

## Yetminster & Ryme Intrinsic Neighbourhood Plan - Submission Plan Representation Summary

Yetminster & Ryme Intrinsic Parish Council submitted the final version of the Yetminster & Ryme Intrinsic Neighbourhood Plan (2021) to Dorset Council for independent examination in June 2021. People were given seven weeks from 25 August 2021 until the end of Wednesday 13 October 2021 to comment on the content of the plan or how it was produced. At the close of the public consultation ten representations were received.

Rep ID	Respondent	Summary
1	Blandford Forum Town Council	The Town Council notes the submission but has no comments.
2	D2 Planning	<p><u>Housing Need</u></p> <p>The current adopted Local Plan covers the 20 year period 2011-2031. The Neighbourhood Plan (NP) proposes to cover a period 2017 to 2037. It is unclear how the Neighbourhood Plan has calculated a housing provision from the Local Plan period if it has used data underpinning the Housing Needs assessments from the current Local Plan. Paragraph 31 of the NPPF is quoted. This advice equally applies to the preparation of the NP and the NP has not carried out this assessment. Accordingly, there can be no support in the suggested housing provision for the NP in the period 2011-2037</p> <p><u>Omission site: Chapel Meadow, Yetminster / Policy H1 Housing Land</u></p> <p>Objections to the non allocation of land to the north of Chapel Meadow, Yetminster (3.95 ha) which is eminently suitable for residential development.</p> <p>The NPPF sets out guidance for the allocation and release of housing. Sites should be available, achievable and sustainable. The site exhibits all of these qualities as follows:</p> <ul style="list-style-type: none"> <li>i) The site is available, achievable and deliverable in line with the guidance in NPPF;</li> <li>ii) The site has a high landscape capacity to support a major urban expansion without offending the principle of good Planning;</li> <li>iii) The development can take place on land outside of the functional floodplain and in line with the guidance in NPPF;</li> <li>iv) The site has been intensely farmed and therefore there is little of ecological merit on the land. A development can be accommodated with a relatively low adverse ecological impact and a net ecological gain;</li> <li>v) Development can take place without infringing any areas of archaeological interest;</li> <li>vi) There are no background noise levels which would be a constraint for development;</li> <li>vii) All of the requisite utilities can be made available e.g. gas, electricity, water etc. to the development by the usual</li> </ul>

