

**Only Policies that we had comments on are included in this response.**

**General Comments:**

The word 'should' is used in a variety of meanings throughout this document. For example it is used as an imperative in Policy Env 9 ii). yet in the general advice term in Policy Env 1 iii). and unclear in Policy Hous 5 i).. The word 'should' is also frequently included in conditional sentences, as in Env 5 i). where it is already conditional by the term 'where possible' and this further weakens the intention.

'Should' expresses a personal opinion or general advice and cannot be equated to 'must' or 'have to'. It is usually associated with offering advice or opinions, yet frequently is interpreted as 'must'. This ambiguity is unhelpful in interpreting the Policies and could lead to considerable legal costs should a developer not agree with the interpretation intended.

**Chapter 2 - Environment Policies:**

**ENV 1. LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST**

- i) The plan area's exceptional landscapes and seascapes and geological interest will be protected, taking into account the objectives of the Dorset AONB Management Plan and World Heritage Site Management Plan.
- ii) Development which would harm the natural beauty of the Dorset Area of Outstanding Beauty, including its characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness, will not be permitted.
- iii) Development should be located and designed so that it does not detract from and, where reasonable, enhances the local landscape character. Any development that would otherwise have an adverse impact on the landscape, seascape or geological interest of the area will only be acceptable if the impact will be adequately mitigated.
- iv) Substantial harm to or loss of a historic park or garden will not be permitted.
- v) Regionally Important Geological and Geomorphological Sites (RIGS) will be maintained for their scientific and educational value.

**Fully supportive for the strong protection of AONB.**

**The protection of the landscape from visual intrusion by renewable energy schemes is strongly supported, but there needs to be cross reference to the Renewable Energy Strategy and its 'sensitivity analysis methodology', and permission granted in cases where there is a valid need, the benefits are fully calculated, and considered justified in the balance with the damage to the landscape.**

**ENV 2. WILDLIFE AND HABITATS**

- i) Nationally or internationally designated wildlife sites (including proposed sites and sites acquired for compensatory measures), and protected species will be safeguarded from development that could adversely affect them.
- ii) *Dorset Heaths International designations.*
- iii) *Poole Harbour International designations.*
- iv) Elsewhere, development that would adversely affect nature conservation interests, including Sites of Nature Conservation Importance, Local Nature Reserves, ancient woodlands, veteran trees and hedgerows, and key wildlife corridors will be resisted.
- v) Development of major sites will be expected to demonstrate no net loss in biodiversity, through the retention or restoration of habitats and features within the site, the planting of trees and

woodlands, the management of open space for biodiversity, and taking opportunities to help connect and improve the wider ecological networks.

**We fully supportive of this Policy, but the Jurassic Coast needs to be included in the Table on Page 17.**

### **ENV 3. GREEN INFRASTRUCTURE NETWORK**

**We would like to see Town and Parish Councils specified as 'relevant partners' in the first bullet point.**

### **ENV 5. FLOOD RISK**

i) New development or the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, fluvial and coastal sources) where possible. The risk of flooding will be minimised by:

- steering development towards the areas of lowest risk and avoiding development in the higher flood risk zones
- ensuring development will not generate flooding through surface water runoff and/or exacerbate flooding elsewhere

ii) In assessing proposals for vulnerable types of development in an area with a medium or higher risk of flooding, the council will need to be satisfied that:

- there are no reasonably available alternative sites with a lower probability of flooding (where a site has been allocated this test will have been satisfied) and
- adequate measures will be taken to mitigate the risk and ensure that potential occupants will be safe, including measures to ensure the development is appropriately flood resilient and resistant, and
- safe access and escape routes are provided where required.

In the case of major development on unallocated sites, the development will provide wider sustainability benefits to the community that clearly outweigh the flood risk.

iii) Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of a flood defence scheme.

