

## **West Dorset, Weymouth and Portland Draft Local Plan Autumn 2011 Consultation Summary**

Background.....	1
Stage 1. Designing the consultation .....	2
Stage 2. The Multi-Issue Stakeholder Events .....	3
Stage 3. The Working Groups .....	4
Stage 4. The Planning Input.....	5
Stage 5. Consensus on Planning Outputs .....	5
Using the Consultation to Draft the Local Plan .....	6
Appendix 1: Schedule of Events .....	7
Appendix 2: Registered attendees .....	9
Appendix 3: Working Groups .....	19
Appendix 4: Working Group Template.....	20
Appendix 5: Consultation Summary Table .....	21
Appendix 6: Example of Working Group ideas as displayed at the final event.....	67

### **Background**

Since 2007, West Dorset District Council and Weymouth & Portland Borough Council have been gathering research and information to identify the issues and needs of their respective areas in order to update their local plans.

The Localism agenda, introduced through the Coalition Government (and made law through the 2011 Localism Act) has made significant changes to the planning system. Central to these reforms has been the intention for planning policy decisions to be made at a more local level, giving local communities greater control.

In preparation for these changes, and to benefit from greater cooperation, the two councils agreed in June 2011 to prepare a joint Local Plan covering West Dorset and Weymouth & Portland. This would replace the existing adopted Local Plans. The work would take forward the previous research and consultation, supplemented where necessary by new research and evidence. Additional consultation was planned to provide people with a further chance to influence the new local plan, and to help answer key questions in relation to future development.

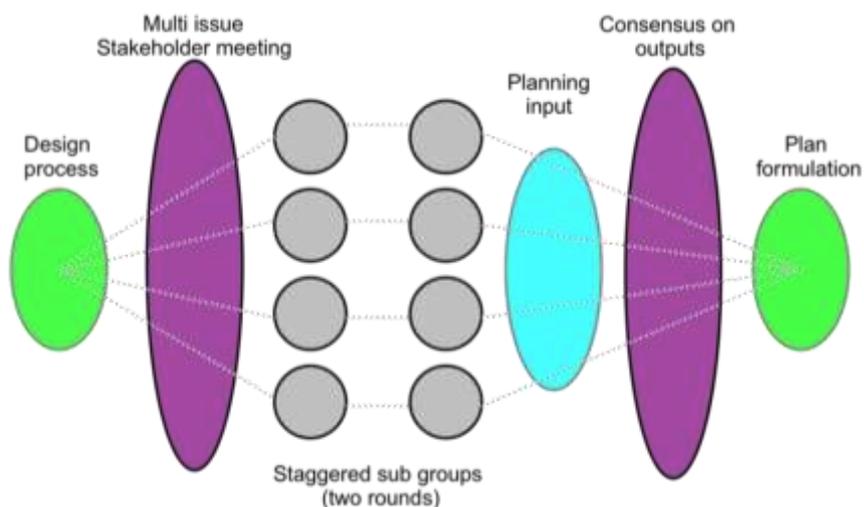
External consultants “Nowhere Academy” were appointed as independent facilitators to take a new look at how the consultation should be run, taking on board the ethos of Localism. The main aims were:

- ✓ to discuss with stakeholders the main issues that future policies should address,
- ✓ to improve communication among representatives of the different stakeholder groups and interests,
- ✓ to help stakeholders understand the parameters within which decisions have to be made (such as national guidance) and the implications of different policy options, and
- ✓ to get agreement, where possible, on future policy decisions based on consideration and appreciation of all the views and evidence presented.

It was anticipated that the consultants would facilitate a number of intensive planning events (each likely to involve more than one day) at different locations in the plan area. The stakeholders would be from diverse backgrounds including community groups, environmental groups, developers and infrastructure providers. The type of questions that would need to be addressed by the events were: “What housing targets should be set?” “Where should new jobs be located and how many?” “What level of development is appropriate in the countryside?” “Should the development of some uses be prioritised over others?”.

### Stage 1. Designing the consultation

The consultation process began in August 2011 with the formation of two design panels to advise on the consultation approach, tailored to meet the needs of each council area. Each panel consisted of elected members for that area and local stakeholder representatives from community groups, businesses and house builders. Each panel had between 6 and 8 representatives.



Both design panels agreed to employ the same general approach to consultation. The diagram sets out each stage of the consultation process.

The design panels helped plan the Multi-Issue Stakeholder Events. They discussed the scope of stakeholders to be involved and how to invite them, the likely themes for discussion, and how the meetings should be organised and run. Each panel met at least 3 times prior to the start of the consultation. The design panels agreed to meet a further time following the Multi-Issue Stakeholder Events, to review progress and plan the next stages in more detail. The programme of resulting consultation meetings over the following 10 weeks is outlined below and detailed in Appendix 1.

Activity / week	26/09	03/10	10/10	17/10	24/10	31/10	07/11	14/11	21/11	28/11
Initial multi-issue consultation events	Dorchester x2 Sherborne x2 Beaminster x2 Weymouth									
Facilitated working group meetings			1 mtg	9 mtgs	5 mtgs	5 mtgs	10 mtgs	3 mtgs		
Youth consultation sessions			Dorch			Weym		Sherb		
Business Breakfast meetings				Dorch Sherb Bridp						
Planning Input meetings						Mtg1		Mtg2		
Final consensus events									Dorchester Sherborne Bridport Weymouth	

## Stage 2. The Multi-Issue Stakeholder Events

The Weymouth & Portland panel considered that the previous public consultation on ‘options’ in 2009 had provided a lot of opportunity for general public comments, and further consultation should focus on key stakeholder groups. In West Dorset, the design panel agreed to create an open invitation for members of the public as well as stakeholder groups. Advertisements (right) were placed in the local press throughout West Dorset inviting members of the public to register and attend the first consultation event.