	<p>method of developer funding extensions and reinforcements;</p> <ul style="list-style-type: none"><li>viii) The expansion of the settlement would not result in the loss of best and most versatile agricultural land;</li><li>ix) The development could deal with the existing traffic constraints and problems whilst providing a number of potential improvements e.g. to public transport, infrastructure and the redirection of through and local traffic from the town urban area;</li><li>x) The development would provide a range and mix of house types including affordable housing to specifically meet local needs. The site has been submitted to the Council's Call for Sites (Ref. No. WD/TEYM/003) (attached).</li></ul> <p>It concluded that the site was “a development site”. An issue was raised with regards the suitability of the access but the objectors have purchased a residential property and a suitable access can be provided to secure the site. Recommendation Allocate land to the north of Chapel Meadow, Yetminster for residential development.</p> <p><u>Policy H4 Defined Development Boundary</u></p> <p>Objections are lodged to the suggested development boundary. We agree that Yetminster should be identified as a Tier 3 settlement in the Southern Dorset Functional Area. It represents a sustainable location in principle for additional residential development. Yetminster benefits from a range of facilities (listed). These facilities would enable additional residents to meet their day to day needs within the settlement.</p> <p>Additional development would also help sustain these facilities particularly, post Covid given the Government's initiative to stimulate economic development. Furthermore, Yetminster is served by both bus and train services. The bus service provides a link with Yeovil and Sherborne. There is a train service to Yeovil, Dorchester and Weymouth. Clearly, there are alternative transport modes to the private car which further emphasises the settlement's sustainable credentials.</p> <p>Yetminster is rightly identified as a Tier 3 settlement and capable of accommodating additional residential development. The objectors control land to the north of Chapel Meadow (3.95 hectares) which is ideally placed for residential development. We believe that the settlement limit should be altered to include the site as a residential allocation. The availability of the site for residential development is identified with the Council's SHLAA Ref. No. WD/YETM/03. (attached)</p> <p><u>Policy EN5 Land of local landscape importance</u></p> <p>Objections are lodged to the inclusion of land to the north of Chapel Meadow within this designation. The land has been submitted to Dorset Council's Call for Sites. The response is now that this was a 'developable site'. With specific regard to landscape, there was no comments made regarding the site being of local landscape importance. Indeed, the Council's response stated: - “Level site well contained in wider views. This site has the potential to absorb development without significant adverse impact on the wider landscape.”</p> <p>There were no comments about this site performing any particular landscape objective or being of importance. Accordingly, there is no justification or indeed evidence for the site to be identified in this designation.</p>
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		<p>Recommendation The site be excluded from this designation. This designation should be removed for the site on Map 4.</p>
<p>3</p>	<p>Dorset Council – Spatial Planning</p>	<p><u>Plan Period</u></p> <p>Dorset Council supports the proposed Plan period 2017 – 2036 which offers a 15-year time horizon (as of 2021).</p> <p><u>General</u></p> <p>Map 3 Defined Development Boundary &amp; Site Allocations – The map resolution is supported, however, it is recommended that additional policy labels are applied to each of the site allocations.</p> <p>Map 4 Green Spaces and Community Facilities – The scale and clarity of map 3 is supported, however, it is suggested that the difference between the Green Spaces designations could be further emphasised through a change to the colour pallet or hatching width.</p> <p><u>Policy EN1: Building Conservation</u></p> <p>Dorset Council is supportive of this conservation policy which is considered to be in general conformity with Policy ENV4 of the adopted local plan. The cross references to Table 1 Yetminster Conservation Area – Special Interest and Table 2 Locally Important (unlisted) Buildings and Heritage Features are considered helpful.</p> <p><u>Policy EN2: Local Landscape Character</u></p> <p>Dorset Council is supportive.</p> <p><u>Policy EN3: Local Biodiversity</u></p> <p>Dorset Council is supportive of the policy objective and its cross reference to the Dorset Biodiversity Appraisal Protocol.</p> <p><u>Policy EN4: Local Green Spaces</u></p> <p>Dorset Council is supportive of the policy objective and its helpful cross reference to Map 4 and Table 3.</p> <p><u>Policy EN5: Land of Local Landscape Importance</u></p> <p>Dorset Council is supportive of the policy objective and its helpful cross reference to Map 4 and Table 3.</p> <p><u>Policy EN6: Views</u></p> <p>Dorset Council is supportive of the policy objective but is concerned that some of the views depicted are distant and expansive rather than defined and discreet. Views should not be expansive but should be from point A to point B. Views over the open countryside are not considered generally acceptable unless they are focused on features.</p> <p><u>Policy EN7: Important Open Gap</u></p> <p>Dorset Council is supportive of the policy objective to maintain the historic gap between Yetminster and Ryme Intrinsic and</p>

