

## Stinsford Neighbourhood Plan – Dorset Council Comments

### Introduction

Thank you for consulting Dorset Council on the Stinsford Neighbourhood Plan (Version 3 - September 2021).

We appreciate the significant amount of time and effort it takes communities to get to this stage in the Plan making process. This response considers the extent to which the Plan complies with National Policy and Guidance (primarily the National Planning Policy Framework 2021) and is in general conformity with the strategic policies of the development plan for the area (the adopted Joint West Dorset, Weymouth and Portland Local Plan 2015). The neighbourhood plan should also contribute to sustainable development and be compatible with EU obligations (under retained EU law) including the SEA Directive of 2001/42/EC.

Dorset Council has actively engaged with Stinsford Parish Council throughout the preparation of the Neighbourhood Plan. This engagement has helped to shape the Plan and as such this representation mainly contains commentary on the Plan where Dorset Council considers issues remain but is supportive of approaches where appropriate.

### Plan Period

The front cover and paragraph 1.8 confirm that the Plan period will cover the years 2021 – 2038. It is noted that the proposed Plan period aligns with the Draft Dorset Council Local Plan - Options consultation (2021) and that the Neighbourhood Plan is likely be reviewed in the next 5 years given the potential changes in the Local Plan and national policy.

### Neighbourhood Area

Dorset Council supports figure 1 which depicts the Neighbourhood Plan area, a requirement for submission.

### The relevance of the emerging Dorset Council Local Plan, including draft Policy DOR13: Land north of Dorchester

The basic conditions require that a draft neighbourhood plan must have regard to national planning policies and guidance and be in general conformity with the strategic policies in the development plan for the area. Paragraph 41-009-20190509 of national planning guidance also sets out how emerging local plans, such as the draft Dorset Council Local Plan, should be taken into account. It states:

“Although a draft neighbourhood plan or Order is not tested against the policies in an emerging local plan the reasoning and evidence informing the local plan process is likely to be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested...

...Where a neighbourhood plan is brought forward before an up-to-date local plan is in place the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:

- the emerging neighbourhood plan

- the emerging local plan (or spatial development strategy)
  - the adopted development plan
- with appropriate regard to national policy and guidance”.

In this context, it is considered that the ‘reasoning and evidence’ informing the process of preparing the Dorset Council Local Plan should be seen as being relevant to the consideration of the basic conditions against which the Stinsford Neighbourhood Plan is tested. In particular, draft Policy DOR13, which proposes major development (including 3,500 homes) on land to the north of Dorchester (largely within Stinsford Parish) is considered relevant.

It is noted that the neighbourhood plan includes several references to the proposed development north of Dorchester, both in the draft Dorset Council Local Plan, published in early 2021 and the ‘preferred options’ for the Joint Local Plan Review for the West Dorset and Weymouth & Portland, published in August 2018.

More detailed comments are set out below in relation to specific policies (and supporting text) in the neighbourhood plan. These comments should be considered within the wider context of paragraph 41-009-20190509 of national planning guidance, taking account of the relevance of the reasoning and evidence that sits behind the emerging Dorset Council Local Plan, including draft Policy DOR13: Land north of Dorchester.

### [Paragraph 1.3](#)

Paragraph 1.3 refers to the Local Plan Review ‘preferred options’ from 2018. This document was the Local Plan Review Preferred Options prepared by West Dorset District Council and Weymouth & Portland Borough Council. It is no longer being taken forward in that form as the newly formed Dorset Council is now preparing the Dorset Council Local Plan. In the interests of clarity, it would be helpful to refer to this document as the West Dorset and Weymouth & Portland Local Plan Review ‘preferred options’ in paragraph 1.3.

### [Policy SNP1. Protecting and strengthening our local wildlife habitats](#)

Dorset Council welcome the reference within the supporting text to the Government’s Environment Bill which will require a mandatory 10% net gain in biodiversity on all projects and separately the Dorset Biodiversity Appraisal Protocol. As the Environment Bill has now passed into law, this reference can now be updated to refer to the Environment Act 2021.

We also welcome reference to “ancient and local historic woodlands” at the end of Policy SNP1 and their depiction in Figure 2.

### [Policy SNP2. Local Landscape Character](#)

We support the principle of Policy SNP2 including Figure 2. Key landscape characteristics and green gaps diagram. The policy is in general conformity with criterion ii) of Policy ENV1 Landscape, Seascape and sites of geological interest in the West Dorset, Weymouth & Portland Local Plan (2015).