**New Local Plan**

**Have Your Say**

West Dorset District Council is running a series of consultation events about the future growth in the area. The quality, location and type of future development is of crucial importance to everyone who lives or works in the district. These events are a valuable opportunity for you to share your views and participate in discussions on how development can be brought forward in the most sustainable way.

Two sessions are being held at each location to allow as many people to attend as possible:

**Eastern area**  
Monday 26 September, Dorford Centre, Dorchester  
1.30pm - 4.30pm or  
5.30pm - 8.30pm

**Northern area**  
Wednesday 28 September, Digby Hall, Sherborne  
9.30am - 12.30pm or  
5.30pm - 8.30pm

**Western area**  
Monday 3 October, Beaminster Town Hall, Beaminster  
9.30am - 12.30pm or  
5.30pm - 8.30pm

If you would like to come to an event please register at [www.dorsetforums.com/newlocalplan](http://www.dorsetforums.com/newlocalplan) or call 01300 250380 by Friday 18 September. Places are limited and will be allocated on a first come first served basis. If you are unable to attend an event you can still have your say by writing: [www.dorsetforums.com/newlocalplan](http://www.dorsetforums.com/newlocalplan) where consultation information and a comment form are available.

Both authorities used their respective contact databases to identify local stakeholder groups. In total, approximately 380 people registered to attend the events. A review of attendees flagged up the need to reconsider how to engage with businesses and young people more effectively, and separate business breakfast meetings and consultation events with local schools were planned for the next stage. A list of people and organisations involved is provided in Appendix 2.

The multi-issue stakeholder meetings were held across the plan area in late September and early October 2011 in the following locations:

- Eastern area – Dorchester, Dorford Centre – 2 sessions 26 Sep, afternoon and evening
- Northern area – Sherborne, Digby Hall – 2 sessions 28 Sep 9. morning and evening
- Western area – Beaminster, Town Hall – 2 sessions 3 Oct, morning and evening
- Weymouth & Portland – 1 session Weymouth, Pavilion Ocean Room, early evening

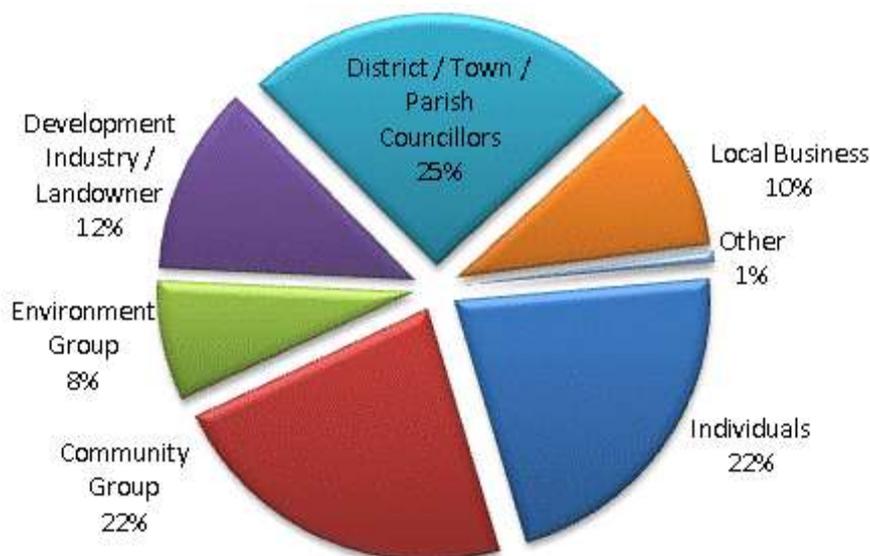
Each event lasted approximately 3 hours with various topic stations such as Economy and Employment; Housing; and Community Needs and Infrastructure (as agreed by the design panel). The attendees were randomly placed into groups and allocated a topic station on arrival. The groups then moved between each station during the event, sharing thoughts and ideas on each theme, and a note taker recorded the key discussion points. This approach allowed attendees to contribute to and understand a wide range of issues instead of focusing on their specialist areas. At the end of each multi-issue event, attendees were invited to form or join working groups to discuss topics (not limited to those suggested) in more detail. The findings of each event were placed online with details of the emerging working groups.

Below are photographs taken from the multi-issue events at Sherborne (left) and Weymouth (right).



### Stage 3. The Working Groups

Approximately twenty working groups were formed on a self-selecting basis. Due to the number of topics and numbers, some working groups were combined. Some 125 people attended the working groups, and some people attended more than one group (those attending a working group are listed in Appendix 2). The working groups discussed a range of issues (as set out in Appendix 3). Due to the self-selecting nature of the groups, some were dominated by or missing certain sectors. However, overall there was a broad range of representation from different types of stakeholders.



Each working group met on at least two occasions at a venue arranged by the council. In most cases, facilitation was provided by the external consultants and planning officers. Briefing papers were prepared by planning officers to guide each working group to relevant background information. A template was provided for recording who attended, the main issues discussed and the general consensus on possible solutions.

Arrangements were also made to involve the local business community through a series of breakfast meetings held in Bridport, Dorchester and Sherborne.

Consultation meetings were also held with local school children to involve young people. In Dorchester, planning officers met with pupils from Dorchester Middle School as part of the annual Local Democracy Day event held in the Corn Exchange. In Sherborne, planning officers met with students of Gryphon School aged between 11 and 18. In Weymouth, planning officers met with Budmouth School student representatives from years 9 to 13. The school children discussed their issues and were given the challenge of annotating maps to plan where they thought new development should occur over the next twenty years.

Below (left) is a photograph taken from the Business Breakfast meeting held in Bridport, and (right) an example of an annotated map drawn by a pupil from Dorchester Middle School.



The working groups' efforts resulted in approximately 200 potential ideas for consideration in drafting the Local Plan. These are summarised in the first columns of Appendix 5.