		<p>the helpful cross reference to Map 4 which clearly depicts the designation both sides of the road.</p> <p><u>Policy EN8: Footpaths and Bridleways</u></p> <p>Dorset Council is supportive.</p> <p><u>Policy CC1: Minimising Carbon Footprint</u></p> <p>It is noted that this policy is the same as Policy CC1 of the made Bridport NP and is, therefore, supported.</p> <p><u>Policy CC2: Individual and Community Scale Energy</u></p> <p>It is noted that this policy is similar to Policy CC4 of the made Bridport NP. Additional reference to the types of renewable energy supported and the importance of the Dorset AONB are welcomed.</p> <p><u>Policy CC3: Renewable Energy and Waste Reduction in Building Design</u></p> <p>The first part of the policy seeks to support development that reduces waste reduction in building design. This policy criteria is generally supported. It is noted that the second part of this policy is similar to Policy CC2 of the made Bridport NP and is consequently supported.</p> <p><u>Policy CC4: Energy Generation to Offset Predicted Carbon Emissions</u></p> <p>It is noted that this policy is very similar in scope to Policy CC3 of the made Bridport NP and is therefore supported.</p> <p><u>Policy CC5: Drainage</u></p> <p>Dorset Council is supportive.</p> <p><u>Policy CS1: Existing Community and Leisure Services and Facilities</u></p> <p>Policy CS1 is considered to be in general conformity with adopted Local Plan Policy COM3. The Strategic Approach states that existing facilities will be protected through a flexible approach which recognises the changing needs in society. Listing existing services and facilities is considered helpful.</p> <p><u>Policy CS2: New Community and Leisure Services and Facilities</u></p> <p>Policy CS2 is considered to be in general conformity with adopted Local Plan Policy COM2. The Strategic Approach states that community facilities should be provided within local communities, recognising the benefit of reducing car travel.</p> <p><u>Housing Need</u></p> <p>Paragraphs 7.2 to 7.8 helpfully sets out the Neighbourhood Plan’s approach to calculating a notional housing requirement figure for the neighbourhood plan area.</p> <p>Paragraph 7.8 reflects that a plan target of 115 dwellings seems reasonable having reviewed the information available and</p>
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		<p>Dorset Council agrees.</p> <p><u>Defined Development Boundary</u></p> <p>Paragraph 7.14 states that the Defined Development Boundary (DDB) for Yetminster has been modified to take account of the housing appeal site at Thornford Road and additional housing site allocations. Dorset Council support the proposed amendments to the DDB at Yetminster.</p> <p><u>Policy H1: Housing Land</u></p> <p>Policy H1 lists four proposed housing allocations (Policies H4, H5, H7 &amp; H8) which collectively could help to deliver around 14 additional dwellings above and beyond the housing requirement figure for Yetminster and Ryme Intrinsic. When these additional allocations are combined with other extant consents and infill sites within the DDB and supported development opportunities outside the DDB such as rural workers dwellings, rural exception affordable housing and conversion to existing buildings they will collectively provide further choice and competition in the market.</p> <p><u>Policy H2: Housing Types</u></p> <p>Policy H2 takes into account the current range of housing types and sizes, and likely demand in the context of changing demographics and places an emphasis on housing adapted to meet the needs of older people, affordable housing types and small (1-2 bedroom) open market dwellings. The policy continues, stating that on sites of 3 or more dwellings larger homes (4 or more bedrooms) should not exceed 20% of the total dwellings (or more than 1 unit on sites of 3 or 4 dwellings). Dorset Council agrees that these housing types are needed locally.</p> <p>The final paragraph introduces a local connection test which is set out in more detail within paragraph 7.18. Dorset Council welcome the cross reference to the Dorset wide local connection test set out in section 12 of the Draft Housing Allocations Policy (March 2020) and the clarification of adjacent parishes in paragraph 7.19 of the Neighbourhood Plan.</p> <p><u>Somerset Levels and Moors</u></p> <p>Paragraph 7.13 of the Neighbourhood Plan raises the recently identified issue of increased phosphate levels entering Somerset Levels and Moors Ramsar Site. Chapters 1 &amp; 3 of the accompanying Habitats Regulation Assessment (June 2021) provides further background information on the ‘Phosphate Impacts on Somerset Levels and Moors Ramsar site’.</p> <p>Paragraph 5.15 concludes “nutrient neutrality would not be met in the absence of mitigation”. As such, paragraph 5.16 proposes that the following text, ‘<i>Housing development will only be supported if it can achieve phosphate neutrality regarding Somerset Levels and Moors Ramsar Site</i>’ should be included within the Plan. Dorset Council is, therefore, supportive of the inclusion of this text within Policy H1 of the Neighbourhood Plan. With the above recommendations incorporated into the Yetminster and Ryme Intrinsic Neighbourhood Plan 2017-2036 it is concluded that no adverse effect would occur on the integrity of Somerset Levels and Moors Ramsar Site.</p> <p>Dorset Council is also working actively with the other impacted Somerset Local Planning Authorities, Somerset County</p>
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	<p>Council and Natural England to develop further guidance for developers including a phosphate calculator and an off-site mitigation strategy for applications where applicants do not have capacity to provide an on-site solution.</p> <p><u>Policy H4: land fronting Melbury Road, Yetminster</u></p> <p>Policy H4 allocates land fronting Melbury road for up to six dwellings subject to four requirements which are considered suitable and specific.</p> <p>It is noted that bullet point one addresses concerns raised at regulation 14 stage by the Council’s Infrastructure Service and bullet point three seeks to respond to the concerns of the Council’s Conservation Team raised at that time.</p> <p>At regulation 14 stage the Conservation Team noted raised heritage concerns. The Neighbourhood Plan group confirm that a further heritage assessment of this site was undertaken which concluded that the site was appropriate for allocation. Harm to the remains of The Elm would be reduced to Low adverse if development were restricted to the west of the hedgerow and the remains were preserved. The Neighbourhood Plan group consider that there are no heritage reasons why the site should not be allocated, and Dorset Council concur.</p> <p>The Infrastructure Service at Dorset Council has previously stated that “Suitable vehicular access appears achievable but positioning of the access will need to be carefully considered to ensure sufficient visibility sight lines are provided. Pedestrian access remains a concern.”</p> <p><u>Policy H5: the site of ‘Kilbernie, Chapel Lane, Yetminster</u></p> <p>Policy H5 allocates the site of Kilbernie for up to three dwellings subject to three requirements which are considered suitable and specific.</p> <p>At regulation 14 stage, the Council’s Conservation Team raised concerns. In response, the Neighbourhood Planning group confirm that a further heritage assessment of this site was undertaken which concluded that the impact to the conservation area and Listed Buildings would be beneficial if high quality, sympathetic design and materials were used, and that the plot could accommodate a pair or row of houses. Dorset Council agree with this conclusion.</p> <p>The Infrastructure Service at Dorset Council has previously stated that “Vehicular access should be positioned away from the site boundaries to achieve the necessary visibility splays.”</p> <p><u>Policy H7: land at Downfield, Ryme Intrinsic</u></p> <p>Policy H7 allocates land at Downfield for a single dwelling subject to five requirements which are considered suitable and specific.</p> <p>The Infrastructure Service at Dorset Council has previously advised that “Appropriate visibility will need to be provided at the proposed vehicular access.”</p>
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Policy H8: land at the Old Forge, Ryme Intrinsic