Dorset Council has no objection to the phrase ‘Tranquil Areas’ which forms part of the Planning Portal glossary of terms.

[https://www.planningportal.co.uk/directory\\_record/552/tranquil\\_areas/category/7/glossary\\_of\\_planning\\_terms](https://www.planningportal.co.uk/directory_record/552/tranquil_areas/category/7/glossary_of_planning_terms)

### Policy SNP3. The Landscape Setting of the Settlements

Dorset Council supports the principle of the policy which seeks to protect the individual character of small settlements along the river corridor as well as the cross reference to table 3 which provides a description of the important open gap. It is also noted that figure 2 annotates the gaps.

### The River Valley Landscape area (in Figure 2) and Policy SNP3

Dorset Council recognise the role of the river valley pasture in the setting of both Dorchester and Stinsford. Changes should, however, be made to Policy SNP3 and to the ‘River Valley Landscape’ area (shown in Figure 2) to clarify that the ‘River Valley Landscape’ area is not a ‘valued landscape’, in terms of paragraph 174 of the National Planning Policy Framework (NPPF), and to give a stronger focus on the issue of landscape character.

Paragraph 3.12 of the neighbourhood plan indicates that the Dorset Landscape Character Assessment (referenced in Footnote 8) shows three landscape types occurring within the parish, including ‘river valley pasture’. The extent of the ‘valley pasture’ landscape character area can be viewed on the Council’s online [Landscape Character Assessment Map](#). This broadly matches the extent of the ‘River Valley Landscape’ area shown in Figure 2 of the neighbourhood plan, but shows differences in how the boundary is defined, especially along the northern edge. There appears to have been some ‘rationalisation’ of the northern edge of the ‘valley pasture’ landscape character area (which generally cut across individual fields) to form the ‘River Valley Landscape’ area (which generally follows field boundaries). It is unclear what evidence has been used to justify this ‘rationalisation’.

The first bullet point of paragraph 3.12 suggests that the ‘River Valley Landscape’ area is made up of an area of ‘land of local landscape importance’ (LLLI - shown on the Policies Map of the adopted Local Plan), together with an extension ‘slightly further north to include the first fields to the north side of the unnamed road that connects from Westleaze past Frome Whitfield and Cokers Frome to the Stinsford roundabout, as well as Stinsford itself and up to the southern limits of Lower Bockhampton and Bhompston.’ Policy SNP3 also indicates that the ‘River Valley Landscape’ area is made up of ‘the LLLI and its buffer area’. It is unclear what evidence has been used to justify this ‘buffer’ to the LLLI.

LLLIs were first shown in the West Dorset Local Plan and carried forward, unaltered, into the currently adopted West Dorset and Weymouth & Portland Local Plan (2015), as explained in paragraph 2.2.6, which is part of the supporting text to Policy ENV3: Green Infrastructure Network. Although these plans pre-date the current NPPF and the concept of ‘valued landscapes’, LLLIs are clearly similar in nature and it could be (wrongly) implied from reading the

neighbourhood plan that the LLLI and its buffer area should be considered as a ‘valued landscape’.

The neighbourhood plan’s consultation statement states ‘Policy SNP2 has drawn from existing evidence in the local landscape character appraisals which were drawn up by landscape experts (as referenced in para 3.12) and considered further in light of local knowledge and subject to considerable consultation with local residents as part of the plan-making process (with a high consensus of support).’ This statement clarifies that the ‘River Valley Landscape’ area has been defined largely on the basis of an analysis of landscape character.

Paragraph 174 of the NPPF makes it clear that it is appropriate for planning policies to seek to protect and enhance ‘valued landscapes’ in a manner commensurate with their statutory status or *identified quality in the development plan*. Paragraph 8-036-20190721 of national planning guidance clarifies that ‘where landscapes have a particular local value, it is important for policies to identify their special characteristics and *be supported by proportionate evidence*. Whilst ‘local knowledge’ and ‘consultation with local residents’ have a value it is not considered, in this context, that they would provide the ‘proportionate evidence’ necessary to establish the ‘identified quality’ to define the River Valley Landscape’ area as a ‘valued landscape’.

Paragraph 3.5.14 of the draft Dorset Council Local Plan recognises that neighbourhood plans have a role in identifying ‘valued landscapes’ based on their physical attributes and paragraph 3.5.13 provides further guidance on how such attributes should be assessed to determine whether a landscape should be considered to be ‘valued’ in national policy terms. No such assessment has been undertaken in this case. It should also be noted that in the light of national policy and guidance (and for other reasons), the draft Dorset Council Local Plan does not carry forward any of the LLLIs.