### Stage 4. The Planning Input

Over the course of two meetings, key stakeholder agencies including Natural England, Dorset County Council, the Environment Agency and the Highways Agency were invited to comment on the feedback from the first multi-issue event and the working groups.

### Stage 5. Consensus on Planning Outputs

During November 2011, the attendees of the first multi-issue stakeholder events were invited to reconvene and discuss the proposed solutions at a series of further events advertised across the district and borough. These events were held in:

- Eastern area – Dorchester, Dorford Centre
- Western area – Bridport, Sir John Colfox School
- Northern area – Sherborne, New Digby Hall
- Weymouth & Portland – Weymouth Town Centre, Pavilion Ocean Room

The working group ideas were presented on display boards. An example is shown in Appendix 6. The attendees were asked to review the proposed solutions and complete response forms scoring their satisfaction and offer feedback as to how each proposal could be improved.

About 170 – 180 people attended these final consensus events. Feedback from these events and the more generic online consultation that took place at the same time is summarised in Appendix 5.

**New Local Plan for Weymouth & Portland and West Dorset**

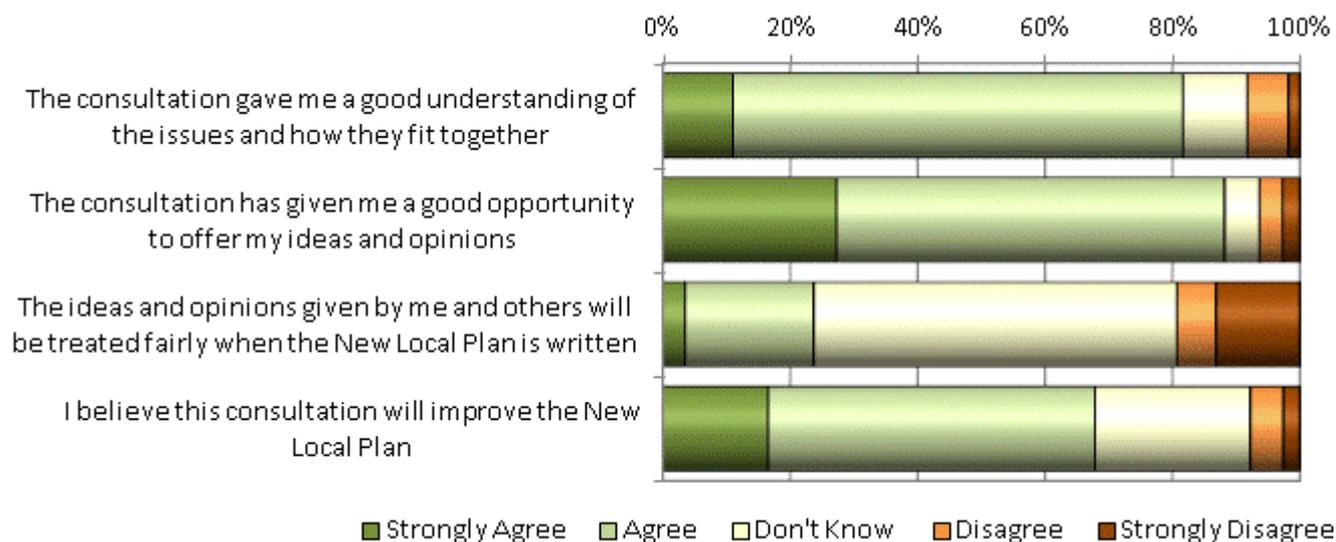
<b>Topic:</b>				
<b>Issue Ref:</b> The number of the solution				
<b>To what extent do you agree with the planning solution? Please circle</b>				
I don't agree	I agree in part	I can live with it	I can support it	I am very supportive
<b>What would need to happen to make you more supportive?</b>				
<i>continue overleaf if needed</i>				

**About you:**  
 Name: .....  
 Organisation: .....

Below are photographs taken from the Dorchester event at the Dorford Centre.



At the final event a large poster was displayed inviting attendees to use sticky dots to indicate to what extent they agreed with the following statements. On average 112 people responded to each question. In general the feedback was extremely positive, with over 80% agreeing that it helped them gain a good understanding of the issues and how they fit together, and that they had been able to offer their ideas and opinions. About two out of three attendees felt that the consultation would improve the local plan, and less than one in 10 disagreed. The main area where people were unsure was the extent to which the ideas and opinions given would be treated fairly when the New Local Plan is written.



### Using the Consultation to Draft the Local Plan

The findings of the consultation events were then collated and analysed by planning officers. A series of briefing sessions with elected members were held in late 2011 and early 2012, where many of the suggestions put forward were discussed. The ideas fed into the draft plan, as outline in Appendix 5.