**Flood plain zones need reviewing in the light of the recent flooding, and updated accordingly, as part of this Local Plan process.**

**We would also like to see a policy that ensures future developments have clear plans for expelling sewage, and avoid stressing local waterways downstream that would exacerbate flooding.**

### **ENV 7. COASTAL EROSION AND LAND INSTABILITY**

i) New development will be directed away from areas vulnerable to coastal erosion and land instability, to avoid putting people at risk

ii) Development will not be permitted in areas where it likely to be subject to land instability or potential instability unless it can be demonstrated that the site is stable or could be made stable, and that the development is unlikely to trigger landsliding, subsidence, or exacerbate erosion within or beyond the boundaries of the site.

iii) The council will identify Coastal Change Management Areas through a supplementary planning document, based on the Shoreline Management Plan and supporting evidence. Within these areas no new development will be permitted for residential or similarly occupied uses. The replacement of

properties affected by coastal change may be permitted within a defined area agreed through a community relocation strategy as an exception to normal policy.

**Very supportive of this Policy.**

#### **ENV 8. AGRICULTURAL LAND AND FARMING RESILIENCE**

- i) Community schemes providing local food, or crops for local energy production, will be encouraged.
- ii) Where possible, the council will steer built development towards areas of poorer quality agricultural land where this is available, except where this would be inconsistent with other policy considerations.

**We are very supportive of encouraging community schemes providing local food.**

#### **ENV 9. WATER RESOURCES**

- i) Development within Groundwater Source Protection Areas (identified on the proposals map) or close to a private water supply, will only be permitted if there is no significant risk of pollution
- ii) Where practicable, sustainable drainage systems should be used to collect and, if possible, re-use the water within the development, filter out pollutants and allow excess water to soak into the ground.

**Bullet point 2 – the use of the word ‘should’, significantly weakens this Policy given it is already conditional by the phrase ‘where practicable’. We feel this should say ‘must’. Also, ‘where practicable’ - definition of how this will be applied. Whose judgements and when made?**

#### **ENV 10. CONTAMINATED LAND**

**Paragraph 2.4.18 – The second sentence uses the word ‘should’ (i.e. advises) which weakens the intention and we recommend using the term ‘must’.**

#### **ENV 11. THE LANDSCAPE AND TOWNSCAPE SETTING**

- i) Development should be in harmony with the site and its surroundings
- ii) Development will provide for the retention and protection of existing trees and hedgerows, ponds and watercourses, key views and spaces and other features of merit where their removal would significantly harm the character or enjoyment of the site or surrounding area
- iii) Development should provide sufficient hard and soft landscape treatment before or within a reasonable timescale of its implementation, to successfully integrate with the character of the site and its surrounding area
- iv) Opportunities to incorporate features that would enhance local character, including public art and/or relating to the historical, ecological or geological interest of a site, should be taken where practicable and appropriate.

**Bullet Point 1 and 3. Is the intention that this is general advice, or an imperative? We propose that the word ‘must’ needs to be used in place of ‘should’ )?**

**Same point as above for bullet point 4, but even more woolly as already conditional by the terms ‘where practicable; ‘should’ is inappropriate and requires an alternative word/s such as ‘must’ or ‘needs to’, dependent upon the intention of the writer.**

### **ENV 12. THE PATTERN OF STREETS AND SPACES**

- i) Within and adjoining existing settlements, development should where practicable ensure that:
- streets and spaces are well-defined, safe and pleasant to use, with active and overlooked public areas and secure private areas. In residential areas, or where pedestrian activity is high, the design of new vehicular routes should aim to keep traffic speed below 20mph
  - places are well-connected and do not unduly limit opportunities for future growth. Bus routes and bus stops, and strategic cycle and pedestrian routes, should be planned for (even if they are not immediately used or built)
  - the design of routes reflects the likely levels of use, and key routes will be easily identifiable through their alignment and use of vistas.

**In the text leading to this Policy, the term ‘cycle’ is used which can mean either powered or none-powered machines. It would be clearer to use the term bicycle.**

**Paragraph 2.5.12 first bullet point – it would help make the intention clearer if a very short explanation of why is added (e.g. as it helps reduce crime).**

**Review bus routes serving new developments as part of the development process to ensure the intention of use of public transport is realistic and achievable.**

### **Chapter 3 – Sustainable Pattern of Development Policies:**

### **SUS 1. THE LEVEL OF ECONOMIC AND HOUSING GROWTH**

- i) In the period 2011-2031 provision should be made for a deliverable supply of
- employment land of 43.6 ha in West Dorset and 16.7ha in Weymouth and Portland.
  - housing land to accommodate in the region of 2,350 dwellings every 5 years in West Dorset and 800 dwellings every 5 years in Weymouth and Portland.

