing supply the widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest range of products. The key to increased housing supply is the number of sales outlets.



### **Facilities/services**

- Can the town's infrastructure – schools, roads, healthcare, buses, parking, can support any further population growth?
- There are no abnormal costs which would preclude the development of L2 Timber Vale. In fact this site already has electricity and surface water and foul water drainage systems so there is a baseline position from which upgrades could be pursued.

### **Retail/town centre**

- With the main retail area of Lyme Regis known as Broad Street being one mile from Colway Lane, it is inevitable that vehicles will be driven to access the area.

### **Transport**

- We have no comments in relation to this question (Highways England).
- The council was surprised at the lack of reference to the general infrastructure necessary to support any new development options. Any significant new development is likely to exacerbate existing problems with traffic congestion and pedestrian safety. Adding to these problems with significant new development without a corresponding investment in infrastructure is simply not sustainable (Lyme Regis Town Council).
- The current infrastructure in Lyme Regis is already insufficient in holiday season and would not cope with any additional development.
- Colway Lane and Talbot road are too narrow to cope with any additional cars.
- Lack of pedestrian access from the town centre to sites L1 and L2 would promote car use.

## **Other**

### **Economy/jobs**

- Almost half (48%) of the local jobs are part-time and many are seasonal. Wage levels are very low compared with the national average and low compared to regional and Dorset averages. The scope for large-scale commercial development generating new forms of higher paid, quality employment is severely limited and realistically unattainable in Lyme Regis. This results in the long-established recognition that those seeking careers in higher quality and better paid employment will inevitably move or commute to other established towns and centres that can provide such work and income (Lyme Regis Town Council).

### **General**

- We note that we are not identified as a 'Delivery Organisation' in isolation for 'Flood Mitigation and Coast Protection', only by contribution to the following:- Lyme Regis Coast Protection Scheme Phase 5. Please liaise with your Authority engineers as the lead on this project (Environment Agency).

- Potential to develop the site close to Timber Hill (Lyme Regis Town Council).
- With regard to the proposed 'major' sites options L1 and L2, the council does not generally accept the benefit to Lyme Regis of allocating larger sites for the provision of predominantly open market housing. Such properties will not be affordable for local people and are likely to exacerbate the increasing number of second and holiday homes. Given the severe lack of land suitable for development, it is felt more appropriate to release this valuable and rapidly diminishing resource for smaller-scale development over a longer period rather than permit larger-scale developments which will exhaust the land resource, put unacceptable strain on the town's constrained existing infrastructure and leave no land available to meet future needs (Lyme Regis Town Council).
- In relation to long term aim the site currently used as Timber Vale Caravan Park could come forwards for development if the current business is re-located.
- The situation in Lyme reflects the trend found in many seaside and smaller market towns across the South West towards an ever ageing, non-working population and a preponderance of second and holiday home ownership by those who spend much of the year living and working elsewhere and contributing little towards the local economy or community on a day-to-day basis (Lyme Regis Town Council).
- Seventh highest level of average house prices in any of the UK's seaside towns (£343k in 2015), means that house purchase affordability for local young people is amongst the worst in the UK; with a typical multiplier of 15+. This is far beyond the level at which any bank or building society will currently lend. (As a group, seaside towns have experienced much higher levels of growth in house prices (31%) than the overall 10 year U.K average) (Lyme Regis Town Council).
- Over 35% of the local population is aged 65+. This is far higher than the Dorset average (26%) and more than double the average for England and Wales as a whole (17%) (Lyme Regis Town Council).

## Housing

- The town council commends the recent partnership between the Lyme Regis Community Land Trust (CLT) and Yarlinton Housing which has led to the development of 15 new affordable homes at Timber Hill. The involvement of the CLT allows local control of the allocations policy and ensures, importantly, that the properties will be retained in perpetuity for rented occupation by local young people and families. The town council would welcome this model being repeated more widely on other suitable sites in and around Lyme Regis (Lyme Regis Town Council).
- More than 20% of all properties in the town are second or holiday homes and this number is growing. It also excludes many of the numerous holiday chalets and static caravans, large numbers of which are owned and occupied as second homes and not all of which appear on the council tax data base (Lyme Regis Town Council).

- Local demand for affordable housing exceeds supply. The limited availability, together with low levels of new provision, mean that many local young people and families have little choice but to consider living in nearby towns such as Axminster and Bridport or further afield in larger towns such as Dorchester, Yeovil, Taunton and Exeter where average house prices are much lower and affordable housing (and jobs) more plentiful (Lyme Regis Town Council).
- Affordable housing is urgently required in Lyme Regis, the low numbers of affordable housing coming forwards is resulting in working families moving elsewhere.
- The high percentage of second homes in Lyme Regis is drastically increasing house prices and making it unaffordable to local people.
- New development sites will only provide more private market housing which is already unaffordable to local people, increasing the number of holiday homes in Lyme.

## 15. Portland

At the exhibition in on the 23<sup>rd</sup> February 2017, there were 48 attendees in total. A total of 25 responses were received in relation to the Issues and Options Local Plan review document specifically relating to Portland. The individual comments were broken down as follows:

*Number of comments made:* 78

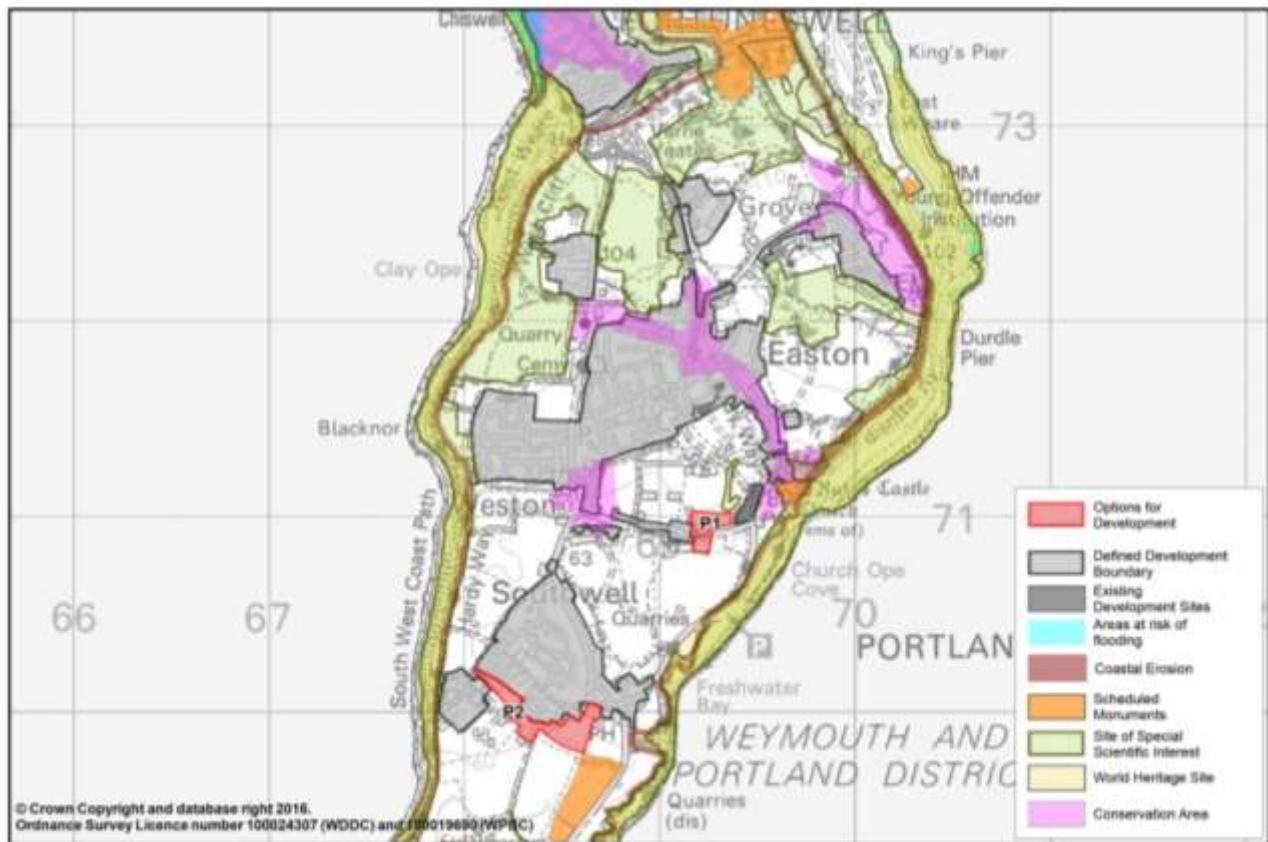
*Object:* 48

*Support:* 5

*Neutral:* 25

Specific and general consultation bodies	Key landowners / developers
<i>Dorset County Council (Minerals &amp; Waste)</i>	<i>Portland Stone Firms</i>
<i>Dorset County Council (Transport)</i>	<i>Persimmon Homes South Coast</i>
<i>Natural England</i>	
<i>Portland Town Council</i>	
<i>Highways England</i>	

## Portland Options Map:



### Responses on Site:

#### Option P1 – Eastern end of Weston Street

##### Resources

- Both parts of site lie within an extant mineral planning permission. The presence of the mine is unlikely to have a significant effect on the development site, sterilise mineral resource, or be adversely affected by quarrying activities (Dorset County Council (Minerals & Waste)).
- Part of site to be restored for nature conservation purposes following mining operation (Dorset County Council (Minerals & Waste)).

##### Landscape

- Concern over the loss of green corridor and strategic gap.
- Not supported due to closure of green corridor and infilling of the area between Haylands and Weston Street (Portland Town Council).

##### Transport

- Concerns over strategic road access on/of the island and the provision of healthcare and education.

## Responses on Site:

### Option P2 – South of Southwell

#### Biodiversity/habitat

- Concern that large scale development would lead to the future demands for road improvement that would damage designated wildlife and landscape sites. Full ecological appraisal would be necessary (Natural England).
- The fields are home to wild flowers and used by migratory birds.

#### Landscape

- Support for aligning the development boundary, but need to retain green space, minerals, impact on the landscape and heritage structures (Portland Town Council).
- Important gap should be maintained.