**Appendix 1: Schedule of Events**

<b>Week</b>	<b>Activity</b>	<b>Notes</b>
01/08/11	Design Team Meeting	West Dorset area
08/08/11	--	
15/08/11	Design Team Meeting	Weymouth and Portland area
22/08/11	Design Team Meeting	West Dorset area
29/08/11	Design Team Meeting	Both areas
	Business Design Group Meeting	West Dorset area
05/09/11	--	
12/09/11	--	
19/09/11	Design Team Meeting	Both areas
26/09/11	Initial multi-issue consultation	Eastern area: 26 Sep, Dorford Centre, Dorchester 1.30-4.30pm or 5.30-8.30pm Northern area: 28 Sep, Digby Hall, Sherborne 9.30am-12.30pm or 5.30-8.30pm Weymouth & Portland: 30 Sep, The Pavilion, Weymouth 4-7pm
03/10/11	Initial multi-issue consultation	Western area: 03 Oct, Beaminster Town Hall, Beaminster 9.30am-12.30pm or 5.30-8.30pm
10/10/11	Facilitated working group meetings	Renewable energy - first meeting 10Oct , Dorchester
	Youth consultation	Dorchester schools local democracy day 12 Oct
17/10/11	Facilitated working group meetings	Affordable housing (Weymouth and Dorchester area) – first meeting 17 Oct, Dorchester Socially sustainable communities - first meeting 18 Oct, Weymouth Affordable housing (northern and western area) – first meeting 18 Oct, Bridport Level and location of growth (Weymouth and Portland) - first meeting 19 Oct, Weymouth Rural economic development - first meeting 20 Oct, Bridport Tourism (Weymouth and Portland) - first meeting 20 Oct, Weymouth Level of Growth (West Dorset) – first meeting 20 Oct, Dorchester Smaller villages - first meeting 21 Oct, Dorchester Peak Oil – first meeting 21 Oct, Dorchester
	Business Breakfast meeting	Western Area: 17 Oct 7.00am-9.30am The Bull Hotel, Bridport Northern Area: Wednesday 19 October 7.00am-9.30am The Eastbury Hotel, Sherborne Eastern Area: Friday 21 October 7.00am-9.30am The Wessex Royale Hotel, Dorchester
24/10/11	Facilitated working group meetings	Renewable energy – second meeting 24Oct, Dorchester Location of growth (Western area) – first meeting 25 Oct, Bridport Location of growth (Dorchester area) – first meeting 26 Oct, Dorchester Tourism (West Dorset) – first meeting 27 Oct, Dorchester Location of growth (Northern area) – first meeting 27 Oct, Sherborne
31/10/11	Facilitated working group meetings	Affordable housing (Weymouth and Dorchester area) – second meeting 02 Nov, Dorchester Weymouth town centre – first meeting 02 Nov, Weymouth Tourism (Weymouth and Portland) – second meeting 02 Nov, Weymouth Coastal change – first meeting 03 Nov, Bridport Peak Oil – second meeting 03 Nov, Dorchester
	Planning input meeting	Attendees: Dorset AONB, Dorset County Council, English Heritage, Natural England
	Design Team Meeting	Both areas
	Youth consultation	Budmouth school 02 Nov
07/11/11	Facilitated working group meetings	Renewable energy - third meeting 07 Nov, Dorchester Level and location of growth (Weymouth and Portland) - second meeting 07 Nov, Weymouth Rural economic development – second meeting 08 Nov, Bridport Level of Growth (West Dorset) – second meeting 08 Nov, Dorchester

**CONSULTATION SUMMARY** Local Plan for West Dorset, Weymouth and Portland – Autumn 2011

<b>Week</b>	<b>Activity</b>	<b>Notes</b>
		<p>Socially sustainable communities - second meeting 09 Nov, Weymouth</p> <p>Affordable housing (northern and western area) – second meeting 09 Nov, Bridport</p> <p>Weymouth town centre - second meeting 09 Nov, Weymouth</p> <p>Location of growth (Dorchester area) - second meeting 09 Nov, Dorchester</p> <p>Smaller villages - second meeting 10 Nov, Dorchester</p> <p>Location of growth (Western area) - second meeting 10 Nov, Bridport</p>
14/11/11	Facilitated working group meetings	<p>Older people – first meeting 14 Nov, Bridport</p> <p>Coastal change - second meeting 16 Nov, Bridport</p> <p>Location of growth (Northern area) - second meeting 14 Nov, Sherborne</p>
	Youth consultation	Sherborne Gryphon school 14 Nov
	Planning input meeting	Attendees: Dorset AONB, Dorset County Council, Environment Agency, Natural England
21/11/11	Final consensus event	<p>Weymouth &amp; Portland: 21 Nov 4 - 7pm The Pavilion, Weymouth</p> <p>Eastern Area: 23 Nov 4 - 7pm The Dorford Centre, Dorchester</p> <p>Western Area: 24 Nov 4 - 7pm, The Sir John Colfox School, Bridport</p>
28/11/11	Final consensus event	Northern Area: 28 Nov 4 - 7pm The Digby Memorial Hall, Sherborne

## Appendix 2: Registered attendees

The following table lists the attendees for the initial stakeholder, workshops and consensus events (but does not include the youth consultations or business breakfast meetings). It is based on those who registered to attend. In total, about 480 people participated. Some 383 people were registered as attending the Initial Stakeholder events, 125 people attended the working groups, and about 170 – 180 people attended the final consensus events.

Name	Group / organisation name (if applicable)	Initial Stakeholder event							Working groups	Consensus			
		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beamminster am	Beamminster eve		Weymouth	Dorchester	Bridport	Sherborne
Adnan Chaudry	Dorset Race Equality Council	Y											
Alan Homer	Litton Cheney Parish Council											Y	
Alan Clevett	Alan Clevett Associates					Y							
Alan Rowley		Y						Y					
Alan Tetlow	Owermoigne Parish Council									Y			
Alastair Cowen							Y						
Ali Cameron	Upper Marshwood Vale Parish Council											Y	
Alun Morgan	Dorset Fire & Rescue Service					Y							
Amanda Crocker	Puddletown Area Parish Council	Y											
Amanda Foxell					Y								
Amanda Hunt												Y	
Andrea Schafer	Cerne Valley Parish Council		Y										
Andrew Buckingham	Owermoigne		Y										
Andrew Elliott	Grainger plc	Y						Y		Y			
Andrew Harrison										Y			
Andrew Lppard	Local business							Y	Y				
Andrew Wadsworth	Brewery Square		Y										
Andy Birch	Hallam Land Management						Y	Y			Y		
Andy Matthews	Portland Community Partnership					Y		Y	Y				
Anita Williams	Lyme Regis Town Council							Y					
Ann Barnes								Y					
Anna Lovell	WATAG, Dorset POPP	Y		Y	Y			Y				Y	
Annemarie Fagan	Job Centre Plus					Y							
Anne-Marie Vincent	Bridport Local Area Partnership							Y					
Anthony Cook	North Wootton Parish Meeting			Y									Y
Antony Broad								Y			Y		
Barbara Vousden								Y					
Barry Thompson	Dorset Labour Party		Y					Y		Y			
Ben Ling	Crossways Youth Club		Y							Y			
Blane Hawkins	Local business							Y					
Bob Gillis	Bridport Town Council							Y			Y		
Bob Owen	Chetnole & Stockwood Parish Council							Y				Y	
Brena Pickett	Environmental group							Y					
Brian Curry				Y				Y				Y	
Brian Down	Littlemoor Development Consortium			Y									
Brian Twigg	Planning Consultant	Y											
Brian Williamson								Y					
Bruce Willoughby	Bridport & District Citizens Advice Bureau							Y					
Carol Collins	Cam Vale Group Parish Council				Y							Y	
Carol Dadds		Y						Y					
Carol Eastment										Y			
Caroline Peer	Chesil Education Partnership					Y			Y				
Caroline Tomlinson		Y											