**Although we accept Bridport is a ‘relatively’ self-contained market town within the Dorset context, there are still insufficient jobs, and efforts to improve the local economy are needed to fully justify any additional housing.**

**We fully accept additional houses are needed to meet local peoples’ needs, improve the local economy and encourage younger people stay in the area. However we have concerns that the nature of the houses that are likely to be built will not be designed with future needs in mind, that the demographics very clearly demonstrate there will be older people that require accommodate.**

### **SUS 2. DISTRIBUTION OF DEVELOPMENT**

- i) Development will be distributed according to the following settlement hierarchy, with a greater proportion of development at the larger and more sustainable settlements.
- The main towns of Dorchester and Weymouth (of which Chickerell and parts of Littlemoor form outlying parts) will be the highest priority locations for new development.

## SYMONDSBURY PARISH COUNCIL COMMENTS ON WDDC DRAFT LOCAL PLAN

- Elsewhere in the plan area, the market and coastal towns of Beaminster, Bridport, Lyme Regis, Portland and Sherborne and the village of Crossways will be a focus for future development.
- Development in rural areas will be directed to the settlements with defined development boundaries, and will take place at an appropriate scale to the size of the settlement. Settlements with no defined development boundary may also have some growth to meet their local needs.
- iv) Within the defined development boundaries residential, employment and other development to meet the needs of the local area will normally be permitted.
- v) Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside, and be restricted to:
  - agriculture, forestry or horticulture or related enterprises such as farm diversification and equestrian development
  - alterations and extensions to existing buildings in line with their current lawful use, including their subdivision or replacement
  - new employment, tourism, recreational or leisure-related development
  - new homes restricted to affordable housing, rural workers' housing, sites for gypsies, travellers and travelling showpeople or the replacement of properties affected by coastal change in a location identified in an approved local development document
  - proposals for the generation of renewable energy or other utility infrastructure
  - flood defence, land stability and coastal protection schemes
  - local facilities appropriate to a rural area
  - specific allocations in a development plan document.

**Para 3.3.12 Defined Development Boundaries appear to have changed (e.g. Vearse Farm now appears within Bridport DDB). Explanation and inclusion in this consultation is required.**

**We would like to see encouragement of home-workers included in this Policy (to better utilise the rural areas as well as reduce transport pressures), consequently we support building homes that are built with this purpose in mind (i.e. suitable room layouts and fast broadband connection).**

**We have concerns that forecast needs are not sufficiently forward focussed and are very much related to the current population make-up rather than those the plans will actually be developed for.**

**Concerns that there is no consideration of the additional health provision costs associated with the larger developments. For example, with the potential of an extra 1,000 families in Bridport then expanding the medical centre must be a consideration.**

### **SUS 3. NEIGHBOURHOOD DEVELOPMENT PLANS**

i) Neighbourhood Development Plans should:

- show how they are contributing towards the strategic objectives of this plan and be in general conformity with its strategic approach
- clearly set out how they will promote sustainable development in their area at the same level or over and above that which would otherwise be delivered through the local plan
- have due regard to information on local need for new homes, jobs and facilities, for their plan area and any outlying areas which they may serve
- demonstrate that they are credible, justifiable and achievable. This can be assisted by involving landowners, developers and service providers in their preparation.

**Use of the word 'should', reduces the weight of this Policy and is not in line with National Policy (i.e. the Localism Act). The Localism Act obliges conforming to the bullet points as listed in the Plan. We propose changing the word to 'must'.**

**We support the Bridport Town Council's response that in para 3.4.2 after "(including those who live, work, or visit the area)" add "parish councils" (as in the diagram).**

**SUS 4. RE-USE AND REPLACEMENT OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES**

i) The replacement or adaptation and re-use of rural buildings will be permitted where:

- the buildings are of permanent and substantial construction and would not need to be substantially rebuilt in order to be re-used
- the buildings do not need to be substantially extended; and - their form, bulk and design, both existing and proposed, are in general keeping with their surroundings and where development is for one of the following uses:
  - employment;
  - affordable housing, where the proposal is capable of meeting an identified, current, local need which cannot otherwise be met;
  - essential rural workers' dwellings;
  - community uses, where the buildings are accessible and immediately proximate to the community served;
  - tourism uses (other than tourist accommodation), where there is a justifiable need for a rural location; or
  - built tourist accommodation where employment, affordable housing and community uses have all been considered as the first preference but have been demonstrated not to be viable, practicable or needed

ii) The replacement of a building will only be permitted where its continuing use would otherwise be consistent with other policies in this plan. Where this would involve the loss of a farm building that makes a positive contribution to the local character, its replacement must be shown to produce substantial planning benefits, such as economic regeneration or environmental enhancement.