#### Resources

- The site adjoins a mineral planning permission. Development may prejudice the development of the mineral site because of noise, dust and blast vibration if it is developed (Dorset County Council).
- Concern over loss of agricultural land.

#### Transport

- The site currently provides parking for IPACA, this would need to be re-provided (Dorset County Council).
- Access constrained by on-street parking on Avalanche Road.

## Responses on Question 15i:

**Development on Portland has taken place at an average rate of 45 dwellings per year over the last 5 years. Given the constrained nature of Portland and the need to address social and economic issues, should we plan for a lower level of growth or maintain the current level of growth?**

#### Delivery

- No consensus.
- Support for lower rate due to environmental, social and economic impacts
- Support for lower rate due to number of large sites with planning permission.
- Past delivery rates unsuitable basis for determining the level of growth. A comprehensive SHMA broken down on a settlement by settlement basis is necessary.
- Support for the rate of housing to continue at its present rate.
- Support for the level of growth being no less than the average rate.

#### Economy/jobs

- Rate of growth supports the amount of development identified and contributes to the Economic Vision which sees 3,000 additional jobs on Portland.

#### **Responses on Question 15ii:**

##### **Are there any additional issues related to the development of the site options?**

#### **Biodiversity/habitat**

- International and national wildlife site designations mean limited capacity for future growth (Natural England).
- Concern that large scale development would lead to the future demands for road improvement that would damage designated wildlife and landscape sites. If significant development is permitted then policies should seek to provide support for the Portland Quarries Nature Park (Natural England).

#### **Transport**

- Concerns over high levels of traffic on and off the island and the impact this has on road and pedestrian safety.

#### **Resources**

- The plan should recognise the various mineral workings and permissions (Dorset County Council).

#### **Responses on Question 15iii:**

##### **What are the infrastructure requirements for the development of the sites options, individually or in combination with others?**

#### **Transport**

- Despite support for a Western Relief Road from some local businesses and residents, the available economic evidence does not support the case that such a scheme is either necessary or would provide good value for money. It would therefore be unlikely to attract the external funding on which a multimillion pound scheme would depend. The County Council is pursuing this integrated package of junction improvements, public transport and active travel solutions to ensure efficient transport movement within and beyond the corridor. Not only is this better value for money, but also offers more significant improvements to longer distance movements and connectivity to the SRN from Portland, than would be achieved by the modest improvement to local journey times from a Western Relief Road (Dorset County Council).
- The need for a Western Relief Road to bypass congestion at Boot Hill and Portland Road.
- The Neighbourhood Plan has identified the need to look at transport network, community facilities, health and education.

#### **Responses on Question 15 iv:**

**Are there any brownfield sites on Portland which may be suitable for residential development?**

**Additional/alternative brownfield sites:**

- Additional land at Bumpers Lane and Moorfield Road
- Former Underhill Junior School
- Former Brackenbury Infant School
- Former factory on Brymers Avenue
- Former Town Council offices
- Former Little Ship Inn (Victoria Square)
- Royal Victoria Lodge
- Unused or underused areas around Osprey Quay
- Former Royal Manor School
- Former quarry areas e.g. Perryfield quarries
- Former Southwell Primary School site at Sweethill Lane
- Land behind No 72 Weston Street and No 146 Weston Street
- Land between Victoria Place, Reforne and Fancy's Close.
- Better use of the Hardy Accommodation Block



## 16. Development on the edge of Yeovil (in Bradford Abbas parish)

For the Yeovil (in Bradford Abbas parish) chapter, a total of 48 responses were received as part of the consultation on the Issues and Options Local Plan review document specifically relating to development on the edge of Yeovil. The individual comments were broken down as follows:

*Number of comments made:* 144

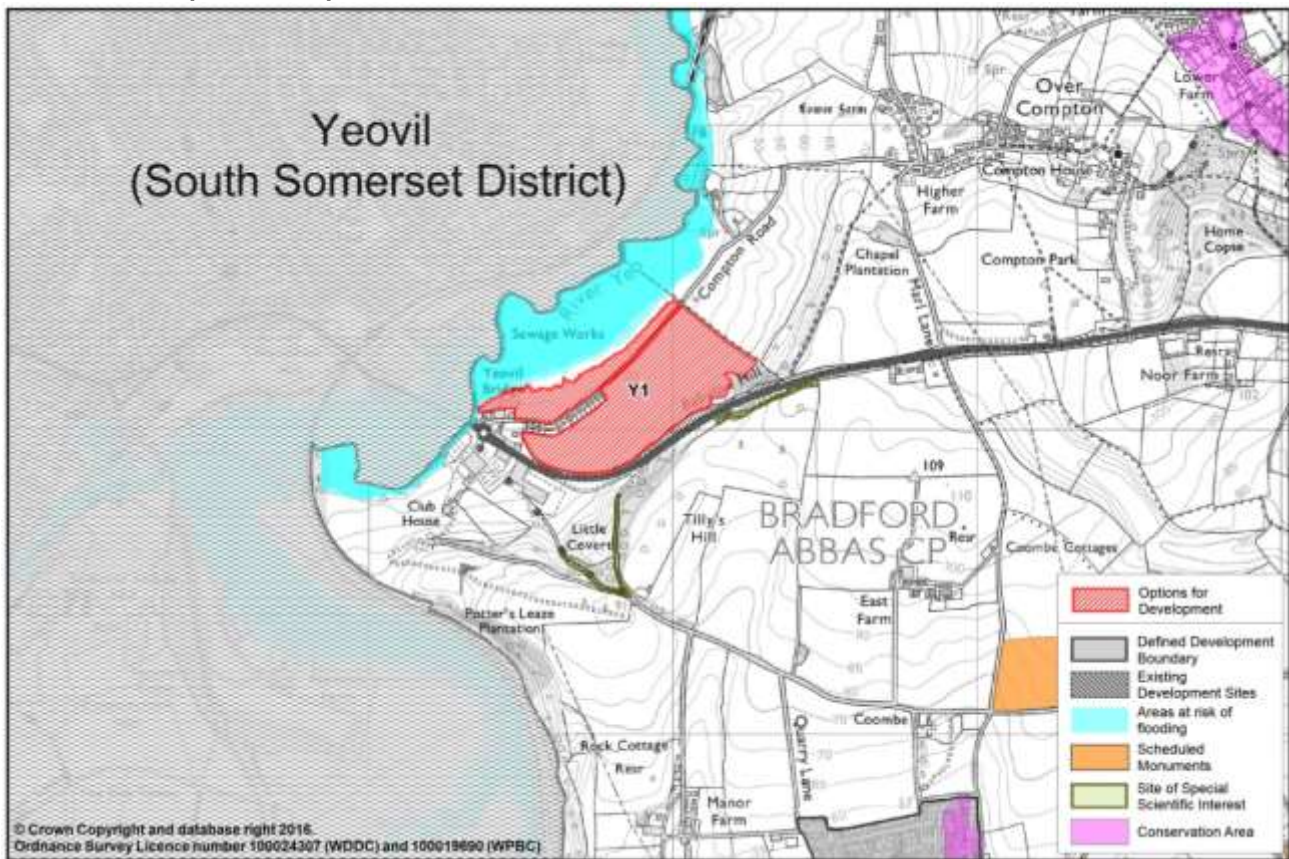
*Object:* 129

*Support:* 2

*Neutral:* 13

Specific and general consultation bodies	Key landowners / developers
<i>Dorset County Council (Transport)</i>	<i>Persimmon Homes South Coast</i>
<i>Bradford Abbas Parish Council</i>	<i>Brian Lock (Chesters Commercial)</i>
<i>Queen Thorne Parish Council</i>	
<i>Sherborne Town Council</i>	
<i>South Somerset District Council</i>	
<i>Yetminster &amp; Ryme Intrinseca Parish Council</i>	
<i>Dorset Local Nature Partnership</i>	
<i>Highways England</i>	

**Yeovil Options Map:**



**Responses on site:**

**Option Y1 - East of Yeovil (within Bradford Abbas parish)**

**Biodiversity/habitat**

- The land is close to the Babylon Hill SSSI (Queen Thorne Parish Council).
- A green belt area with a lot of wildlife. Deer, foxes, badgers, bats, rabbits and numerous species of mouse and vole are either resident or regular visitors, as well as barn owls, kingfishers, buzzards, goldcrests, warblers and many other birds, while the river and its banks are also home to otters and water voles.

**Economy/jobs**

- CPRE Somerset & Dorset CPRE - Neither council WDDC / SSDC have undertaken sufficient economic relationship work of the two towns.

**Facilities/services**

- Can WWA Sewerage works cope with this development along with other planned developments across the border in Yeovil.

### **Flooding**

- A more detailed assessment of the risk from flooding should be carried out (South Somerset District Council).
- The existing houses along Compton Road have been affected by flooding in the past (Queen Thorne Parish Council).
- New development here would have repercussions given the dramatic increase in hard surfaces and loss of natural drainage involved (Bradford Abbas Parish Council).

### **General**

- An AQMA has been declared in Yeovil. Air quality should be considered when assessing the impact of development proposals, particularly in or near the AQMA (South Somerset District Council).
- Bradford Abbas should remain clearly separated from the urban area of Yeovil
- Concern with the coalescence of Yeovil with Sherborne.
- A significant negative impact dwarfing the small neighbouring village of Over Compton.
- Concern that new development would over shadow existing properties.
- Noise levels would increase due to the building works.
- Part of the site is steep topography.
- Brownfield sites should be used first in advance of agricultural fields.
- Yeovil has a surplus of brownfield sites.
- Street lighting causing light pollution.

### **Heritage**

- Battlefields Trust object to development on the site of the Battle of Babylon Hill an area of archaeological importance.

### **Schools/health**

- Increase in school age children having to use Bradford Abbas and Trent schools.
- Proposed level of development of over 400 houses would put a strain on local infrastructure and public services; schools, medical services (Queen Thorne Parish Council).