Policy H8 allocates land at the Old Forge for up to four small dwellings subject to five requirements.

At the regulation 14 stage consultation, the Council’s Conservation Team raised concerns. The Neighbourhood Plan group have confirmed that a further heritage assessment of this site was undertaken which concluded that the *“developable area of the site would benefit from being redrawn to protect the view of the church when entering the village from the east along Ryme Road. Any development on the site needs to be of appropriate height and massing and carried out using design and materials sensitive to the village’s historic buildings. While development on the site would have an impact on the main range of the Old Forge it is considered that any effect this would have on the significance of the assets would be compensated by the removal of the building’s modern additions which would better reveal its significance.”* and that on this basis the site could be allocated.

The Council’s Conservation Team has reviewed the revised policy and is content that with the changes proposed, a reduced site capacity of ‘up to’ four units coupled with the expectation that the fourth dwelling would be the conversion of the Old Forge (or possibly two if the Old Forge rear extension is remodelled) would mean two appropriately scaled and designed dwellings within the redline could be positioned so that the set-back position and rural setting of the church (which contributes to its significance) would not be seriously compromised.

The Infrastructure Service at Dorset Council has previously advised that *“Appropriate visibility will need to be provided at the proposed vehicular access.”*

Policy H9: Design

Dorset Council is supportive of the Policy objective and the cross reference within the supporting text to the Design Guidance set out within Appendix D.

Policy BS1: Sustainable Growth of Businesses

Criterion one supports the development of land or premises for small scale economic enterprise appropriate to the rural nature of the area. This criterion conflicts with adopted Local Plan policy ECON1 which does not set any specific development size limit, being supportive of all forms and scales of development. It is however recognised that access, design and landscape considerations in practice would likely limit the scale if development in Yetminster and Ryme Intrinsic.