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Name	Group / organisation name (if applicable)	Initial Stakeholder event							Working groups	Consensus			
		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beamminster am	Beamminster eve		Weymouth	Dorchester	Bridport	Sherborne
Catherine Boulton	NHS Dorset	Y		Y		Y		Y		Y	Y		
Catherine Searle							Y						
Cathy Evans							Y				Y		
Charles Wild	Bridport Environment Group						Y				Y		
Chris Everidge	Char Valley Parish Council						Y						
Chris Morgan	Littlemoor Development Consortium	Y											
Chris Reynolds	Symene Community Land Trust						Y						
Chris Savory	Bradpole Parish Plan Group							Y					
Chris Slade	Chalk & Cheese, Dorset Local Access Forum	Y						Y					
Chris Tomlinson								Y					
Chris Turner	Beamminster Town Council							Y					
Christine Bright								Y					
Christopher Dobbs	Bothenhampton & Walditch Parish Council	Y											
Christopher Scott	Axminster Town Council							Y					
Claire Blackburn								Y					
Claire Smyth	Western Gazette				Y								
Cllr Alistair Chisholm	West Dorset District Council							Y		Y			
Cllr Anne Kenwood	Weymouth and Portland Borough Council					Y							
Cllr Bill White	Weymouth and Portland Borough Council					Y		Y		Y			
Cllr Caroline Payne	West Dorset District Council						Y				Y		
Cllr Christine James	Weymouth and Portland Borough Council					Y		Y					
Cllr David Hawkins	Weymouth and Portland Borough Council					Y							
Cllr David Mannings	Weymouth and Portland Borough Council					Y							
Cllr David Tett	West Dorset District Council											Y	
Cllr Dominic Elliott	West Dorset District Council				Y								
Cllr Elaine Whyte	West Dorset District Council		Y							Y			
Cllr F McKenzie	West Dorset District Council							Y					
Cllr Gill Taylor	Weymouth and Portland Borough Council					Y		Y					
Cllr Gillian Summers	West Dorset District Council							Y					
Cllr Hazel Bruce	Weymouth and Portland Borough Council					Y							
Cllr Howard Legg	Weymouth and Portland Borough Council					Y		Y					
Cllr Ian Gardner	West Dorset District Council	Y						Y		Y			
Cllr Ian Roebuck	Weymouth and Portland Borough Council					Y				Y			
Cllr Jacqui Sewell	West Dorset District Council							Y	Y				
Cllr Jane Hall	Weymouth and Portland Borough Council					Y							
Cllr Janet Page	West Dorset District Council						Y				Y		
Cllr John Chainey	South Somerset District Council			Y								Y	
Cllr John Russell	West Dorset District Council						Y	Y					
Cllr Joy Stanley	Weymouth and Portland Borough Council					Y							
Cllr Kate Wheller	Weymouth and Portland Borough Council							Y	Y				
Cllr Kevin Hodder	Weymouth and Portland Borough Council					Y							
Cllr Lucy Hamilton	Weymouth and Portland Borough Council									Y			
Cllr M Lawrence	West Dorset District Council											Y	
Cllr Marjorie Snowden	West Dorset District Council											Y	
Cllr Mary Penfold	West Dorset District Council										Y		
Cllr Michael Bevan	Dorset County Council				Y								
Cllr Mike Goodman	Weymouth and Portland Borough Council					Y		Y	Y				
Cllr Ray Banham	Weymouth and Portland Borough Council					Y							
Cllr Rebecca Knox	Dorset County Council						Y						
Cllr Robert Gould	West Dorset District Council											Y	