**Bullet point ii). We do not understand the first sentence, it does not make sense.**

**Chapter 4 - ECONOMY POLICIES:**

**ECON 1. PROVISION OF EMPLOYMENT**

i) Provision of land for employment uses will generally be supported:

- within or on the edge of a settlement,
- through the expansion of existing sites,
- as part of a farm diversification scheme,
- through the re-use or replacement of an existing building, or
- in a rural location where this is essential for that type of business.

ii) Proposals for live-work developments will be supported in locations considered suitable for open market residential development.

**We are very disappointed that there is no policy within this chapter that stresses the importance of using local labour and fully exploiting the potential for the few large developments to train local youngsters.**

**We believe there should be encouragement of traditional industries that have shaped the area, such as boat building and arts & crafts .**

**In bullet point ii). Clarification of the term live-work would be helpful. Does it include homes with workspace included such as retail units/workshops?**

**ECON 2. PROTECTION OF KEY EMPLOYMENT SITES**

- i) Within key employment sites (*Vearse Farm is included as a key employment site*) applications for B1 (light industrial), B2 (general industrial), B8 (storage and distribution) and other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses.
- ii) The use of key employment sites for employment purposes other than B1, B2 and B8 may be appropriate if it can be proven that the use provides on-site support facilities or demonstrates an economic enhancement over and above B1 / B2 / B8 uses. Such development should not prejudice the efficient and effective use of the remainder of the employment area.
- iii) Retail uses will not generally be supported. Exceptionally, uses which have trade links with employment uses or are un-neighbourly in character (such as car showrooms, tyre and exhaust centres, or trade counters) may be permitted on employment sites which have good access to a range of transport options.
- iv) Other uses that do not provide direct, on-going local employment opportunities will not be permitted.

**We are generally supportive of this Policy; however the impact on any private roads also needs taking into account (as the Highways Department do not include these in their consideration) and we propose including an additional point to include this.**

**ECON 3. PROTECTION OF OTHER EMPLOYMENT SITES**

- i) Outside key employment sites, the redevelopment of existing employment sites to an alternative employment use will normally be permitted.
- ii) The redevelopment of employment land and premises for non employment uses will be permitted where:
  - the present (or where vacant or derelict, the previous) use causes significantly harm to the character or amenities of the surrounding area and it has been demonstrated that no other appropriate viable alternative employment uses could be attracted to the site; or
  - it can be proven to the satisfaction of the council that an adequate supply of suitable alternative employment sites is locally available; or
  - mixed use redevelopment of the site would offer important community benefits with no significant loss of jobs / potential jobs, and the proposed mix of uses would be in accordance with other planning policies.

**Note ii). First dash point, the brackets needs to be closed after 'derelict'.**

**General point that WDDC should consider the contribution that PTW (Powered Two Wheel) vehicle riders make to the local economy. The profile of PTW vehicle riders has changed in recent years and now largely consists of middle-aged people with money to spend that could be spent in our area that relies so much on tourism. It is also now a much greener form of transport following the inclusion of catalytic convertors on modern bikes and Government Guidelines strongly encourage greater use of them in place of cars.**

**Indeed the Dorset CC Policy on parking includes the following statement: 'Good parking management is essential to ensure that both residents and visitors can move freely and safely within the county by whichever means of transport they may choose.....there is a fair and adequate allocation of parking to meet the varied needs of residents, visitors and businesses. Clearly the intention is beyond cars.**

**iii). Include provision for PTWs**

**ECON 7. CARAVAN AND CAMPING SITES**

- i) New caravan and camping sites should be well located in relation to existing facilities or make appropriate provision for facilities on site.
- ii) All schemes should not, individually or cumulatively, harm the landscape character or rural amenity of the countryside.
- iii) Extensions to existing sites should clearly demonstrate that the proposal forms part of a long term management, layout and landscaping plan to improve the quality and appearance of the site and reduce its visual impact on the landscape.
- iv) Development involving the change of use of a site (wholly or in part) from touring accommodation to static accommodation will not be permitted where this would significantly reduce the range of tourist accommodation in the locality.
- v) Proposals involving the provision of new site facilities, internal reorganization, or intensification must include landscape improvements relevant to the development and a scheme for their maintenance.