The situation can be remedied by making some changes to the neighbourhood plan.

Firstly, the boundaries of the ‘River Valley Landscape’ area (shown in Figure 2) should be redrawn on the basis of the available technical evidence (i.e. the Dorset Landscape Character Assessment, as referenced in Footnote 8). Essentially this means making the boundaries of the ‘River Valley Landscape’ area in Figure 2 co-terminus with boundaries of the Valley Pasture Landscape Character Area, insofar as they relate to Stinsford Parish.

Whilst the adopted Local Plan carries forward the LLLIs from previous local plans, they are only mentioned in relation to Policy ENV3, which relates to the Green Infrastructure Network. This is very much an interim policy, which recognises that further work on this issue is needed. Criterion ii) of Policy ENV1 in the adopted Local Plan states that ‘development should be located and designed so that it does not detract from and, where reasonable, enhances the local landscape character.’ The second change should be to re-word Policy SNP3 to focus more on this issue of landscape character. This policy could also be made more effective by making reference to the key characteristics of the character area, as identified in Table 2. It is suggested that Policy SNP3 could be reworded along the lines of ‘The characteristics of the river valley

pasture landscape (including those characteristics identified in Table 2), which provide the setting for Dorchester and the Stinsford river valley settlements, should be respected.’

Thirdly, some consequential changes would also be required to remove other references in the text to the LLLI (and its ‘buffer’) and to use the same terminology throughout: the term ‘river valley pasture’ is used in Paragraph 3.12 and Policy SNP3, but is called ‘river pasture’ in Table 2 and ‘river valley’ in Figure 2.

#### Policy SNP4. Dark Skies

Dorset Council is supportive of Policy SNP4 which seeks to retain dark skies, by minimizing exterior lighting and illumination and including measures to control light spillage and glare.

It is noted that this wording is similar to adopted West Dorset, Weymouth & Portland Local Plan 2015, Policy ENV16 iii) which states “Proposals for external lighting schemes (including illuminated advertisement schemes) should be clearly justified and designed to minimize potential pollution from glare or spillage of light. The intensity of lighting should be the minimum necessary to achieve its purpose, and the benefits of the lighting scheme must be shown to outweigh any adverse effects.”. NPPF, paragraph 185 c) also seeks to “limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.”

Should the proposed north of Dorchester urban extension be agreed, it may not be practical to apply this policy in full within the site boundary. This policy may need reassessing through the anticipated review. The addition of paragraph 3.19 within the Neighbourhood Plan is considered helpful in this respect.

#### Policy SNP5. Protecting our important local views

Dorset Council supports the aim of Policy SNP5 to protect important local views and welcomes table 4 which describes their location alongside notable landmarks.

In our regulation 14 response to the draft Plan we expressed concerns that “views for protection must be local views rather than significant and expansive. The latter being a landscape character issue rather than a view for protection. It is recommended that important views are confined to those from within the built form to other features within the built form or out into the countryside. Any views for inclusion within a policy should be clearly defined and discrete on the policies map.”

We also note, as set out in the consultation statement, that the site promoters of the North of Dorchester proposal (T O’Rourke / Turnberry) also had similar concerns but that a note suggests that all but one of the protected views would align with proposed open or landscaped areas in the North of Dorchester Plan.

In response, within the consultation statement (August 2021), submitted with the plan, it is argued that “There is no accepted national standard as to what constitutes an important view, which is therefore a matter of judgement. As shown in Table 4, consideration has been given to the public use of the route/s some which the view is seen, why it is important and the presence

of notable landmarks within the viewshed. This appears similar to the approach taken and endorsed in other Neighbourhood Plans (even involving landscape experts) such as evidenced in the recently made Tetsworth NP. The wording in that policy reads “Development should preserve or enhance the local character of the landscape and not have an unacceptable adverse impact on the important views”. The policy does not seek to prevent any and all development lying within a view but requires that proposals recognise and take account of the importance of these views in their location and design so as to avoid having an unacceptable adverse impact. This is reflected in para 3.25 of the supporting text.”

Having reviewed both sides of the argument, on balance, Dorset Council maintains its objection on three grounds.