Criterion two of the policy replicates the provisions set out in adopted Local Plan policy ECON1 i) but with the addition of Yetminster and Ryme Intrinsic as listed settlements. At regulation 14 stage, a concern was raised because the policy approach appeared to apply to both settlements equally. Yetminster is, however, a settlement with a defined development boundary and considered a more sustainable location for development than Ryme Intrinsic. We note that the group have added additional wording to the supporting text to better emphasise the difference in size between the two settlements and on this basis, we are content with the policy wording.

		<p>Criterion three sets out additional design requirements which are broadly welcomed.</p> <p><u>Policy T1: Highway Safety</u></p> <p>Dorset Council is supportive.</p> <p><u>Policy T2: Vehicle Parking</u></p> <p>Dorset Council understands the sentiment behind Policy T2 which seeks to meet or exceed car parking spaces set out in the adopted car parking standards. However, the Council would stress that the County Parking Standards remain the agreed standards for determining planning applications. Local Plan Policy COM9 Parking Standards in New Development explains “parking provision should be assessed under the methodology set out in the Bournemouth, Poole &amp; Dorset Residential Study (or its replacement)” taking into account factors such as the level of accessibility. We are not aware of any local evidence that would support an applicant exceeding these agreed standards.</p> <p><u>Policy T3: Electric Vehicle Charging Points</u></p> <p>Policy T3 seeks the appropriate provision for electric vehicle charging points in new development and encourages provision in existing development.</p> <p>In advance of any change in Building Regulations, the Council is supportive of a policy that provides general support for chargepoints in new or existing development.</p> <p><u>Implementation and monitoring of the plan</u></p> <p>Paragraph 10.1 - Dorset Council welcomes the Parish Council’s intention to annually monitor the Plan following the principles of plan, monitor and manage. The six listed sources of information seem a sensible set of issues to consider.</p>
4	Environment Agency	<p>To assist in the preparation of any document towards achieving sustainable development we have identified the key environmental issues within our remit that are relevant to this area and provide guidance on any actions you need to undertake. We also provide hyperlinks to where you can obtain further information and advice to help support your neighbourhood plan.</p> <p><u>Flood risk</u></p> <p>Your plan includes areas which are located in flood zone 2 and 3. We note however no growth is proposed in areas at risk of increased fluvial or tidal flood risk. The plan will however need to consider the impact associated with other forms of flooding such as surface and groundwater.</p> <p>Where applicable, it is important that your Plan considers whether flood risk issues arising from any source associated with any proposed development/allocations can be safely managed to ensure development can come forward. Without this understanding your Plan is unlikely to comply with the NPPF.</p>



		<p>The Lead Local Flood Authority will be able to advise if there are areas at risk from surface water flood risk (including groundwater and sewerage flood risk) in your neighbourhood plan area. The Surface Water Management Plan will contain recommendations and actions about how areas at risk of surface water flooding can be managed. This may be useful when developing policies or guidance.</p> <p><u>Main River - water quality</u></p> <p>The River Wiggle [GB108052015540] runs through the neighbourhood plan area. This watercourse is classified within the South West River Basin Management Plan as having poor status. The reasons it is failing to achieve good ecological status are diffuse source pollution from waste treatment and disposal, agriculture and rural land management and point source pollution from water industry. Any development within or adjacent to this watercourse should not cause further deterioration and should seek to improve the water quality based on the recommendations of the South West River Basin Management Plan. Further information on the current status of this watercourse can be found on Catchment Data Explorer.</p> <p><u>Waste water infrastructure</u></p> <p>As your plan promotes growth through site allocations we recommend early consultation with Wessex Water to determine whether there is (or will be prior to occupation) sufficient infrastructure capacity existing for the connection, conveyance, treatment and disposal of quantity and quality of water associated with any proposed development within environmental limits of the receiving watercourse. This may impact on the housing figures and the phasing of development. We are encouraged by the inclusion of Policy CC5: Drainage and the plan states improvements to the foul drainage and treatment network were completed in 2020.</p> <p>Please note that if there is not sufficient capacity in the infrastructure within areas currently serviced by a public mains sewer then we must be consulted again with alternative methods of disposal.</p> <p><u>General opportunities (Informative advice)</u></p> <p>Drawing up a neighbourhood plan is an opportunity to think about improving a local environment. Some general opportunities for neighbourhood planning are listed. The environment agency have published joint guidance on neighbourhood planning with Natural England, English Heritage and Forestry Commission.</p>
5	Gloucestershire CC – Minerals & Waste Team	M&W policy officers have no comments to make regarding this consultation.
6	Highways England	Highways England is responsible for operating, maintaining, and improving the strategic road network which in this case comprises the A303 and A35 trunk roads which pass some distance to the north and south respectively of the plan area. It is