### **Transport**

- Transport analysis produced for Somerset County Council shows that developing to the East of the town is likely to generate higher rates of car trips than at other locations in Yeovil. In addition there are also concerns about the impact on the A30 and the already strained Babylon Hill roundabout. There are also capacity constraints in the highway network on the Somerset side of the border. Because Sherborne sees more inbound than outbound commuter movements on the A30 between Yeovil and Sherborne, it is preferable to find a

development site within Sherborne in order to encourage more self-containment (Dorset County Council).

- South Somerset District Council has serious concerns regarding the potential impact of the development on the Yeovil highway network, particularly in the vicinity of Sherborne Road. Connectivity with the rest of Yeovil is an issue, currently there is only one crossing point into the town across the River Yeo and railway from Option Y1 (South Somerset District Council).
- Site is located on the County border where there will be complex highways and infrastructure planning issues (Queen Thorne Parish Council).
- Traffic concerns on the A30 and on rural roads where there has been significant congestion (Queen Thorne and Bradford Abbas Parish Councils)
- The road is narrow and at present is used as a rat run between Yeovil and Sherborne dual carriageway.
- A second crossing of the river Yeo should be a pre-commencement condition.
- The road will have to be widened on the left, the hedge removed and the field raised at least 6 feet on the right. The people on the right hand side will lose half their front gardens plus some oil tanks.

#### **Resources**

- Loss of excellent grade agricultural land (Queen Thorne Parish Council).

#### **Landowner:**

- Fully support proposal.
- A highly sustainable location.
- Capable of early delivery without significant infrastructure being required.

#### **Petition:**

##### **Option Y1 - East of Yeovil (within Bradford Abbas parish)**

In addition to responses made to the Initial Issues and Options Consultation document, a petition was also submitted opposing the development of Option Y1: East of Yeovil. 41 people signed the petition (hard copy only). A summary of the concerns produced by the petition organiser is set out below.

#### **Flooding**

It is a recognised area of flooding and this occurs not only in periods of heavy rain. Placing a development of this size would have major repercussions given the dramatic increase in hard surface and loss of natural drainage involved.

#### **Transport**

The road access to the site (along Compton Road from the roundabout at Babylon Hill on the A30), is already unable to cope with the current traffic levels. It is already recognised by South Somerset District Council that the road system servicing Yeovil at this point is dysfunctional.

**Responses on Question 16-i:**

**Is it appropriate to develop adjacent to the urban area of Yeovil but within Bradford Abbas parish, West Dorset?**

**Housing**

- Numbers of houses suggested must be retained by WDDC within its housing numbers and not included in South Somerset District Councils numbers (Sherborne Town Council).
- It is not clear if this is an option for growth of Sherborne located on the edge of Yeovil or an option for the growth of Yeovil in WD. If it is an option for the growth of Yeovil, then housing numbers should count towards SS LP requirement (South Somerset District Council).
- Any growth on the edge of Yeovil will most likely be required to meet the growing needs of that particular town, and should not be seen to answer the housing requirements of West Dorset, Weymouth and Portland.
- A lower allocation based on just under 50% of the capacity indicated would seem sufficient.

**Responses on Question 16-ii:**

**Are there any additional issues related to the development of the site option?**

**General**

- When allocating sites the Councils should be mindful that to maximize housing supply the widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest range of products. The key to increased housing supply is the number of sales outlets. The maximum delivery is achieved not just because there are more sales outlets but because the widest range of products and locations are available to meet the widest range of demand.

**Transport**

- No comment (Highways England).

**Responses on Question 16-iii:**

**What are the infrastructure requirements for the development of the site option?**

**General**

- Engagement required with relevant agencies - Somerset and Dorset Highway Authorities and the Environment Agency (South Somerset District Council).

**Schools/health**

- Access to health, education and employment facilities (Yetminster & Ryme Intrinsic Parish Council).
- No comment (Highways England).

- More opportunities for enhancing biodiversity should be incorporated within the area-based sections. Create a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being (Dorset Local Nature Partnership).
- Road infrastructure.

## 17. Affordable Housing

For the Affordable Housing chapter a total of 43 responses were received. The individual comments were broken down as follows:

*Number of comments made: 128*

*Object: 32*

*Support: 24*

*Neutral: 72*

<b>Specific and general consultation bodies</b>	<b>Key landowners / developers</b>
<i>Beaminster Town Council</i>	<i>Blue Cedar Homes</i>
<i>Bridport Town Council</i>	<i>Brimble Lea &amp; Partners</i>
<i>Bradpole Parish Council</i>	<i>C G Fry and Son Ltd</i>
<i>Burton Bradstock Parish Council</i>	<i>Persimmon Homes South Coast</i>
<i>Dorchester Town Council</i>	<i>Wyatt Homes</i>
<i>Lyme Regis Town Council</i>	<i>Rentplus</i>
<i>Sherborne Town Council</i>	<i>South West HARP Planning Consortium</i>
<i>Sutton Poyntz Society (Neighbourhood Forum)</i>	
<i>Symondsburry Parish Council</i>	
<i>Thorncombe Parish Council</i>	
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	

### Responses on Question 17-i:

**Should Policy HOUS1 be revised to apply the optional lower threshold in national policy and guidance within 'rural areas' as shown in Figure 17.1 (rather than the national 10-unit threshold), so that affordable housing contributions would not be sought on sites of 5 units or less in these areas?**

#### Housing

- The proposed approach is supported (Bridport, Lyme Regis and Sherborne Town Councils, Burton Bradstock, Symondsburry and Yetminster & Ryme Intrinseca Parish Councils).
- Refer to the Housing White Paper for future direction (Bradpole Parish Council).
- We do not understand the question in the light of the preceding points – it appears that councils are currently applying the lower 5-unit threshold (is it working?), so why the question to not apply it? What is the significance/ implication of, and why, 'it must allow developments of 6-10 units.' [17.13]. This does not appear to follow in meaning (Thorncombe Parish Council)
- YES – We agree but it is suggested that more thought be given to the location of affordable rural housing and relate it to the actual need in the relevant area rather than the overall LPA need (Yetminster & Ryme Intrinseca Parish Council).
- Any proposed revisions to Policy HOUS1 concerning site thresholds for the provision of affordable housing should be in accordance with the Written Ministerial Statement dated 28 November 2014. Any proposed revisions should be viability tested in accordance with the NPPF (paras 174 & 175).
- The threshold should be set at 5 houses or more for affordable housing and then applied at a rate of 50%. This would allow more homes for young families and those on low incomes.
- Supportive of applying the lower affordable housing threshold to rural areas, or an even lower threshold if possible.
- The small clustered arrangement of older person's market housing does not lend itself to the on-site provision of affordable housing. We would encourage a sequential approach to provision in the emerging policy that allows for off-site provision of an equivalent value or, failing that, a commuted sum.
- More emphasis required on ensuring affordable housing policies are adhered to by developers.
- Yes. However the provision of affordable housing [both low cost and to rent] needs to be coupled with a policy to ensure that any such housing goes to meet local needs.
- Up to date needs figures and updated viability evidence is required before any changes to the threshold are made.
- Potential negative impacts in relation to viability for small and medium sized housebuilders.



### **Responses on Question 17-ii:**

**What should the priorities be for the provision of different types of affordable housing in the local plan, such as:**

- **affordable rent;**
- **social rent;**
- **shared equity;**
- **elderly persons' affordable housing (including extra care);**
- **key worker accommodation;**
- **and specialist accommodation (for example for disabled people).**

#### **General**

- The existing waiting lists for housing need to be consulted and then an appropriate response made accordingly (Dorchester Town Council).
- Development should be in line with local needs and wishes (Yetminster & Ryme Intrinseca Parish Council)
- Are there are sufficient local circumstances such that an argument can be made to disapply national policies which seem to exempt so much development from providing affordable housing?
- New properties being sold to retirees from the south east pricing young local people out of the market and causing the retired population in the area to increase.
- The type of affordable housing required should be based on an up to date SHMA.

#### **Heritage**

- Dorchester Civic Society notes the need for additional housing in the plan area and supports such provision with an emphasis on local housing needs. Housing provision cannot, however, be considered in isolation, and needs to be provided alongside social and community infrastructure etc., with no detriment to the natural and cultural environment.

#### **Housing**

- Local need for affordable housing rather than holiday homes. Bradpole/ Bridport particularly needs affordable housing for under 40's and for elderly people. Affordable rent, shared equity housing particularly needed, but also some housing for disabled or elderly people.
- The key priority in West Dorset should be to retain and attract local working families on the basis that the huge disparity between wages and house values argues for higher than average proportions of starter and affordable housing. The demographic imbalance of the area would also justify special emphasis on elderly persons' affordable housing and housing for key or care workers (Beaminster Town Council).
- Yes only to affordable rent and social rent (Thorncombe Parish Council)

- STC does not wish to prioritise the different types of affordable housing but it confirms that it wishes to see more truly affordable housing in Sherborne that local people (5 miles radius) can really afford (Sherborne Town Council).
- The Housing White paper addresses many of these issues. In particular there is a local requirement for affordable housing and housing to meet the needs of an elderly population (Bradpole Parish Council).
- The priorities for the provision of different types of affordable housing should depend on the views of the local councils supported by information from the local housing authority. For Burton Bradstock that would be affordable family housing (Burton Bradstock Parish Council).
- Affordable housing is a high priority for the town council, strong policies on the topic need to be written to secure its delivery and such policies then need to be implemented effectively. The demand for affordable housing is principally around the larger settlements and towns, so requesting a much higher level of affordable housing in these areas in return for a lower level in outlying areas would seem to be appropriate, subject to further research (Dorchester Town Council).
- The Town Council would very strongly support, as an urgent priority, the provision of genuinely affordable (social rental) housing. There should also be provision for key workers which is a particular issue in Bridport, with evidence that the lack of affordable housing is deterring much needed health and education workers locating to the area (Bridport Town Council).
- We support the Councils' intention to update policies HOUS1 and HOUS2 through the Local Plan Review, but emphasise that in light of the White Paper this must not be restricted to changes incorporating starter homes alone. The affordable housing need across the Councils' area will require innovative solutions to ensure that considerably more housing is delivered to meet local needs.
- The definition of Affordable Housing within the Local Plan Glossary also needs to be updated to reflect the final definition of affordable housing that will be set out within the updated NPPF.
- The priorities for the provision of different types of affordable housing should be based on evidence of need for each different type. The Councils should also consider the Government's proposals for Starter Homes.
- This ignores the wider role of bespoke market housing for older persons and the wider benefits of 'right-sizing' in freeing up family homes. It is important that the new Local Plan does not provide a narrow definition of housing for older persons to only fall within C2 use.
- The focus should be on delivering social rented housing.
- A priority should be to keep working families in the area and prevent them from being priced out by retirees moving from elsewhere.
- There should be a focus on key worker housing to prevent working families having to relocate.