1. The evidence underpinning the policy and protected views is insufficiently robust to justify the proposed policy approach.
2. The first sentence of the policy wording applies to all views from public footpaths rather than the listed identified local views in table 4, and
3. The views identified on figure 4 appear excessive, Dorset Council considers that only the most important views should be retained.

The second sentence of Policy SNP5 is broadly supported although it is not clear how over-riding public benefit can be easily measured.

[Important Local Views \(in Figure 4\) and Policy SNP5: Protecting our important local views, additional points:](#)

The locations from which the important local views are seen and the directions in which the views are considered to be important are not clear from Figure 4. The views are shown by standard symbols, which give no clear indication of the nature of the important views to which they relate and only a rough indication of the direction of the important views. The important views are described in Table 4, which uses terms such as ‘panoramic’, ‘extensive’ and ‘glimpsed’, yet the same symbol is used for all these different views. This approach would make it very difficult for Policy SNP5 to be applied when making development management decisions, contrary to paragraph 16 of the NPPF, which states that plans should ‘contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals’.

Additional graphics concerns relating to figure 4:

- The symbols used to show the 8 valued views only show an ‘approximate direction’. To address this, we would prefer a splay symbol to be used.
- At least one of the views, near the Blue bridge / OS Art Centre label is located outside the Plan area with several others very close to the edge of the parish boundary.
- The ‘key’ lists eight valued views but table 4 only describes seven?
- Although the key to Figure 4 numbers the valued views (1-8), these reference numbers are not visible on the map nor is it easy to match the view locations with their description in Table 4.

- It is not clear what the status of ‘other views noted by residents’ is? They are not referenced in Policy SNP5?
- Several of the view symbols overlap so it is unclear what is underneath?

Given most of these additional concerns are graphics related, Dorset Council would be happy to work with Stinsford Parish Council to address these issues.

#### Policy SNP6. Encouraging appropriate recreational access to the countryside

Dorset Council supports the aim of the policy to improve and expand the existing public rights of way network. It is noted that Figure 4 helpfully maps the byways, bridleways and footpaths within the parish. This policy may need reviewing should the proposed urban extension to the North of Dorchester be agreed.

#### Policy SNP7. Protecting Stinsford’s Historic Environment

We welcome the aim of the policy for new development to respect the history of the parish and the helpful appendices 2-4 which list designated heritage assets, non-designated heritage assets and Literary Associations with the landscape, Thomas Hardy’s Wessex.

#### Policy SNP8. Positively managing the Thomas Hardy connection

We welcome the aim of this policy to positively manage the Thomas Hardy connection through support for new facilities where proposals don’t detract from the parish’s cultural, landscape and wildlife qualities or significantly impact on the amenity of residents. In assessing potential harm, the policy requires cumulative impact as well as direct and indirect impacts to be considered. Any new attractions should be located in close proximity to established settlements or the re-use or replacement of a rural building. A visitor management plan will be required in some circumstances.

Reference to the proximity to established settlements is a particularly important requirement as this criterion reflects the strategic locational principles reflected in criteria ii-iii within the adopted Local Plan Policy ECON5 Tourism Attractions. The emerging Dorset Council Local Plan Policy ECON6 Supporting vibrant and attractive tourism, also retains this principle.

#### Housing Need

Paragraph 5.1 of the Stinsford Neighbourhood Plan helpfully summarises the adopted local plan position for the delivery of housing in the Stinsford area. Paragraph 5.2 continues by setting out the proposed methodology for calculating a Neighbourhood Plan area housing requirement in the emerging Dorset Council Local Plan - Options Consultation (January 2021).

The proposed methodology in the Local Plan is set out in the supporting text of emerging policy DEV9 and within Appendix 2. In summary, the proposed housing requirement is the sum of completions since the beginning of the Plan period, extant planning permissions, adopted housing allocations, capacity on major sites (of 10 or more dwellings) within development boundaries as evidenced in the SHLAA and a windfall allowance on minor sites (of less than 10

dwellings). For Stinsford parish, the housing requirement set out in Appendix 2 is for 2,348 new homes.

As the Neighbourhood Plan correctly notes, this high figure can largely be attributed to the proposed urban extension to the North of Dorchester (for 2,340 homes within the Plan period, with the total site capacity estimated at nearly 3,500 dwellings) with the remaining 8 dwellings being made up of a single commitment (WD/D/18/001718) and a modest windfall allowance of seven.

The figures should be viewed as minimum requirement and, therefore, can be exceeded. However, the scope of a neighbourhood plan is up to a neighbourhood planning body. There is no requirement for neighbourhood plans to allocate sites or identify any additional land to meet the overall Local Plan housing need figure.