		<p>noted that the A37, which passes to the west of the parish, provides a connection to both trunk roads.</p> <p>However, we are satisfied that the plan’s proposed policies are unlikely to lead to development that will adversely impact on the safe and efficient operation of the strategic road network and we therefore have no comments to make.</p>
7	Historic England	<p>In our response to the Regulation 14 consultation we indicated that as your authority’s heritage team had been involved in the consideration of sites proposed for development we were happy to leave any further and necessary consideration of this matter to its discretion. This arrangement was confirmed through subsequent liaison with that team, details of which are attached for information.</p> <p>On that basis we are happy to reaffirm our position on the Plan, and additionally confirm that there are no other issues associated with the Plan upon which we wish to comment.</p> <p>Previous correspondence between Historic England, the Neighbourhood Plan group and the Councils Conservation team is attached - emails dated 21 October 2020, 9 October 2020, 7 October 2020 &amp; 4 September 2020.</p>
8	Land Value Alliance	<p><u>Omission Site: Land off Thornford Road, Yetminster</u></p> <p>LVA represent the landowners for land off Thornford Road, Yetminster, hereafter referred to as the ‘site’.</p> <p>The site is presented as two plots identified by ‘1’ and ‘2’, which are immediately adjacent to each other but separated by hedgerow boundaries.</p> <p>The site is not constrained by environmental or landscape designations. The land lies generally flat and is within Flood Risk Zone 1. It is immediately adjacent to the recent development at Folly Farm by Burrington Estates, known as ‘Upbury Grange’. LVA obtained the initial outline planning permission for up to 87 dwellings (reference WD/D/16/000642).</p> <p>The land has many benefits. These include access. Vehicular and pedestrian access has been secured through Upbury Grange as has the rights to connect services, thereby presenting an achievable solution that is proven as suitable for residents and children to walk to the school safely.</p> <p>Through Upbury Grange, pedestrian access is afforded to the centre of the village and its amenities. This is a very sustainable direction for the village to expand into and is well related to the existing village.</p> <p>Yetminster itself is a particularly sustainable rural settlement. There are a number of existing facilities and services in the village, including a railway station, the nearby school, employment opportunities, a public house, shops, a church and a village hall. Key bus routes also run via the village. Furthermore, the village is in close proximity (with good connectivity) to the main settlements of Yeovil and Sherborne.</p> <p><u>Sustainability of Yetminster</u></p> <p>Firstly, it strikes LVA that from a strategic level, the true sustainability and potential of Yetminster is being largely</p>

disregarded. Many towns do not benefit from a train station, for example. Yetminster also has far more facilities than the majority of Dorset's villages. It is a particularly wholesome rural village and supports many of the smaller surrounding settlements. LVA consider that its potential to deliver important housing is not currently being realised.

#### Housing Needs Assessment

The supporting Housing Needs Assessment (HNA) is based on data collected in 2017. LVA suggest that this HNA is now out of date and is no longer a true representation of the level of housing need in the Parish. In general, an HNA has a shelf life of 3 years in planning policy terms. A new HNA is therefore required if it is to be used within the evidence base of the Neighbourhood Plan. The current HNA should be largely disregarded.

In addition to the above, LVA believe that the sustainability credentials of Yetminster should lend themselves to the absorption of surrounding rural settlements' housing needs, for which there are many nearby smaller villages and hamlets. This needs to be a consideration of the HNA and Neighbourhood Plan. This approach would accord with Paragraph 79 of the NPPF: *"Where there are groups of smaller settlements, development in one village may support services in a village nearby"*.