- More housing should be built for the elderly to incentivise them to downsize.
- The aim should be to provide housing that is affordable for those that need it. The official definition of 'affordable' (i.e. 80% market) is not appropriate in West Dorset. What is required is an understanding of the need and to ensure it is actually delivered.
- Flexible approach should be taken that provides for a range of types of affordable housing. The mix of affordable housing types should reflect evidence of local need and be determined in agreement with developers on a site by site basis.

#### **Responses on Question 17-iii:**

**In the light of the expected statutory requirement to provide a proportion of starter homes on all reasonably sized housing sites, should the focus for the provision of other types of affordable housing be primarily on: affordable housing to rent; affordable housing to buy or part-buy (for example, under a shared equity arrangement); or meeting the needs of particular groups (such as the elderly including extra care housing; key workers; or people with specialised needs, including disabled people)?**

#### **General**

- All of these points are covered in the Housing White Paper (Bradpole Parish Council).
- Wait for confirmation of national policy? Would answer yes to affordable housing to rent only (Thorncombe Parish Council).
- The Councils, using SHMA data, should carry out an analysis of exactly who would benefit from this policy and, if as seems likely, it does not benefit those in housing need, it should propose an exemption from the policy.
- This question (17iii) maybe slightly premature as the formal policy for starter homes has not yet been set out by the government.
- Providing a greater mix of tenures on sites could help with viability.

#### **Housing**

- We do not generally support affordable housing being cross-subsidised by open market housing, due to concerns about how this can be adequately controlled. The council also wishes to ensure that affordable housing is retained for that purpose in perpetuity rather than lost to 'right to buy'. The council is aware that several housing providers now provide both open market and affordable housing within their business model. If such providers were to come forward with proposals in conjunction with the CLT then the council would be happy to consider such proposals on their individual merits (Lyme Regis Town Council).
- Provision should be assessed according to need. The local authority needs to define the specific demands and cater for them. In terms of rental vs. purchase, a good mix of both needs to be provided due to the inability of many to find the means to buy. Renting may also be the preferred choice for those wanting

- flexibility. In this case, renting must be controlled using secure tenancies (Dorchester Town Council).
- A number of parish, town councils and other local groups as well and many individuals stated the priority should be for rented affordable housing (including safeguards for tenants) (Bridport Environment Group, Bridport Town Council , Lyme Regis Town Council, Yetminster & Ryme Intrinsic Parish Council).
  - The White Paper has scrapped the previous proposal to require 20% of all schemes to be starter homes. This gives greater local flexibility in responding to the new affordable housing definitions. We recommend that an update to the SHMA is commissioned to ensure the Plan responds effectively to local needs. The shift towards a higher level of affordable home ownership products being made available should be supported by the Council.
  - The priorities for the provision of different types of affordable housing should be based on evidence of need for each different type.
  - More focus on the need for rented affordable housing.
  - Building more intermediate products are unlikely to help the current rate of delivery of affordable homes.

#### **Responses on Question 17-iv:**

#### **Should Policy HOUS2 allow market homes to cross-subsidise the provision of affordable housing on exception sites?**

##### **Housing**

- A percentage of market-rate housing on an exception site would bring considerable problems: resistance from local communities; saleability of the market rate housing; increase of the initial cost of the land; and is at odds with the price-structure of affordable housing sites by increasing the average price of a site. Funding for rented housing is no longer dependent on cross-subsidy from homes for market sale; grants having been recently reinstated by the Government.
- STC agrees with this (Sherborne Town Council).
- Cross subsidy on "exception sites", where there is a strong evidence of necessity, should be allowed with tight controls established to ensure that community interests benefit over the interests of the landowner and developer (Bradpole Parish Council).
- 'No'. As above, this appears to be developers' 'special pleading' which undermines the intent of the policy. If a policy is designed to achieve or define a specific outcome, the intent of that outcome should be followed consistently. (Beaminster Town Council).
- There are alternative models to fund affordable housing which should be examined before allowing exceptions to Policy HOUS2 (Beaminster Town Council).

- Market homes to cross-subsidise the provision of affordable housing on exception sites should only be permitted after a strict financial appraisal has been undertaken (Burton Bradstock Parish Council).
- Yes, as the provision of affordable housing requires radical new thought to meet demand without the need for market homes to cross-subsidise on exception sites. Further work should be done to understand the different options available, such as higher density, new procurement models and using innovative design to deliver on the identified requirements (Dorchester Town Council).
- If cross-subsidisation by market homes is deemed necessary, this should be controlled through neighbourhood plan or local plan policy. Support through accordance with an overarching community-led master plan will also be vital (Dorchester Town Council).
- The priority on such sites must be on affordable housing and any provision of market homes must only be with the support of the local community with such sites identified through a Neighbourhood Plan (Bridport Town Council).
- YES – but a better model would be publicly funded 'Council Houses. Market housing should not be built (Yetminster & Ryme Intrinseca Parish Council).
- A full viability assessment should be submitted if any cross-subsidisation is to go ahead.
- Minimal amounts of market housing only should be allowed.
- Market-rate houses on exception sites would increase the initial cost of the land.
- Market homes on exception sites should remain contrary to policy.

#### **Responses on Question (17-v):**

**How should the provision of market homes on such sites be controlled to ensure that the emphasis remains on meeting local affordable housing needs and significant unplanned growth adjoining settlements is avoided?**

#### **General**

- Prospective occupiers should meet local connection tests and the tenure should always remain within those qualifications. The majority of the houses should meet the local affordable housing need (Bradpole Parish Council).

#### **Housing**

- Control can only be exercised by allowing social housing to be built on exception sites. They need to be retained as such for subsequent occupiers, particularly if shared-equity is part of the mix which must then be controlled from being 'stair-cased' up to 100% of equity (Beaminster Town Council).
- YES – We agree but it is suggested that more thought be given to the location of affordable rural housing and relate it to the actual need in the relevant area rather than the overall LPA need (Yetminster & Ryme Intrinseca Parish Council).
- Stronger affordable housing policies that can be more enforceable for example setting a maximum proportion of market housing.

- The Plan could set a baseline position of 100% affordable housing on RES, with a sliding scale working downwards from this figure subject to viability. Where the applicant is unable to provide 100% affordable housing, the ability to cross-subsidise should be an acceptable mechanism, subject to a robust viability justification.

## Other

### General

- If the revised NPPF is yet to be published, why implement a revised Local Plan before these policy details have become confirmed? (Thorncombe Parish Council).
- Affordable housing must remain in perpetuity and not be lost through right to buy.
- We **STRONGLY** recommend that action is delayed/deferred until the current legislation by central government has been finalised.
- More people moving here to retire does not help revive the area.

### Housing

- Local need for affordable housing rather than holiday homes. Bradpole/ Bridport particularly needs affordable housing for under 40's and for elderly people. Affordable rent, shared equity housing particularly needed, but also some housing for disabled or elderly people.
- In order to boost affordable housing delivery, it is highly recommended that the Plan includes the optional five-unit threshold in these areas.
- Historically the policy requirement for affordable housing has not been achieved and that it should be assured in policy.
- As part of the previous Local Plan; Main Modifications (adopted in October 2015) The word "minimum" that preceded "35%" on page 103 (HOUS1) should be reinstated.
- No further action on affordable housing policy changes should be taken until national planning policy on affordable housing is finalised.

## 18. Self Build Housing

For the self build housing chapter, a total of 26 responses were received. The individual comments were broken down as follows:

*Number of comments made:* 51

*Object:* 21

*Support:* 13

*Neutral:* 17

Specific and general consultation bodies	Key landowners / developers
<i>Beaminster Town Council</i>	<i>Blue Cedar Homes</i>
<i>Dorchester Town Council</i>	<i>Wyatt Homes</i>
<i>Portland Town Council</i>	<i>Persimmon Homes South Coast</i>
<i>Sutton Poyntz Society (Neighbourhood Forum)</i>	<i>Gladman Development Ltd</i>
<i>Bridport Town Council</i>	<i>White Young Green</i>
<i>Symondsburry Parish Council</i>	
<i>Thorncombe Parish Council</i>	
<i>Yetminster &amp; Ryme Intrinseca Parish Council</i>	
<i>Sherborne Town Council</i>	

### Responses on Question 18-i Should serviced self build plots be delivered to meet the demand identified on the local Self-build Register through: Current approach; Land allocation; Housing mix; Exception site; or A mixture of the above

#### General

- Blue Cedar note that the Partnership is contemplating a requirement that allocated sites and windfall sites above a certain size provide self-build plots. The small clustered arrangement of older person's market housing does not lend itself to the on-site provision of self-build plots, particularly in locations where land values are at a premium. Thus, if taking forward this approach, accommodation specifically designed to meet the needs of older persons should be excluded. Blue Cedar's preference would be for self-build plots to come forward via the exception site route.
- Wyatt Homes have concerns that self-build plots is imposed on sites could effect scheme viability.

- Persimmon Homes South Coast prefer exception sites as they have concerns that self build plots on allocations will have health and safety concerns and would slow down delivery.
- Gladman Development Ltd considers a housing mix approach could also have a negative impact on site delivery, build out rates and overall viability. Preference for site allocations.
- Home Builders Federation support a mix of options but have concerns with a housing mix policy.

#### Omission Site

- The existing park and ride site on Charmouth Road, Lyme Regis has the potential to accommodate self-build units.

#### Responses on Question 18-ii:

**Should proposals for Low Impact Dwellings that meet a set of criteria, be considered more permissively than conventional market housing to increase the supply of self-build homes?**

#### Biodiversity/habitat

- The acceptability of this would primarily be determined by the set of criteria adopted. As long as the criteria recognises and controls the relevant potential impacts to water quality and the wider environment, Low Impact Dwellings could be considered more permissively.