We would also stress that at this stage the Neighbourhood Housing Requirement is a draft figure and would not become finalised until the Dorset Council Local Plan is adopted, likely to be in 2023.

In this context, we have no objection to the neighbourhood plan not seeking to allocate additional housing in the area as suggested in paragraph 5.4.

The Neighbourhood Plan group has, however, commissioned additional research into the needs of their community. The Stinsford Housing Needs Assessment (2019) does indicate some need for new affordable housing in the parish, particularly for local people as well as some possible need and support for some smaller open market homes. This research suggested a need for around nine new affordable homes and seven open market dwellings. This level of provision was supported locally.

[Policy SNP9 Supporting the provision of affordable housing in the parish / Kingston Maurward College](#)

Paragraph 5.6 explains that during the preparation of the Neighbourhood Plan, Kingston Maurward College (KMC), a major employer and landowner in the parish, prepared a masterplan to guide development of its estate over the next ten years. The masterplan includes a proposal for approximately 17 new homes across several different locations. The parish council, however, explain that this proposal did not align with the results of its consultation.

Emerging Policy DOR11 of the Dorset Council Local Plan proposes that “The future development and expansion of Kingston Maurward College within the college estate will be supported in accordance with a masterplan agreed by Historic England and Dorset Council.” The KMC masterplan has not yet been agreed by Dorset Council and this policy would only come into effect on adoption of the Local Plan.

Paragraph 5.11 of the Neighbourhood Plan is keen to point out that Policy SNP9 should not be seen as endorsing any of the proposals in the KMC masterplan. Policy SNP9 has, however, been drafted to “emphasise affordable housing for local people, and that any open market housing should provide smaller, entry-level homes.”



In our regulation 14 consultation response, we expressed some concerns with the delivery of policy SNP9 and its apparent dual purposes as seemingly both a rural exception site and / or heritage enabling policy.

The consultation statement, however, explains the “The policy is not limited to Kingston Maurward College and is based on broadening the current non-strategic adopted Local Plan Policy HOUS2 that refers to ‘small scale sites’.” Examples of smaller scale affordable housing schemes were also cited, addressing our delivery concern.

In response to our heritage enabling query, the consultation statement explains that “At the current time whilst the strategic aim of the KMC masterplan is to secure the long term future of Kingston Maurward College, there has been no evidence provided in terms of the funding requirements to clarify what is required to be ‘enabled’ through development. For this reason (and in line with the community’s support for affordable housing) the emphasis of the policy is on affordable housing as the main driver for allowing some open market housing in the area, with the project P4 focusing on exploring the ‘enabling element’ which could justify a further review to SNP9 when the evidence is clearer.”

In this context, we now understand that the policy is primarily a rural exception sites policy and that the purpose of the supporting text is to provide context on the aspirations of Kingston Maurward College who have undertaken their own masterplanning work.

Policy SNP9 states “the provision of rural exception sites for affordable housing, potentially including a limited amount of open market housing, may be permitted within or well-related to the main settlements of Stinsford and Lower Bockhampton provided all the following seven criteria are met:...”

Policy HOUS2 Affordable Housing Exception Sites of the adopted West Dorset, Weymouth & Portland Local Plan (October 2015) is not considered a strategic policy. The local plan policy allows these sites only for affordable housing, but the supporting text indicates that if a community wants to allow open market cross-subsidy on exception sites they could do this in neighbourhood plans without being contrary to the strategic policies.

Criteria vi) helpfully explains that “any open market housing provided as part of the mix must comprise smaller dwelling types (mainly two and three-bedroom properties), be necessary to facilitate the affordable housing, and must not exceed 50% of the total housing mix on that site”. In summary, although the market housing cross subsidise allowance is greater than the adopted local plan position, given the local context and scale of development likely to come forward in this location, no objection is raised. The remaining criteria are also considered justified and appropriate.

#### [Policy SNP10. Supporting local employment opportunities](#)

Policy SNP10 has been drafted “to reflect the opportunities that redevelopment of the existing buildings and employment areas may provide to enable limited development within the existing footprint of the business parks” but not to extend into the open countryside. In addition,

Criteria i)-iv) require development to be of a character, scale and design appropriate to the location, to not impact on the amenity and quiet enjoyment of nearby residents, to seek high standards of environmental performance and to require a traffic impact statement with proposals to avoid adverse impacts. Proposals that would result in a reduction of motor traffic to achieve a safer highways network are also encouraged.