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Name	Group / organisation name (if applicable)	Initial Stakeholder event							Consensus			
		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beaminster am	Beaminster eve	Working groups	Weymouth	Dorchester	Bridport
ClIrr Robin Potter	West Dorset District Council	Y						Y		Y		
ClIrr Ros Kayes	West Dorset District Council						Y	Y			Y	
ClIrr Sandra Brown	West Dorset District Council							Y			Y	
ClIrr Sarah East	West Dorset District Council		Y					Y				
ClIrr Stella Jones	West Dorset District Council		Y									
ClIrr Stephen Slade	West Dorset District Council	Y										
ClIrr Teresa Seall	West Dorset District Council		Y					Y	Y	Y	Y	Y
ClIrr Tess James	Dorchester Town Council	Y										
ClIrr Tim Harries	West Dorset District Council		Y									
ClIrr Tim Munro	Weymouth and Portland Borough Council					Y						
ClIrr Tony Frost	West Dorset District Council										Y	
Colin Baker	Toller Pocorum Parish Council						Y					
Colin Graham	Dorset County Council - Highways					Y						
Colin Salisman						Y						
Colin Sparkes	Bothenhampton & Walditch Parish Council						Y					
D Mark Carey	MCA Lawray - Architects					Y						
Dan Binyon	Resilience Working Group							Y			Y	
Daphne Grout-Smith	Friends of Radipole Park and Garden					Y		Y	Y			
Dave Diaz	Dorset County Council					Y						
Dave Price	WHGLA								Y			
Dave Rickard	Bridport Town Council						Y	Y				
David Blackwell	Chesil Bank Parish Council								Y			
David Cargrave		Y										
David Crothers	Folke Parish Council				Y							
David Dixon	Burton Bradstock Parish Council						Y					
David Edwards	Folke Parish Council				Y							
David Foot							Y					
David Gale	LymeForward Housing Group						Y				Y	
David Gardner	Beaminster Society						Y					
David Glasson							Y				Y	
David Harris	Westham Community Group					Y			Y			
David Haynes	ASOD - Against Sherborne's Over Development			Y				Y				Y
David Hedworth	David Hedworth Chartered Architect						Y					
David Lohfink	C G Fry & Son Limited	Y	Y		Y	Y		Y	Y	Y	Y	Y
David Parkers											Y	
David Read		Y										
David Trickett	Federation of Small Businesses					Y						
David Webb	West Dorset Partnership	Y								Y		
David Wragg	Symene Community Land Trust						Y	Y			Y	
Debbie Snook	Wooton Fitzpaine Parish ClIrr						Y					
Debra Horlock	Dorset New Forest Tourism Partnership	Y										
Dennis Maggs		Y						Y		Y		
Dennis Tuffin	Sherborne Area Partnership				Y			Y				Y
Derek Beauchamp	Dorchester Civic Society	Y						Y				
Derek Hayward	Bradford Abbas Parish Council			Y								Y
Derek Sherry			Y									
Derek Thomas	Osmington Mills Protection Group		Y									
Diana Norton					Y							Y
Diana Rowley		Y										
Diccon Carpendale	Brimble, Lea & Partners	Y										

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Name	Group / organisation name (if applicable)	Initial Stakeholder event							Consensus			
		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beaminster am	Beaminster eve	Working groups	Weymouth	Dorchester	Bridport
Dickie Bird				Y				Y				
Dominic Knorpel						Y		Y			Y	
Doug Pigg	Revive							Y	Y			
Douglas Baldwin	Jessopp Avenue residents					Y						
Douglas Pigg	Revive				Y							
Dr Jon Orrell	Transition Town W&P				Y							
Ed Babington	Morgan Carey Architects				Y							
Edward Every	Stratton Parish Council	Y								Y		
Eileen Hardy								Y				
Elizabeth Friend	Friends of the Earth West Dorset					Y						
Ellen Austin	LymeForward						Y					
Emily Newton	Dorset Wildlife Trust			Y				Y		Y		
Finlay McPherson	Corscombe, Halstock & District Group PC					Y		Y				
Fiona Kent-Ledger	Dorchester Town Council									Y		
Fraser Hughes	Broadwindsor Parish Council						Y					
Fred Horsington	Cerne Valley Parish Council		Y					Y				
Freda Hennessy	BAVLAP					Y		Y				
Freda Ryder		Y										
G Hawkins	Campaign for Dark Skies					Y						
Gareth Jones								Y				
Geoff Smith	Stone Firms Ltd				Y			Y				
George Afedakis	Giant GR				Y							
Georgina Morgan	Dorset Community Action		Y									
Georgina Skipper	Wyke Regis Protection Society	Y										
Gerald Mabb	Weymouth Civic Society				Y			Y	Y	Y		
Gerry Squires	Cam Vale Group Parish Council					Y						
Gillian Lawrie						Y						
Glenn Crawford	Local business							Y				
Gordon Cooke	Warmwell Parish Meeting	Y										
Gordon Sneddon	Dorset County Council - Highways		Y	Y			Y				Y	Y
Graham Moody	Burton Bradstock Parish Council						Y	Y		Y		
Gwen Kinghorn	Long Bredy & Kingston Russell Grp Parish Council	Y										
Hannah Sofear	Portland Sculpture & Quarry Trust				Y			Y				
Hannah Solloway	Dorset Community Action			Y								
Harry Pressly			Y									
Helen Stephenson	West Dorset Friends of the Earth					Y						
Henry Lovegrove								Y				
Ian Humphreys	Cerne Valley Parish Council		Y									
Ian Madgwick	Dorset County Council - Highways	Y		Y		Y						
Irene Statham	Resilience Working Group							Y		Y		
Iria Gonzalez-Dopeso	Resilience Working Group							Y			Y	
Jackie Allan								Y				
James Cox	Local business							Y				
James Stevens	Home Builders Federation				Y							
Jan Grocott	Stratton Parish Council	Y								Y		
Jan Merriott	Bartle Pye Commercial	Y						Y	Y	Y		
Jane Barter	Early Years and Childcare Service	Y										
Jane Burnet	Green Party		Y							Y		
Jane Dowling	Long Bredy & Kingston Russell Grp Parish Council	Y										
Jane Morrow						Y					Y	