#### General

- Self-build homes may only account for small unit numbers but they can bring a refreshing originality and innovation to sites that conventional builders may not find viable (Beaminster Town Council).
- The nature of self-build will likely mean that it is local individuals and then immediate community (including local trades people and crafts) who will gain most, rather than larger land owners and national-scale house builders (Dorchester Town Council).
- Self build could be considered on edge of current towns or villages but on land that may be AONB.
- More should be done to slow the purchase of residential properties being transferred to second homes and holiday lets as this seems to be breaking down community living and support.

#### Responses on Question 18.iii:

**Is there an alternative mechanism that can be used to meet the demand for self build and custom housebuilding?**

#### General

- Community Land Trusts and group-build schemes are ideally suited or this type of development (Beaminster Town Council).



- Investigate alternative mechanisms, such as those used in other European countries (Dorchester Town Council).
- Mechanisms and methods could then be embedded in neighbourhood plans and other community led documents (Dorchester Town Council).
- Have an exceptions policy for self build applications for good design or very low energy/impact.
- If there are no self build plots available (like 5 year land supply rule) then subject to other criteria should be an assumption to approve applications.

## Other

### Design

- Design guidance for self-build should be embedded in neighbourhood plans and other community-led documents (Dorchester Town Council).

### Facilities/services

- Poole Harbour Catchment Partnership - Delivery of self-build plots should be adequately serviced by either mains sewerage or alternative waste water treatment processes that do not lead to a deterioration in local water quality or other environmental degradation.

## 19. Level of Growth – Employment Land

For the Level of Growth – Employment Land chapter, a total of 20 responses were received. The individual comments were broken down as follows:

*Number of comments made:* 29

*Object:* 12

*Support:* 1

*Neutral:* 16

Specific and general consultation bodies	Key landowners / developers
<i>Yetminster &amp; Ryme Intrinseca Parish Council</i>	
<i>Portland Town Council</i>	
<i>Bridport Town Council</i>	
<i>Symondsburry Parish Council</i>	
<i>Beaminster Town Council</i>	
<i>Dorchester Town Council</i>	
<i>Highways England</i>	

### Responses on Question 19.i:

**Do the figures in the revised workspace strategy provide an objective assessment of the overall need for employment land in the local plan area, especially in the light of national and local aspirations for economic growth?**

#### Economy/jobs

- The assessment of the need for employment land in the Bridport area should come from the Neighbourhood Plan (Bridport Town Council).
- A major focus of our Neighbourhood Plan is to encourage employment growth on Portland (Portland Town Council).
- This should rely on the Neighbourhood Plan assessments (Symondsburry Parish Council).
- Beaminster has been omitted from the list of coastal & market towns. Vital to the local economy that Beaminster has the opportunity to expand its own employment opportunities for new businesses (Beaminster Town Council).
- If the figures are accurately based on demand for employment land, then these should continue to be used to determine land allocation (Dorchester Town Council).

- Without the development of suitable first-start premises it is unlikely that this region will encourage, capture and regenerate business and opportunity for employment growth and activity will be lost.
- Employment provision needs to be flexible in order to allow for new employment forms/types of working.

### General

- The figure is subjective and based on an aspiration (Yetminster & Ryme Intrinsic Parish Council).
- Figures do not provide an understandable objective assessment of need. Completely unintelligible to anybody working outside the field of mathematical projections.
- Market forces should be the determinant factor within general guidelines provided in the local plan.
- The workplace strategy does not take account of robots, artificial intelligence, cloud computing, 5G communications and driverless vehicles. Does not take account of anticipated large scale job losses. Likely that less land will be required for employment rather than more as indicated in the strategy.
- Less workers will be needed as jobs become more automated - robots taking jobs Does not reflect either the contexts 'decline in the economy' or the vision 'more and better paid jobs'.
- Does not take into account 'permitting changes of use from employment to housing and proposals to allow redevelopment of employment premises with yet more housing.

### Responses on Question 19.ii:

**Do you agree with the assessment that there is no need to allocate any additional employment land in the local plan area in order to meet overall employment needs in West Dorset and Weymouth & Portland in the period up to 2036?**

### Design

- Future housing development is potentially on such a large scale that it will require a mix of land uses within the sites themselves to prevent the development from being a mono-cultural residential area.

### Economy/jobs

- The review needs to take account of the needs of local employers & their ability to generate new employment. Enterprise Park & Bourne Park are close enough to Dorchester to serve the labour supply available in that town and surrounding areas.
- Need for a flexible approach to employment uses within other land uses as well as traditional single use employment allocations.
- Sufficient provision in Sherborne, plan should be flexible in its use given the change in commerce of the last 50 years.

- No more land need be nominated for employment in the local plan, again due to job automation.

### **Recreation/leisure**

- There also needs to be an uplift in employment opportunities elsewhere across the town to provide access to recreational, leisure and cultural activities for new residents. Dorchester Town Council.

### **Transport**

- Concern relates to the desire for development that comes forward to be balanced so that the level of out commuting and thus car based journeys to work are reduced (Highways England).
- Dorchester area in need for a mini service area (3+ hectares) near the A35 Honiton to Folkestone trunk road.
- Need for a possibly garage (Shell London Road relocation) service area with food outlet and toilets. Toilets near Yellow Ham Hill to be closed and demolished. Nearest full scale services areas are Exeter M5 south and Roundhams M27. Dorset has no motorway and Dorchester is mid way between the above two locations. There is a smaller garage area & eatery at Ringwood on A35.

### **General comments**

- It is difficult to forecast future trends and the market should be the determining factor, not council policy.

### **Responses on Question 19.iii:**

**Is there a need at any of the towns (or other locations) in the local plan area for additional employment land to be allocated in order to meet particular local employment needs or encourage greater self containment?**

### **Design/amentiy**

- Sensible to design policies that allow for mixed uses and a pepper potting arrangement of employment uses.
- Dorchester needs modern growth and much of the older Dorchester is long overdue for re-development. Being replaced by modern well designed, screened and accessible out of town (outside bypass) employment areas.

### **Economy/jobs**

- County's strategy towards Portland is to encourage self-containment to improve job opportunities (Portland Town Council).
- Osprey Quay is currently defined as a mixed-use site (Portland Town Council).
- The Neighbourhood Plan has identified several employment sites which could benefit from either amalgamation or modernisation (Portland Town Council).

- New sites for particular locations could be brought forward through Neighbourhood Planning.
- There is no need to nominate additional employment land in towns or other locations, Automation of jobs will mean that less land will be needed to employment. The concept of greater self containment is a fallacious concept for small towns and villages.
- There is a need at all of the towns and at other locations in the LP area for additional land to meet particular local employment needs and encourage greater self containment or risk all settlements becoming increasingly dormitory settlements to Bournemouth and Poole.
- No requirement for employment sites in Sherborne. Study should recognise the interdependence of Sherborne and Yeovil. Plan should recognise that Sherborne is an educational hotspot. Many available industrial units in Yeovil with skilled labour. Yeovil would also be a preferred location for high tech sites.

#### **General**

- The potential use of Mining Voids has been identified as a development potential (Portland Town Council).
- Where needed (Yetminster & Ryme Intrinseca Parish Council).
- Market forces should be the primary determinant.

#### **Transport**

- The long-term prospects of Portland Port depends upon the completion of the Relief Road Network.

## 20. Protection of Employment Sites

For the Protection of Employment Sites chapter, a total of 20 responses were received. The individual comments were broken down as follows:

*Number of comments made: 29*

*Object 12*

*Support 1*

*Neutral 13*

<b>Specific and general consultation bodies</b>	<b>Key landowners / developers</b>
<i>Lyme Regis Town Council</i>	<i>Persimmon Homes South Coast</i>
<i>Portland Town Council</i>	<i>Neejam 165 Ltd &amp; Budworth Developments Ltd</i>
<i>Bradpole Parish Council</i>	
<i>Dorset County Council (Minerals &amp; Waste)</i>	
<i>Dorchester Town Council</i>	
<i>Sherborne Town Council</i>	
<i>Bridport Town Council</i>	
<i>Beaminster Town Council</i>	

The following table (Figure 20.1, pg 119 - from the Joint Local Plan Review, Issues and Options document Feb 2017) includes the current 'key employment sites' as included in policy Econ2 of the adopted Local Plan 2015.

<b>TOWN</b>	<b>SITE</b>
<i>Weymouth</i>	<i>Littlemoor urban extension</i>
	<i>Mount Pleasant</i>
<i>Portland</i>	<i>Portland Port</i>
	<i>Southwell Business Park</i>
	<i>Inmosthay Industrial Estate</i>
	<i>Tradecroft Industrial Estate</i>
<i>Chickerell</i>	<i>Granby Industrial Estate</i>
	<i>Lynch Lane Industrial Estate</i>

<b>TOWN</b>	<b>SITE</b>
	<i>Link Park</i>
<i>Dorchester</i>	<i>Poundbury Parkway Farm Business Park</i>
	<i>Marabout &amp; The Grove Industrial Estate</i>
	<i>Poundbury West Industrial Estate</i>
	<i>Loudsmill</i>
	<i>Great Western Industrial Estate</i>
	<i>Railway Triangle</i>
	<i>Casterbridge</i>
<i>Crossways</i>	<i>Land at Crossways</i>
	<i>Hybris Business Park</i>
<i>Bridport</i>	<i>Vearse Farm</i>
	<i>North Mills Trading Estate</i>
	<i>Amsafe</i>
	<i>Dreadnought Trading Estate</i>
	<i>St Andrews Trading Estate</i>
	<i>Crepe Farm</i>
	<i>Gore Cross</i>
<i>Pymore Mills</i>	
<i>Beaminster</i>	<i>Broadwindsor Road</i>
	<i>Horn Park Quarry</i>
	<i>Danisco Site</i>
	<i>Lane End Farm</i>
<i>Lyme Regis</i>	<i>Lyme Regis Industrial Estate / Uplyme Business Park</i>
<i>Sherborne</i>	<i>Barton Farm</i>
	<i>Hunts Depot</i>
	<i>Coldharbour Business Park</i>
	<i>South Western Business Park</i>
<i>Broadmayne</i>	<i>Roman Hill Business Park</i>
<i>Charminster</i>	<i>Charminster Farm</i>
<i>Piddlehinton</i>	<i>Enterprise Park</i>