The Neighbourhood Plan does not consider the evolving lifestyles resulting from the pandemic or Brexit. There is a far greater desire to work from home and seek more living space. This naturally increases the desire to live in rural areas like Yetminster. The Neighbourhood Plan needs to consider this by increasing the housing target.

#### Housing Allocations

Whilst LVA welcome the Neighbourhood Plan's acceptance that new homes are needed in the village, there are key issues that LVA have identified.

Firstly, the Neighbourhood Plan identifies a minimum housing target of 115 dwellings, with a residual requirement for a further 20 new homes. Only 14 dwellings are allocated in the Neighbourhood Plan across 3 sites. The reliance then falls on windfall sites. This under provision of planned growth leaves great uncertainty and LVA strongly suggest that further sites are identified for allocation.

Furthermore, each of the 3 sites put forward for allocation are supported by a policy that permits the development of 'up to' between 1 and 6 dwellings. The phrase 'up to' limits effective land use and is unnecessarily restrictive.

Importantly, none of the 3 piecemeal sites reach the threshold whereby affordable housing would be required. LVA consider this poor planning and contrary to the needs of the young and needy in the village and surrounding areas.

To add to the above, it is highly unlikely that any planned sites will contribute towards infrastructure improvements or additional Section 106 contributions to improve the village. This is a huge lost opportunity for the village.

LVA strongly encourage the Steering Group to reassess their approach in this regard. A far more positive approach would be to instead allocate a larger, singular site that can deliver the full quantum of housing required, whilst also delivering affordable housing. The possibilities are far greater with this approach and can also permit the provisions of new public open

		<p>space, biodiversity net gains, a diverse mix of housing type (such as bungalows, assisted living, self-build plots etc) and community assets.</p> <p>Overall, the rural nature of Dorset should be celebrated by permitting and actively encouraging sustainable rural settlements like Yetminster to grow, enhancing the quality of life in such settlements for all generations. Failure to do so will see a continuing trend of ageing, dependent populations in the smaller settlements that lack the care and support of having families nearby, as they will be forced to move away to the larger settlements. There is a lack of appropriate housing available for all needs and the Neighbourhood Plan should do more to consider this.</p> <p><u>Conclusion</u></p> <p>As referred to above, LVA represent the landowner of the site shown in 1.2.</p> <p>The site is readily available to deliver a particularly high quality, well-designed development that responds positively to the character of the existing village, with plenty of open spaces and a healthy biodiversity net gain provision.</p> <p>A plan-led approach via the Neighbourhood Plan to allocate the site for development would allow this to happen.</p> <p>Serviced self-build plots, live/work units and integrated co-housing opportunities and affordable housing are all attractive concepts that could be incorporated.</p> <p>The size of the site lends itself to a phased approach, controls for which could be directed via the Neighbourhood Plan. This would help to secure the village’s longer-term housing supply throughout the Plan period. Further, it would provide assurances to the community.</p> <p>It is of note that whilst considering the Folly Farm development, the planning officer concluded that the site demonstrated sustainable development, with no identified environmental harm. Given the proximity, the site is of a very similar nature and should be deemed sustainable.</p> <p>LVA would welcome the opportunity to discuss this site with the local community and the Neighbourhood Plan Steering Group.</p>
9	Marine Management Organisation	<p>No further comment is required from the MMO regarding this planning policy document, as this local plan is outside the MMO’s remit (beyond the tidal limit and above high water springs).</p> <p>We advise that you consider any relevant policies within the South Marine Plan documents in regard to areas within the plan that may impact the marine environment. We recommend inclusion of this marine plan when discussing any themes with coastal or marine elements.</p> <p>When reviewing the South Marine Plan to inform decisions that may affect the marine environment, please take a whole-plan approach by considering all marine plan policies together, rather than in isolation.</p>

		A copy of the standard MMO response attached.
10	National Grid	<p>National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. National Grid Ventures (NGV) is separate from National Grid’s core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.</p> <p>We have reviewed the above document and can confirm that National Grid has no comments to make in response to this consultation.</p> <p>Please also see attached information outlining guidance on development close to National Grid infrastructure.</p>