**Bullet point ii) & iii). . The word ‘should’ – meaning is not clear, is this mandatory or general advice? Suggest using alternative words such as ‘must’ (mandatory) or if advisory only ‘ought’.**

**ECON 8. FARM DIVERSIFICATION**

- i) Farm diversification projects (for agricultural and other land-based rural businesses) for the use of land or buildings for non-agricultural employment purposes will be supported, provided they are in keeping with the rural character and comprise:
  - The use of land; or
  - The re-use or replacement of an existing building or buildings; or
  - New ancillary development immediately adjoining an existing farm building or groups of buildings (provided that there are no redundant buildings capable of re-use or conversion and the proposed new development is of a size appropriate to the project’s functional requirements).
- ii) The proposed diversification must make a long term contribution to sustaining the agricultural enterprise and demonstrate that it will not result in a one off capital receipt.

**We would like to add a further condition to ensure the diversification does not adversely affect the quality of life in the neighbourhood. Consequently we would like to see an addition to the second bullet point:**

- that impact on local properties and roads, particularly any significant increase in traffic movement will be limited.

**ECON 10. EQUESTRIAN DEVELOPMENT**

- i) Equestrian developments, including extensions to existing premises, will be permitted where:



- The scale of development is appropriate to the proposed use and the number of horses to be kept; and
  - Adequate supervision can be provided without the need for new or additional on-site residential accommodation; and
  - In the case of substantial built development proposals, a satisfactory independent assessment is submitted regarding the long term economic viability of the enterprise.
- ii) New buildings should relate well to existing buildings, and make use of existing buildings where possible.
- iii) Proposals to re-use or adapt substantial purpose-built equestrian holdings for non-equestrian uses will only be permitted where it can be demonstrated that continued equestrian use is inappropriate or unviable.

**Intended interpretation of 'should' in second bullet point – mandatory or advisory'?**

### **Chapter 5 – Housing:**

#### **HOUS 2. AFFORDABLE HOUSING EXCEPTION SITES**

- i) Small scale sites for affordable housing adjoining settlements may, as an exception to normal policy, be permitted provided that:
- the council is satisfied that the proposal is capable of meeting an identified, current, local need within the town, local parish or group of parishes, which cannot otherwise be met;
  - the scheme is of a character and scale appropriate to the location;
  - there are secure arrangements to ensure that the benefits of affordable housing will be enjoyed by subsequent as well as initial occupiers.

**“All newly-built exception sites (including urban sites) should have protected status, being retained in perpetuity as affordable housing.**

#### **HOUS 3. OPEN MARKET HOUSING MIX**

- i) Wherever possible, residential developments should include a mix in the size, type and affordability of dwellings proposed, taking into account the current range of house types and sizes and likely demand in that locality.

**A percentage of open market houses should be constructed with elderly or disabled occupants in mind and based on predicted demographics .**

#### **HOUS 5. SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE**

- i) The following considerations will be taken into account in the determination of locations for gypsy and traveller and travelling showpeople sites:
- Sites should be well located to the highway network, and enable access to schools, shops and healthcare;
  - Sites should provide for adequate on site facilities for parking storage, play and residential amenity.

**We should like to see an additional bullet point along the lines of: The scale, siting design and external appearance of the site should be designed to minimise adverse impact on the landscape character and residential amenity as far as practicable.**

**Chapter 6 – Community Needs and Infrastructure:**

**COM 1. MAKING SURE NEW DEVELOPMENT MAKES SUITABLE PROVISION FOR COMMUNITY INFRASTRUCTURE**

ii) Where new development will generate a need for new or improved community infrastructure, and this need is not met through the Community Infrastructure Levy, suitable provision should be made on-site in larger developments or, if not practicable to do so, by means of a financial contribution. The provision should be appropriate to the scale and needs of the development having regard to:

- existing facilities in the area, including the quantity and quality of provision
- the economic viability and the need for the development.
- the ongoing maintenance requirements.

iii) Community infrastructure will be phased to come forward in advance of, or at the same time as, the development when negotiated through planning obligations. When delivered through the Community Infrastructure Levy, such provision will be expected to take place as soon as reasonably practicable after the funds are collected.

iv) Contributions will not be sought from new community facilities or affordable housing, with the exception of site-specific measures necessary to make that development acceptable.