**Responses on Question 20-i:**

**Are there “key employment sites” listed in figure 20.1 that should no longer be given the higher level of protection afforded to “key employment sites”? Please tell us which ones and why.**

**Economy/jobs**

- The Louds Mill key employment site was identified as a proposed waste site allocation for a household recycling centre in the Draft Waste Plan Update (Additional and Emerging Preferred Waste Site Allocations) May 2016, subject to consultation (Dorset County Council).
- The town council may be prepared to consider the alternative use of the Lyme Regis business park (for residential purposes) provided the park is relocated to an alternative and more suitable location away from the town centre (Lyme Regis Town Council).
- The town council is amenable, in principle to amend the extent of the Lyme Regis business park boundary to exclude a small undeveloped area for the purposes of affordable housing with input of a CLT (Lyme Regis Town Council).
- Avoid loss of key employment sites on Portland (Portland Town Council).
- The town council believes that all employment sites listed should be protected. With the level of housing growth predicted the district cannot afford to lose employment land (Dorchester Town Council).
- The town council is relaxed about the removal of protection afforded to key employment sites (Sherborne Town Council).
- None should be removed (Bradpole Parish Council).
- Avoid loss of key employment sites in Bridport.
- No need to protect key employment sites in Crossways.
- The key employment site does not support sustainable economic growth or proactively meet the needs of business.

**General**

- Planners should take a flexible approach to the classification of businesses.
- The councils should take a strategic review of all employment sites against the requirements of the NPPF to avoid long-term protection.
- Policy ECON2 should have sufficient flexibility to enable decision makers respond pragmatically to fluctuating economic and market conditions and enable alternative uses to be considered.



**Responses on Question 20-ii:**

**Are there any additional sites which should be added to the list of “key employment sites” listed in figure 20.1 and given a higher level of protection? Please tell us which ones and why.**

**Economy/jobs**

- St Michael’s Trading Estate should be added to the list of Key Employment Sites (Bridport Town Council).
- The town council would like to see Yarn Mills identified as a key employment site (Sherborne Town Council).
- Pineapple Farm should be included as it provides an important contribution to the employment opportunities in West Dorset (Beaminster Town Council).
- None should be added (Bradpole Parish Council).
- Land at Bourne Park Piddlehinton should be included.

**General**

- The town council believe there needs to be a range of approaches to new employment land provision, with a shrinking public sector and demand for more diversity in employment. The town council has no specific sites to add at this time (Dorchester Town Council).
- On mixed use sites, the employment proportion should be specified and not eroded.
- The councils should take a strategic review of all employment sites against the requirements of the NPPF to avoid long-term protection.

## 21. Retail and Town Centres

For the Retail and Town Centres chapter, we received a total of 12 responses in relation to the Issues and Options Local Plan review document specifically relating to the Retail and Town Centres chapter. The individual comments were broken down as follows:

*Number of comments made:* 17

*Object:* 6

*Support:* 7

*Neutral:* 4

Specific and general consultation bodies	Key landowners / developers
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	
<i>Lyme Regis Town Council</i>	
<i>Portland Town Council</i>	
<i>Bridport Town Council</i>	
<i>Beaminster Town Council</i>	
<i>Dorchester Town Council</i>	
<i>South Somerset District Council</i>	

### Responses on Question 21-i:

**Are there any other factors in defining a retail hierarchy that the councils should consider?**

#### Retail/town centre

- New ways of thinking may be required to plan for retail provision as we move further into the 21st Century. With more and more retail moving online and high streets and town centres assuming a greater role in recreation, food, drink, leisure and culture, town centres across the UK (Dorchester Town Council).
- The definition of 'small parades of shops' could be extended to include, as a further sub group, village shops which do serve as centres for their village.
- Authentic and locally distinctive town centres, rather than just shopping centres, will be sought out by visitors.

## General

- Support definitions (Yetminster & Ryme Intrinsic Parish Council).
- It would make sense to keep the definitions fairly indicative and broad, since every location will be different and anything too specific (about the services it must contain) could inadvertently exclude a local centre.

### Responses on Question 21.ii:

#### Using the draft definition of local and town centres, do you agree with the centres named under each category?

##### Retail/town centre

- Beaminster has mistakenly been classified as a 'Local Centre'. Beaminster serves a large rural area and has a wide range of shops and services (Beaminster Town Council).
- Lyme Regis Town Council support their categorisation as a 'Town Centre' (Lyme Regis Town).
- Portland Town Council consider Easton should be re-designated as a District Centre, Castletown should be a local centre and that Fortuneswell should be maintained as a Local Centre (Portland Town Council).
- South Somerset District Council recommends that when defining retail "centres" reference is made to Yeovil Town Centre and the sequential and impact test can then be applied when considering town centre uses outside of South Somerset (namely in the vicinity of Babylon Hill) (South Somerset District Council).
- The retail hierarchy should be extended to include 'smaller' local centres such as Crossways, Broadmayne, Puddletown, and Charminster.

## Other

##### Retail/town centre

- It should be recognised that further expansion of the Peel Centre on Babylon Hill threatens to undermine the vitality and viability of Yeovil Town Centre (South Somerset District Council).

## General

- We are supportive of alternative uses (primarily but not exclusively residential) above ground floor level where appropriate (Lyme Regis Town Council).
- Dorset CPRE support SHER 2: Future town centre expansion. Review should set out the policy on business rates and their applicability to charity shops,

## Transport

- The need to retain the bus station as a public transport hub in Bridport (Bridport Town Council).
- The particular need in Bridport to retain car parking (Bridport Town Council).

## 22. Green Infrastructure

For the Green Infrastructure chapter, a total of 23 responses were received. The individual comments were broken down as follows:

*Number of comments made: 61*

*Object: 8*

*Support: 10*

*Neutral: 43*

<b><i>Specific and general consultation bodies</i></b>	<b><i>Key landowners / developers</i></b>
<i>Environment Agency</i>	<i>Adams Hendry Consulting</i>
<i>Dorset Local Nature Partnership (DNLP)</i>	
<i>Dorchester Town Council</i>	
<i>Portland Town Council</i>	
<i>Sherborne Parish Council</i>	
<i>Yetminster &amp; Ryme Intrinseca Parish Council</i>	
<i>Bradpole Parish Council</i>	
<i>Bridport Area Neighbourhood Plan Group</i>	
<i>Sutton Poyntz Society (Neighbourhood Forum)</i>	

The following table; (Fig 22.1, pg127 - from the Joint Local Plan Review, Issues and Options document Feb 2017) includes the current 'Types and Functions of green infrastructure'.

TYPE	EXAMPLES	PRIMARY FUNCTION
Outdoor recreation facilities, parks and gardens	Sports pitches and greens, playgrounds, urban parks, country parks, formal gardens.	Offer opportunities for sports, play and recreation and to enable easy access to the countryside (for example Bridport Leisure Centre, Redlands Sports Hub, Dorchester's Borough Gardens)
Amenity greenspace	Informal recreation spaces, housing green spaces, landscape planting, village greens, urban commons, other incidental space	Creating attractive and pleasant built environments, providing community and private outdoor leisure space (for example 'Green' off Sprague Close, Weymouth)
Natural and semi-natural green / blue spaces	Nature reserves, woodland and scrub, grassland, heathlands, wetlands, ponds, open and running water, landscape planting	Creating areas for biodiversity, geodiversity, access to education associated with the natural environment (for example Radipole Lake, Jellyfields Nature Reserve, Portland Quarries Nature Park)
Green corridors	Rivers including their banks and floodplains, trees & hedgerows, dry stone walls, road and rail corridors, cycling routes, pedestrian paths, rights of way, Coast	Creating corridors for wildlife, including links between wildlife sites and enhancements to semi natural habitats. Creating a sustainable travel network promoting walking and cycling, and integrating micro green infrastructure into urban areas (for example Rodwell Trail, English Coastal path, River Brit corridor)
Local character areas	Churchyards, treed areas, roadside verges, landscape screening, setting of a building, open gaps, important views	Creates a sense of character within a settlement contributing to the attractiveness of an area or building. (for example Sherborne Abbey Close, Tree lined Avenues and Green spaces at Coneygar Road, Coneygar Lane and Beaumont Ave in Bridport, Open gap between Preston and Sutton Poyntz)
Other	Allotments, community gardens, orchards, cemeteries and churchyards	Providing accessible facilities to meet needs within settlements, including enabling local food production (for example Poundbury Community Farm, Bridport Community Orchard, St Georges church yard, Portland)

### **Responses on Question 22.i:**

#### **Do you think the definitions of Green Infrastructure above offer a suitable framework for identifying green infrastructure types.**

##### **Biodiversity/habitats**

- Development should minimise impacts on and provide a net gain in trees, woodlands, orchards, historic parklands & hedgerows of value to the areas landscape, character or wildlife. Where there is loss compensatory provision should be provided. The loss of Ancient Woodland, Aged or Veteran Trees should not be permitted and measures for management for nature conservation should be sought.
- The GI strategy should make explicit references to woods & trees as well as ancient & veteran trees which may stand outside of existing woodlands. All such trees should be scheduled under TPOs and highlighted in plans.
- There is a need for multifunctional green space to provide water, wildlife and health and wellbeing opportunities. The opportunities for multi-functional spaces should deliver sensitive and resilience developments and create links between the local plans in Purbeck, South Somerset, East Devon and East and North Dorset to ensure a consistent approach to green infrastructure.

##### **Climate change/renewable energy**

- The benefits of trees and woodland planting for flood & climate change risk mitigation should be recognised and integrated into site development frameworks.

##### **Design/amenity**

- Green infrastructure types should be added to in terms of Dorchester, to include a focus on a new "country park" setting. Green spaces throughout future residential development will greatly improve the quality, accessibility and popularity of the new public realm. (Dorchester Town Council).