**CONSULTATION SUMMARY** Local Plan for West Dorset, Weymouth and Portland – Autumn 2011

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		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beaminster am	Beaminster eve	Working groups	Weymouth	Dorchester	Bridport	Sherborne
Janet Davis	Broadmayne Parish Council	Y											
Janet Hopkin	Puddletown Area Parish Council	Y									Y		
Janet Kosciwicz	The Bristol Hotel					Y							
Jennifer Clarke	Dorset AONB Team	Y						Y		Y			
Jennifer Huitson				Y									
Jenny Hart	Full Time Youth Worker	Y											
Jenny Shackelford								Y					
Jenny Tyler	Beaminster Society											Y	
Jeremy Gear	Roofing Gear Limited			Y									
Jeremy Stavenhagen												Y	
Jeremy Weeks	LloydsTSB Commercial		Y						Y				
Jo Bowkett	Dorset County Hospital FT	Y											
Jo Hawkins	Community relations adviser						Y					Y	
Jo Wilkins	South Somerset District Council						Y						
Joanna Donovan	BridgeHouse Hotel, Beaminster						Y						
Joanna Hearn				Y									
Joanna Lowndes	Sherborne Area Partnership			Y									Y
John Allen				Y									
John Burton		Y									Y		
John Coombe	Chesil Bank Parish Council	Y											
John Lawrie				Y									
John Mason	Yeo Head and Castleton Parish Council			Y									
John Meaden				Y									
John Moyce	Dorset Marine Network					Y		Y					
John Russell			Y									Y	
John Stobart	Natural England			Y									
John Stunt		Y											
John Warmington					Y			Y					Y
John Young	Ringstead Protection Society	Y						Y		Y			
Jon Munslow	Dorset County Council - Community Liaison								Y	Y			
Jonathan Hudston							Y						
Judy Edwards								Y					
Julia Hutchings						Y		Y	Y				
Julie Cleaver	Chamber of Commerce / Open for Business					Y							
June Hunt	NHS Dorset												Y
Karen Forrester								Y					
Karen Gamble	Local business							Y					
Karen Kennedy	Bagwell Farm Touring Park	Y						Y					
Karin Taylor	National Trust Planning Advisor	Y											
Kate Geraghty	Chideock Parish Council						Y	Y			Y		
Kate Laing	Local business							Y					
Kate Organ	Parrett & Axe Parish Council						Y						
Katherine Pike	Sherborne Town Council				Y			Y					Y
Keith Lane	South Somerset District Council			Y									
Kelvin Henwood	Poundbury Residents Association	Y											
Ken Bodycombe	Magna Housing Association						Y				Y		
Ken Hardy								Y					
Kit Glaisyer	Local business							Y					
Lesley Chandler	Dorset Partnership for Older People Programme					Y		Y					
Lesley Rogers	Dorset County Council - Vulnerable people					Y							

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		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beaminster am	Beaminster eve		Weymouth	Dorchester	Bridport	Sherborne
Linda Mann	Weymouth Hoteliers Association					Y							
Linda Timms	Thorncombe Village Trust											Y	
Lorna Jenkin	Lyme Regis Town Council											Y	
Luke Simpson	RPS					Y		Y					
Malcolm Curtis	Wessex Delivery LLP	Y											
Malcolm Leighton	Symondsburry Parish Council											Y	
Malcolm Saunders	CPRE			Y									Y
Marcus Dixon	Lyme Regis Development Trust					Y							
Margaret Fridd	POPP Community Leader Weymouth					Y		Y	Y				
Margaret Harrington	Bridport Area 50+ Forum					Y							
Margie Barbour							Y						
Marianne Littleford	Dorset County Council - Vulnerable people					Y							
Marie Mclean	EDP Drug & Alcohol					Y							
Mark Agnew	Thorncombe Village Trust					Y							
Mark Bagwell	Clipper Teas					Y							
Mark Carey	MCA Lawray Ltd										Y		
Mark Culme-Seymour							Y						
Mark Donovan	BridgeHouse Hotel, Beaminster					Y							
Mark Fox	Pegasus Planning					Y		Y	Y				
Mark Lane		Y											
Mark Meyer	Meyers Estate Agents		Y										
Martin Bugler												Y	
Martin Cox	Local business							Y					
Martin Drennan	Sport England					Y							
Martin Hedley								Y					
Martin Kosciwicz	The Bristol Hotel					Y							
Martin Ray	Bridport Town Council							Y					
Mary Godwin	Museum							Y					
Mary Quinn				Y				Y					Y
Matthew Pye	Chamber of Commerce / Bartle Pye	Y				Y		Y	Y	Y			
Maureen Jackson	Bridport Local Area Partnership					Y					Y		
Melanie Smoker	NHS Dorset	Y		Y				Y					
Michael Clarke	Stinsford Parish Council	Y											
Michael Gant	Dorchester Labour Party	Y									Y		
Michael Johnson	Parrett & Axe Parish Council					Y							
Michael Osmond	Association for Portland Archaeology					Y			Y				
Michael Quinn				Y									
Michael Seall			Y										
Michele Warrington	Loders Parish Council							Y				Y	
Mickey Jones	DJ Property		Y										
Mike Farmer												Y	
Mike Harvey	Bridport Chamber of Trade											Y	
Mike Hendrick												Y	
Mike Joslin		Y											
Mike Jury	Youth Clubs of Weymouth					Y							
Mike Kelly	Weymouth & Portland Access Group								Y				
Mike Kerton	Persimmon Homes			Y									
Mike Lock	Yeovil Town Council												Y
Mike Pochin										Y			
Miles King		Y						Y					Y