**Note numbering requires correction as currently numbering starts at ii). rather than i).**

**When large developments in a Parish significantly change the nature of the area the CIL should be focused sufficiently to ensure community infrastructure is in place in order that the original community is not disadvantaged.**

**Lots of 'shoulds' that possibly should be 'must'.**

**There isn't a policy concerned with ensuring that there are appropriate community facilities to meet the future needs of the population. This is a key omission as the provision of facilities for dementia care is very important in light of the predicted numbers of people needing such. Consequently we would like to see an additional policy developed in partnership with the Health sector that addresses this issue.**

**COM 2. NEW OR IMPROVED LOCAL COMMUNITY BUILDINGS AND STRUCTURES**

i) Proposals for new or improved local community buildings or structures will be permitted providing the proposal is within or adjoining an existing settlement, or where it involves the re-use of rural buildings, provided that:

- The proposal would be well-located to be accessible to its main catchment population and would not generate significant single purpose trips by private car; and
- The proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community

ii) Regard will be had to the desirability of concentrating new community buildings and structures in settlements, especially where new housing development is permitted, and also ensuring that, where practicable, the design allows for a range of current and future uses.

**i). First dash point, does it really mean private cars or motor-cycles as well? if so, suggest replacing 'car' with 'transport'.**

**COM 7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK**

- i) Development should be located where the volume of traffic likely to be generated can be accommodated on the local highway network without causing road safety problems or exacerbating community severance. Development will not be permitted where the residual cumulative impacts on the efficiency of the transport network are likely to be severe.
- ii) Development will not be permitted unless it can be demonstrated that it would not have a detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions. Transport Assessments and Travel Plans should be provided in accordance with the requirements of the Local Highway Authority published thresholds.
- iii) The delivery of a strategic cycle network and improvements to the public rights of way network will be supported. Development should not result in the severance of existing or proposed routes. Where development proposals provide the opportunity to significantly improve links within the public rights of way network, an appropriate link through the development will be required.

**Terminology consistently refers to 'cars' when it really means private transport.**

**'For clarity, bullet point i). Really needs to be split into two, as separate points being made.**

**Cycle should state bicycle if that is the intention as motor cycles/scooters/mopeds could also be implied.**

**Propose that an additional point is made along the lines of "There must be a comprehensive review of commercial and subsidised bus services requirements to meet new developments as part of the Planning process".**

**COM 9. PARKING STANDARDS IN NEW DEVELOPMENT**

- i) Parking should be provided in association with new residential development. The amount of car parking to be provided will be assessed under the methodology set out in the Dorset Residential Car Parking Study (or its replacement), taking account of the following factors:
  - Levels of local accessibility;
  - Historic and forecast car ownership levels;
  - The size, type, tenure and location of the dwellings;
  - The appropriate mix of parking types (e.g. unallocated, on-street, visitor etc) Cycle parking facilities should be provided where suitable private storage is not provided, at a ratio of one cycle space per 2 dwelling units.
- ii) *Parking standards for non-residential development...*

**There is inadequate provision for PTW and propose additional text along the following lines (there are many Guidance Documents and other Local Authority Policies that we looked at but the following seemed to us to be good practice and is taken from Warwickshire LA Transport Plan) :**

**Motorcycles and Other Powered Two-Wheelers (PTW)**

**All non-residential developments should provide a minimum of 1 space for the parking of powered two wheeled vehicles for every 25 car parking spaces derived through application of the methodology set out in the Dorset Residential Car Parking Study.**

**PTW spaces should be secure, well lit and situated in prominent, accessible locations, ideally on sites that benefit from casual surveillance by passers by or more formal surveillance by staff or CCTV. For security, the use of anchor points based on steel rails or hoops is recommended as a minimum.**

**They should measure 1.4 x 2.3 metres, marked out by white lining and the words 'Motorcycle Parking Only'. They should be covered, on a flat surface, on good quality hardstanding that does not become soft in hot weather (a problem with tarmacadam), and, where not covered, they should be away from the canopies of existing or proposed trees.**

**COM 10. THE PROVISION OF UTILITIES SERVICE INFRASTRUCTURE**

**COM 11. RENEWABLE ENERGY DEVELOPMENT**

i) Proposals for generating heat or electricity from renewable energy sources will be permitted providing that the technology is suitable for the location and the scale, form, design and materials can be satisfactorily assimilated into the local landscape, townscape or areas of historical interests and minimise harm to residential amenity by virtue of noise, vibration, overshadowing, flicker, or other detrimental emissions, taking into account the extent to which that development will contribute towards the national target.