The three employment clusters in the parish: Stinsford Business Centre, Hampton Business Park and Mellstock Business Park are helpfully mapped within Figure 7.

Policy SUS2 of the adopted Local Plan does permit new employment development outside DDBs having regard to the need for the protection of the countryside and environmental constraints (Draft Policy DEV7 in the emerging Dorset Council Local Plan takes a similar approach). Policy ECON1 in the adopted Local Plan also sets out the circumstances in which employment will generally be supported which can include provision in rural locations, for example “where it is essential for that type of business” or “the intensification or extension of existing premises”. In this context, Dorset Council supports the aim of Policy SNP10

We do, however, have one concern relating to criterion iii) which states that “any additional buildings should achieve high standards of environmental performance (significantly above that required by Building Regulations)”. Although the first line of the policy reflects the adopted West Dorset, Weymouth & Portland Local Plan policy ENV13 and emerging Dorset Council Local Plan Policy ENV9, the wording within the brackets has not been justified and does not provide clarity about how much above building regs the standard should be set. This wording is again considered contrary to the NPPF, paragraph 16 d) requirement for Plans to “contain policies that are clearly written and unambiguous”.

#### [Policy SNP11. Protecting and enhancing our community facilities](#)

Policy SNP11 is supportive of development proposals that sustain and improve community facilities and are in keeping with the character of the area and support social interactions. The policy expects new facilities to be well located to avoid increased vehicle trips adversely impacting on the safe use of rural lanes. An accompanying impact statement is required that quantifies the predicted traffic impacts on the road network in the parish and the measures to avoid adverse impacts on the safe use of rural lanes.

Policy COM2 of the adopted West Dorset, Weymouth & Portland Local Plan (2015) sets out the Council’s approach to new or improved local community buildings and structures. The strategic approach states that community facilities should be provided within local communities, recognising the benefit of reducing car travel. Dorset Council supports the broad intention of draft Policy SNP11.

#### [Possible major growth North of Dorchester](#)

Dorset Council note the statement set out in paragraph 5.20 in relation to the possible major growth North of Dorchester.

#### Policy SNP12. Better Building Design

Dorset Council supports the aim of policy SNP12. The policy has been prepared in general conformity with adopted Local Plan Policies ENV10 Landscape and townscape setting, ENV11 The pattern of streets and spaces, ENV12 The design and positioning of buildings and ENV13 Achieving high levels of environmental performance. The strategic approach includes that development should be of high quality design, and contributing to local identity of area.

#### Policy SNP13. Protection of Groundwater

Dorset Council welcomes Policy SNP13 which has been prepared in general conformity with adopted Local Plan Policy ENV9 Pollution and Contaminated land. The strategic approach, as set out in the adopted Local Plan, includes directing development away from areas at risk of air and water pollution.

#### Policy SNP14. Traffic Management

Dorset Council supports the proposed objective set out in Policy SNP14. The policy has been prepared in general conformity with Local Plan Policy COM9 Creating a safe and efficient transport network. The strategic approach states that providing a safe transport route network for all types of travel, and providing choices for ‘greener’ travel options where practicable, are also a key part of the strategy, and that development contributions towards transport infrastructure will be made.

#### Policy SNP15. Transport Assessments

The NPPF advises that a Transport Assessment (TA) shall be submitted as part of any planning application where the proposed development has significant transport implications. A TA will be required for major planning applications that are likely to have significant implications on transport extending well beyond the parish boundary. Further information is set out in the Dorset Council Planning Applications Requirements (1 April 2019).

It is welcomed that paragraph 7.10 clarifies that Policy SNP15 & SNP16 highlight specific local issues to be considered in a Transport Assessment that sit alongside issues that have wider transport implications.

#### Policy SNP16. Improving cycle infrastructure

Policy SNP16 is supported along with the helpful cross-reference to table 9. This policy accords with Local Plan Policy COM7 criterion v). The strategic approach states that providing a safe transport route network for all types of travel, and providing choices for ‘greener’ travel options where practicable, are also a key part of the strategy, and that development contributions towards transport infrastructure will be made. Policy COM9 Criterion ii) is not strategic although there may be impacts on COM7 safe and efficient transport networks.

#### Implementation and monitoring of the plan

Dorset Council welcomes the Parish Council’s intention to review the Plan within chapter 8 subject to four timing considerations.