##### **General**

- Nine responses supported the definitions identified in Fig 22.1, including; Dorset Local Nature Partnership, Dorchester Town Council, Portland Town Council, Bradpole Parish Council, Yetminster & Ryme Intrinsic PC, Dorset CPRE, Bridport Environment Group and the Sutton Poyntz Society (Neighbourhood Forum).
- The proposed types and function of green infrastructure set out in Figure 22.1 support the Natural England definitions (Natural England).
- The 'emerging themes' of the Neighbourhood Plan, are; the protection of locally-valued green spaces and gaps/buffers between the settlements and appropriate scale and design of new development which protects views in and out of the town and the character of the conservation areas.

- Are additional safeguards needed in the event that post-Brexit categories mentioned in Fig 22.1 will not be recognised?

### **Recreation/leisure**

- A separate strategy is required to support health needs through GI. For example, use of Rights of Way for safer walking/cycling within and between settlements.
- Woodland and related cultural and physical activities can be valuable in promoting social inclusion & improve the local environment.
- Criteria in Fig 22.1 includes the same land-use function as described under policy COM5, The retention of open space & recreational facilities. This policy offers a degree of flexibility for proposal that impact upon existing areas of open space whilst ENV3 does not. Consideration should be given to removing outdoor recreation facilities from the fig. 22.1 since duplicating the land use function under different policies adds confusion.

### **Responses to question 22.ii:**

#### **Is there anything missing from categories?**

#### **Biodiversity/habitat**

- Habitat expansion, like native woodland creation, should form a high priority for the plan. A more direct statement on woodland creation within the green infrastructure policy is therefore required.
- Wetlands created and natural can have a positive impact on water and air quality and should be included as part of the amenity greenspace and corridor categories.
- Given that 1 in 10 UK species is threatened with extinction, biodiversity should be given much greater weight and prominence.

#### **Climate change/renewable energy**

- Would like to see specific mention of the importance of woodland and hedgerows both existing and new planting, and the possibility of developing a wood fuel industry.
- Including climate change adaptation, biodiversity, as well as the health and wellbeing benefits (Dorset Local Nature Partnership).

#### **Economy/jobs**

- The active use of green space on Portland is part of the Economic Vision for the Island. There is however recognition of possible other uses for Independent, Silklake and Yeoland's Pit (Broadcroft) (Portland Town Council).

#### **Facilities/services**

- Document should acknowledge the needs for green space / infrastructure improvements for nutrient offsetting for growth in Poole Harbour Catchment in

West Dorset. This may need to combine any Infrastructure Improvements that Wessex Water on sewage treatment works in the catchment may be doing alongside any land required and agricultural changes for offsetting growth (Environment Agency)

### **General**

- The Green Infrastructure Strategy should follow an ecosystem services approach to deliver the multi-functional opportunities of green infrastructure (Dorset Local Nature Partnership).
- Recommended that DLNP's Vision and Strategy (2014), is included in the evidence base (Dorset Local Nature Partnership).
- Would like to see reference to 'protecting the green space around the built environment' appearing in 'Local Character Areas' (Sherborne Town Council)
- Recommend that additional functions are incorporated into the definitions
- Private gardens in towns should be included and it is important that undeveloped hills are properly recognised as GI.
- Include street trees and avenues.

### **Heritage**

- The close-knit nature of Underhill surrounded by green space may require consideration of an urban green network concept. Is there a need to consider the setting of archaeological sites and landforms? (Portland Town Council).
- Further emphasis on the role of green infrastructure in helping to protect the setting of historic towns such as Dorchester.

### **Landscape**

- Local character areas need to acknowledge important views which are of more than local significance e.g. to and from the town across the Frome water meadows and related area.

### **Recreation/leisure**

- It is important that golf courses are included in this list.
- Public footpaths, bridleways and their hedgerows are missing.
- Under 'other', it is pointed out that Dorchester has its unique Walls Walks including Salisbury Field.

### **Transport**

- Provide greater opportunities to reduce car use through greater network efficiency for pedestrians, cyclists and equestrians (Dorset Local Nature Partnership).
- Suggest that "or adjoining" is added after "within" at Local Character Areas.
- The section on 'green corridors' should be extended to include their potential function as green wedges and their role in connecting town and country and enabling people to connect with the surrounding landscape.



## Other

### General

- Support for continuation of policies under the adopted local plan relating to the natural environment and the related strategic objectives (Dorset Local Nature Partnership).
- Over-riding objective should be to protect and enhance those areas of outstanding natural and built environment that are most sensitive to change (Dorset Local Nature Partnership).
- The ecological network maps developed by DLNP should form part of the evidence base and used to inform the Local Plan Review and Green Infrastructure Strategy (Dorset Local Nature Partnership).

### Recreation/leisure

- DLNP paper on Natural Health 2016 recommends funding is invested in maintaining and enhancing the natural environment so that there are places where natural health activities can be undertaken (Dorset Local Nature Partnership).
- Access to greenspace for health and wellbeing should be a delivered outcome for all development– this could either be addressed under each area-based section or included as a cross-cutting theme (Dorset Local Nature Partnership)

## 23. Design

For the Design chapter, a total of 29 responses were received. The individual comments were broken down as follows:

Number of comments made: 82

Object: 19  
Support: 32  
Neutral: 31

Specific and general consultation bodies	Key landowners / developers
<i>Dorset Police</i>	<i>C G Fry and Son Ltd</i>
<i>Dorset Local Nature Partnership</i>	<i>Sherborne Castle Estates</i>
<i>Dorchester Town Council</i>	<i>Gladman Developments Ltd</i>
<i>Sherborne Town Council</i>	<i>Persimmon Homes South Coast</i>
<i>Weymouth and Portland Borough Council</i>	<i>Blue Cedar Homes</i>
<i>Bridport Town Council</i>	<i>Wyatt Homes</i>
<i>Lyme Regis Town Council</i>	
<i>Bradpole Parish Council</i>	
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	
<i>WDDC Scrutiny Committee</i>	

### Responses on Question 23i:

**Should modular housing play a more important role in meeting housing needs within the area?**

#### Design / amenity

- Support - The criteria should be for environmentally friendly, sustainable low impact housing. (Yetminster & Ryme Intrinsic Parish Council)
- Modular housing should be supported provided that it can meet accepted design standards.
- New standards would need to be clearly evidenced by local need in accordance with National PPG.
- All forms of modular housing should be seen as a contributor to future housing needs, as one of many modern solutions.
- All designs should retain an overriding sense of character and identity with a west Dorset vernacular.
- Modular housing design should reflect existing design and build materials
- A countywide or south west approach should be fostered to improve modular design.
- Modular housing is ugly and utilitarian in appearance.

### General

- It is not considered to be a planning matter.
- It is unsuitable for Dorset.

### Responses on Question 23ii:

#### **Should there be a requirement to provide a proportion of new houses at the enhanced accessibility and adaptability standards? Or?**

### Design / amenity

- Support for enhanced accessibility and adaptability from Bradpole Town Council, Dorchester Town Council, Lyme Regis Town Council, Sherborne Town Council.
- Support for targets for a percentage of new homes to meet enhanced accessibility requirements. Clustering of these dwellings to enhance efficiency of support and management.

### Housing

- Adequate provision should be made for lifetime needs of people likely to be living in the dwellings.
- A proportion of new houses with enhanced standards would reduce the housing stock available for the whole community.
- This is dependent on evidence which we do not have but enhanced standards shouldn't reduce affordable housing provision.

### General

- Robust local evidence required to develop a policy.
- Viability should be included as a caveat to any such policy.
- Evidence base is flawed due to non-specification of aged in sheltered and nursing homes.

**Responses on Question 23iii:**

**Should the requirement for enhanced accessibility and adaptability standards in new housing apply in certain site specific circumstances only?**

**For example sites in town centre or sites with level access to facilities most suitable for people with reduced mobility.**

**Design/ amenity**

- Some sites are likely to be unsuitable for people with reduced mobility or wheelchair users.
- Objection – All housing should have built in enhanced accessibility and conversion opportunities. (Dorchester Town Council)
- Should only be applied on a building by building basis where the building is likely to be retained for people with reduced mobility.

**General**

- Arbitrary percentages should be avoided
- Objection – Sherborne Town Council does not agree with this.

**Housing**

- There is a need for a range of house types to suit all sections of the community.

**Retail/town centre**

- Town centre sites close to facilities should be the focal point for the provision of these type of units.

**Responses on Question 23iv:**

**Should a requirement for a proportion of new houses to be suitable for wheelchair users be included within the Local Plan?**

**Design / amenity**

- Objection - This policy reduces the amount of housing available for the whole community. Wheel chair accessibility should be fitted after purchase.
- Objection - No. All housing should have built-in enhanced accessibility and conversion opportunities for wheelchair users. (Dorchester Town Council)

**General**

- Support - Yes, particularly on larger developments and in town centres. (Bridport Town Council)
- Dependent on an assessment of need, with viability taken into account.

**Housing**

- Not a requirement, but a greater proportion of houses should enable easy adaptation.

- Any new housing stock should be capable of accepting the frail and elderly as they are returned to the community.

#### **Responses on Question 23v:**

**Should a requirement for new homes to be suitable for wheelchair users be introduced in certain site specific circumstances? Examples might be sites in town centres or sites with level access to facilities.**

##### **Design / amenity**

- A greater proportion of houses should enable easy adaptation.
- All housing should have built-in enhanced accessibility and conversion opportunities for wheelchair users. (Dorchester Town Council)
- Objection – No, it reduces an already small supply of houses in the open market. Wheelchair accessibility should be fitted by an owner required.

##### **General**

- Objection - This could create fragmented communities which runs counter to a desire to have truly mixed-communities (Dorchester Town Council).
- Some sites are likely to be unsuitable for people with reduced mobility or wheelchair users.
- Increased technical standards should not constrain the viability of a development proposal.