**This Policy must be cross-referenced to the Renewable Energy Strategy to ensure the restrictions regarding siting large installations in AONBs is formally part of the Planning Policy. “The landscape sensitivity analysis methodology developed within Dorset to understand whether sensitive areas are capable of accommodating the visual impacts of renewable energy installations should be used to ensure wind developments are appropriately sited in the landscape.”**

**Also add a further Policy that states all Parishes within the sight line of large installations to be consulted on the Application ( in line with the Localism Act – to enable communities to influence decisions that affect their lives).**

**Chapter 13 – Bridport:**

**BRID 1. LAND AT VEARSE FARM**

i) Land at Vearse Farm (as shown on the Proposals Map) will provide for the strategic growth of Bridport through a comprehensive mixed-use development of about 760 homes and 4 hectares of employment land (including land set aside for ‘affordable’ community-led business development and land for a replacement Dorset County Council Highways depot), and associated community facilities (including land for a replacement primary school and children’s centre and a replacement facility for Sydney Gale House residential care home run by Dorset County Council).

ii) Delivery will be phased with the intention of providing in the region of 50 to 70 homes a year with an equivalent proportion of employment workspace and community facilities.

iii) The use of district heating networks will be examined and if practicable made a requirement of the development.

**iv)** The development will be guided by a masterplan prepared by West Dorset District Council working with Bridport Town Council and Symondsburry Parish Council. It should ensure that:

- the floodplain of the River Symene where it flows through the site is kept free of built development to provide a linear riverside greenspace.

- rising land to the south of the site will remain undeveloped and be managed as public open space for the long-term benefit of the local community and wildlife, to become a designated local greenspace.

- pedestrian and cycle links are provided within the development linking to the centre of Bridport and to the surrounding areas including the countryside.

- highway improvements identified as necessary for the development go ahead, following a full transport assessment. Primary vehicular access should only be from the B3162, West Road (with the

exception of emergency vehicles / public transport). The layout should allow for a bus route through the site.

- strategic planting within and to the south and west of the site is carried out in advance of the site being developed, to soften the visual impact of the development in wider views. Existing hedgerows should be retained where possible.

- The location and layout of uses has regard to safeguarding the residential amenity of nearby properties.

**It is essential that the administration issues arising from this development (sitting within Symondsburry Parish Council, yet having significant cost impact upon Bridport Town Council) are addressed before the development commences. We consider that it to be very important it stays within Symondsburry Parish, as otherwise it will be a dominant development within the centre of the parish, thus severing it. It is essential that it not only meets the needs of the wider locality but also benefits the very local residents. If done well it could revitalise our aging parish.**

**We believe that the number of houses could be reduced in light of 'local' need and that they should be designed for local people, not holiday homes. Greater consideration of predicted demographics need to be applied to ensure the homes are designed for the aging population that they serve.**

**At least 35% of the site should be allocated for affordable housing and the Parish Council has agreed that a Community Land Trust would be the best means to take forward the Affordable Housing element.**

**The employment element needs to be carefully planned in order to be sympathetic to the residential element and not result longer-term in unacceptable noise levels and traffic movement etc.**

**Consideration should be made for a Retirement Village within the site given that evidence suggests residents of such tend to have moved into them from a 5 mile radius. To ensure it meets local needs we could insist on a 'locality' link as a condition of occupancy. It is an ideal site in its proximity to the Medical Centre and the town centre.**

**bullet point iv). Dash point 3, replace 'cycle' with bicycle (if that is the intended interpretation). Dash point 4 where the word 'should' is used – 'must' or 'general advice that can be heeded or not'?**

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

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

**Whilst there are concerns locally regarding development of this site for a Waste Management Facility , should this fall through any alternative development must be excluded.**

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