#### **Responses on Question 23vi:**

**Should there be a requirement for new housing to comply with nationally described space standards?**

##### **Design/ amenity**

- Support - There should be a requirement for new housing to comply with nationally described space standards. (Lyme Regis Town Council, Bradpole and Yetminster & Ryme Intrinsic Parish Councils)
- Support - A frequent criticism of newly built houses over the past 10 - 15 years has been the meanness of room dimensions, lack of storage and poorly thought-out internal arrangements. (Dorchester Town Council)
- Support – This should be provided alongside, not at the expense of, affordable housing. (Bridport Town Council)
- Objection – These are too small. New homes should be built significantly beyond national space standards.
- PPG puts emphasis on local authorities to justify space standards.
- No evidence of need or viability to support the assertion that space standards are necessary and/or can be achieved in this location.
- Support – Yes, adequate provision should also be made for gardens, storage and recycling facilities.

- Support - Residential properties in Britain are now being built to significantly lower standards with less space than in other European countries.

#### **General**

- Support - Present day costs may have to be incurred to ensure long-term viability.

#### **Responses on Question 23vii:**

**Is there any evidence not considered above which would support the inclusion of enhanced standards for water efficiency within the local plan?**

#### **Biodiversity/habitat**

- The requirement for recognition of Dorchester's potential negative effect on the Poole Harbour area of nature sensitivity (Dorchester Town Council).

#### **Design / amenity**

- No additional evidence has been provided and therefore enhanced standards are not supported.

#### **Other**

##### **General**

- It is important to fully integrate green infrastructure into the place-making process to deliver a wide range of benefits.
- There is an increasing proportion of elderly residents within the plan area.

##### **Housing**

- Housing quality for new builds in Sherborne is poor.
- UK dwellings fail to meet the needs of many occupants.

## 24. Coastal Change

For the Coastal Change chapter, a total of 14 comments were received. The individual comments were broken down as follows:

*Number of comments made:* 35

*Object:* 13

*Support:* 14

*Neutral:* 8

Specific and general consultation bodies	Key landowners / developers
<i>Natural England</i>	<i>Bourne Leisure Ltd</i>
<i>Bradpole Parish Council</i>	
<i>Bridport Town Council</i>	
<i>Lyme Regis Town Council</i>	
<i>Yetminster &amp; Ryme Intrinseca Parish Council</i>	

### Responses on Question 24-i:

**Do you agree that all parts of coastline except for the defended areas of Weymouth Town Centre, West Bay Harbour and Lyme Regis Harbour should be designated as a Coastal Change Management Area?**

#### General

- Support (Bradpole and Yetminster & Ryme Intrinseca Parish Councils).
- Support that the all parts of the coastline except for the defended areas of Weymouth Town Centre, West Bay Harbour and Lyme Regis Harbour should be designated as a CCMA.

### Responses on Question 24-ii:

**Should the council limit the type of development that should or should not occur in the CCMA as set out in Figure 22.1 (of the Issues and Options document)?**

#### Biodiversity/habitat

- Support to limit the types of development due to wildlife designations along the coast.

#### General

- Support (Bradpole and Yetminster & Ryme Intrinseca Parish Councils).
- Support because of concerns development in coastal areas has on land stability.
- Concern that 20 year timeframe for wide range of development types is too low.

- Concern that not all hotels need a coastal location.

#### **Responses on Question 24-iii:**

**Should the council introduce a rollback policy to allow development threatened by coastal erosion to obtain planning permission to be replaced and relocated further inland?**

##### **Biodiversity/habitat**

- Any policy should take account of the environmental protection afforded to designated area (Natural England).

##### **General**

- Objection (Bradpole Parish Council).
- Support, but needs to be subject to normal planning rules (Yetminster & Ryme Intrinsic Parish Council).
- General support for the principle of rollback, but concern that it might lead to market distortion.
- The rollback policy should also include holiday accommodation.

##### **Landscape**

- The approach wouldn't be relevant at Bowleaze Cove way because of landscape and archaeological interests inland.

#### **Responses on Question 24-iv:**

**If so, should the council restrict the types of development which can roll back?**

##### **General**

- Support for restrictions.
- The rollback policy should also include holiday accommodation.

#### **Responses on Question 24-v:**

**In areas where the risk to assets is most acute, should the councils formally allocate land for the relocation of development, infrastructure and habitat affected by coastal change?**

##### **General**

- General support (Lyme Regis Town Council).
- Objection (Yetminster & Ryme Intrinsic Parish Council).
- Not appropriate to allocate as needs change over time, particularly in the tourist industry.

##### **Landscape**

- Concern over the potential for rollback in sensitive coastal locations, e.g. the World Heritage Coastline (Bridport Town Council).



## 25. Wind Energy

For the Wind Energy chapter, a total of 20 responses were received. The individual comments were broken down as follows:

*Number of comments made: 20*

*Object: 7*  
*Support: 3*  
*Neutral: 10*

Specific and general consultation bodies	Key landowners / developers
<i>Natural England</i>	<i>Bourne Leisure Ltd</i>
<i>Yetminster &amp; Ryme Intrinsic Parish Council</i>	
<i>Bridport Town Council</i>	
<i>Portland Town Council</i>	
<i>Sherborne Town Council</i>	
<i>Dorchester Town Council</i>	
<i>Lyme Regis Town Council</i>	
<i>Bradpole Parish Council</i>	

### Responses on Question 25-i:

**Should the councils allocate suitable sites for wind energy through the local plan or rely on locally led initiatives such as neighbourhood plans?**

#### Climate change/renewable energy

- Local Plans and neighbourhood plans should maximise the production of green energy (Yetminster & Ryme Intrinsic Parish Council).
- Large scale renewable energy is incompatible with the area (Lyme Regis Town Council).
- Local Plans should allocate because the impact of wind energy can stretch over wide areas.

#### General

- Support for allocation through neighbourhood plans, because of their ability to gauge local support better than Local Plans (Bridport Town Council).
- Objection (Sherborne Town Council).
- The identification of suitable sites are being explored through the Portland Neighbourhood Plan (Portland Town Council).

- Scepticism over whether neighbourhood plans can fulfil the needs, and provide the right mix (Dorchester Town Council).
- National leadership required (Dorchester Town Council).
- Allocation should be led by the Local Plan with public consultation (Bradpole Parish Council).
- Generally mixed view as to whether Local or Neighbourhood Plans should allocate sites for wind energy.
- Allocations should provide protection for sensitive receptors including holiday accommodation.

### **Landscape**

- A Local plan led process would take full account of the protection of protected landscapes and the AONB (Natural England).
- High need for sustainable energy, but concerns about finding suitable sites because of landscape and other constraints.

## 26. Other

For Other issues, a total of 36 responses were received. The individual comments were broken down as follows:

*Number of comments made:* 54

*Object:* 21

*Support:* 1

*Neutral:* 32

Specific and general consultation bodies	Key landowners / developers
<i>Natural England</i>	
<i>Historic England</i>	
<i>Dorset County Council (Ecology)</i>	
<i>Dorset County Council (Minerals &amp; Waste)</i>	
<i>Dorset County Council (Transport)</i>	
<i>Dorset Waste Partnership</i>	
<i>Dorset Local Nature Partnership</i>	
<i>Bridport Town Council</i>	
<i>Dorset &amp; Wiltshire Fire and Rescue Service</i>	
<i>Dorset Gardens Trust</i>	

### Other

#### Climate change/renewable energy

- Climate change (flood protection and stable water levels).

#### Design

- Need to ensure there is designated space for containers and also communal bin stores where required. We also need to ensure that any new roads built are wide enough to accommodate our collection fleet (Dorset Waste Partnership).

### Facilities/services

- A new infrastructure project should be added to Schedule 1: Dorchester waste transfer facility, to be delivered by DWP (Dorset County Council).
- Potential benefits of achieving exemplary levels of IT connectivity throughout Dorset.

### Flooding

- The Strategic Flood Risk Assessment (SFRA) was produced in 2010 and is currently out of date. (Dorset County Council)
- DNLP has published a position paper on Water Management (developed with input the Dorset catchment partnerships) which recommends taking a holistic ecosystems service approach and includes the recommendation: Flood defences should be designed and managed to work with nature, and, wherever possible, should take all opportunities to enhance the natural environment (Dorset Local Nature Partnership).

### General

- Standing advice (Dorset & Wiltshire Fire and Rescue Service).
- Standing advice (Dorset County Council)
- Supporting the green economy (Bridport Town Council).
- Future status of the existing policies in the Community Needs and Infrastructure chapter - policies COM2 and COM3 isn't clear in this document.
- Urban sprawl
- Consultation maps were insufficiently clear.
- Development options should have supporting documents illustrating capacity.
- Procedural concerns – Difficult to access website material. Lack of public awareness. Consultation period too short.
- Unitary proposal – future Dorset.
- Have the implications of the Housing White Paper been considered.

### Heritage

- It is critical that the quantum of development for the allocations (their capacity) and strategic design parameters are informed by an understanding of their context including the relationship to individual assets (Historic England).
- The emerging Plan and background documentation implies harm to heritage assets will occur but does not set out what that harm will be and how it might be mitigated (Historic England).
- Greater detail is provide of the evidence gathered and applied so that the level of impact on the significance of the affected heritage assets is clear, whether any harm can be offset, and if so how? (Historic England).
- Heritage does not appear in its own right in the Consultation. Trust's Gazetteer of locally significant sites is currently not recognised by the Councils.

### **Resources**

- The development options have not included the impact on soils as a potential issue for the allocations (Natural England).
- Where building stone (other than Portland Stone – discussed separately) is present, prior extraction is less likely to satisfy the requirements of Policy SG<sub>1</sub> (Dorset County Council).
- The intention of the Minerals Safeguarding Area is to prevent unnecessary sterilisation of important mineral resources. Where development options coincide with the Mineral Safeguarding Area, this should be flagged up within the Plan (Dorset County Council).
- Through adopting the Catchment Based Approach at a landscape scale partners recognise that many activities can affect the quality of the water environment, with issues arising from both rural and urban areas. Increases in the housing allocation in the catchment will influence the quality of the water environment.

### **Schools/health**

- Environmental Issues with Radon.

### **Transport**

- Many junctions on the key A354 corridor are approaching capacity, and will require enhancements to accommodate sizeable levels of new growth (Dorset County Council).
- We are keen to ensure a high quality bus stop with superior facilities that might be expected on a high quality bus corridor.