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		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beamminster am	Beamminster eve		Weymouth	Dorchester	Bridport	Sherborne
Miss SK Virgin			Y										
Mr Allingham					Y								
Mr Arnold	Thorncombe Parish Council												Y
Mr B Hedditch	Landowners						Y						
Mr Carswell					Y								
Mr Coleman	Sherborne Town Council												Y
Mr Cowley		Y											
Mr Curtis							Y						
Mr Harding	CPRE						Y	Y				Y	
Mr Hawksworth				Y									
Mr Hicks												Y	
Mr Higgins	Thorncombe Parish Council											Y	
Mr Hill				Y									
Mr I Campbell	Friends of Greenhill Gardens					Y							
Mr M Manning	Corscombe, Halstock & District Parish Council						Y						
Mr Malson		Y											
Mr Nye				Y									
Mr P.J. Lawrence	Yetminster & Ryme Intrinsic Parish Council			Y	Y								
Mr T Carter		Y											
Mr T Collins	Friends of Greenhill Gardens					Y							
Mr T James													Y
Mr T Langton							Y						
Mr Watts	Loders Parish Council												Y
Mrs A Matthews		Y											
Mrs Cox			Y										
Mrs Curtis							Y						
Mrs E Morris			Y									Y	
Mrs G Pearson	Osmington Parish Council											Y	
Mrs G Tibbs		Y											
Mrs Harding	CPRE						Y	Y				Y	
Mrs Hawksworth				Y									
Mrs Hill				Y									
Mrs I.A. Hunt	Disabled						Y						
Mrs J Edmonds		Y											
Mrs K Mayers													Y
Mrs Malson		Y											
Mrs Myers													Y
Mrs S E Widdowson	Cheselbourne Parish Council	Y											
Mrs S J Harris	Bishops Caundle Parish Council				Y								
Mrs Shaw							Y						
Ms Rikey Austin							Y						
N Jones				Y									
Nathan Cronk	Raglan Housing Association Ltd					Y				Y			
Neil Greenway	Domvs		Y										
Nick Baker			Y									Y	
Nick Read			Y										
Nicki Barker	Buckland Newton Parish Council	Y											
Nicky Mann	Dorset Advocacy			Y									
Nigel Engert	Sherborne Area Partnership				Y			Y					Y
Nigel Ewens						Y	Y						

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		Dorchester pm	Dorchester eve	Sherborne am	Sherborne eve	Weymouth pm	Beamminster am	Beamminster eve		Weymouth	Dorchester	Bridport	Sherborne
Nigel Furness	Cerne Valley Parish Council		Y										
Nigel Hill			Y					Y		Y	Y	Y	
Nigel Reeve	Beamminster Chamber Trade & Commerce						Y						
Nigel Ward								Y					
Owen Pope	Chetnole & Stockwood Parish Council							Y					
Pam Sangster	Bridport Area 50+ Forum						Y						
Pamela Ramsey								Y					
Patrick Woodford	Agent	Y								Y			
Paul Austin	Bradford Road Residents Association				Y								
Paul Bedford	Persimmon Homes (South Coast) Ltd	Y											
Paul Cane	Local business							Y					
Paul Hammond	Tides Youth Centre					Y							
Paul Harrington	Morgan Carey Architects	Y											
Paul Hickman		Y											
Paul Lonsdale	Weymouth College					Y							
Paul Maher	East Boro Housing Trust					Y							
Paul McIntosh	Dorset Agenda 21		Y					Y					
Paul Newman		Y		Y			Y			Y	Y	Y	Y
Paul Scott	Paul Scott Architect		Y										
Paula Blake				Y									
Paula Buxton	Beamminster Youth Club							Y					
Pauline Trimming	Dorchester Area Community Partnership	Y									Y		
Penny McCartney	Portland Town Council					Y				Y			
Penny Watt	Char Valley						Y						
Peter Barton	Frampton Parish Council	Y									Y		
Peter Davies	Toller Pocorum Parish Council						Y				Y		
Peter Henshaw	Dorset Cyclists Network			Y									
Peter Lawrence	Yetminster & Ryme Intrinseca Parish Council			Y				Y					
Peter Smith	Symondsburry Parish Council						Y					Y	
Peter Watson	Local business							Y			Y		
Phil Chandler	Yeovil Town Council				Y								
Phillip Curtis					Y			Y					
Phillip Jordan								Y		Y			
Phillip Kerr	Harcourt Kerr										Y		
Polly Greenway	Domvs		Y										
Pru Bollam		Y											
Rachel Barton	Portland Gas Ltd					Y							
Rachelle Smith	Dorset Community Action						Y						
Rex Ireland	Newlands Holiday Park						Y						
Richard Boother	RPS	Y						Y					
Richard Burgess	Richard Burgess Associates					Y							
Richard Dodson	Dorset County Council					Y							
Richard Edmonds	World Heritage Site Team					Y							
Richard Howard				Y									
Richard Jackson	ASOD - Against Sherborne's Over Development				Y								
Richard King	Kitson & Trotman solicitors						Y						
Richard Mead	Sommerfield Developments					Y							
Richard Nichols	CPRE						Y						
Richard Park		Y											
Richard PayneWithers	Local business							Y					

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Richard Price	Wyke Regis Protection Society					Y							
Richard Thompson								Y					
Richard Toft	Resilience Working Group							Y				Y	
Rob Love												Y	
Rob Murray	Chideock Parish Council						Y		Y	Y	Y	Y	Y
Robert Blake				Y									
Robert Rhys				Y									
Robert Smith	Bridport & District Tourism Association							Y				Y	
Robert Weatherburn	Frampton Parish Council	Y							Y				
Robert Wheelwright								Y	Y			Y	
Robin Barbour		Y											
Rod Wild	Portland Community Partnership									Y			
Roger Dalton	Roger Dalton Associates Ltd								Y	Y			
Roger Knowles	Local business								Y				
Roger Locke	Roger Locke Consulting Ltd					Y							
Rose Harris							Y						
Rosemary Beeny	Beaminster & Villages Local Area Partnership								Y				
Rosemary Lovegrove	Corscombe, Halstock & District PC								Y				
Ross Jessopp	A G Jessopp Ltd							Y					
Roy Pike				Y					Y				
Rupert Best								Y	Y	Y	Y		
Rupert Lloyd	Dorset County Council - Coastal Pathfinder								Y				
Ruth Tomlin	The YOU Trust			Y									
Sal Robinson	Chideock Parish Council						Y					Y	
Sally Beadle							Y						
Sally Cooke	Transition Town Dorchester	Y							Y		Y		
Sally Docksey		Y											
Sally Dyke	Litton Cheney Parish Council							Y					
Sally Falkingham	Maiden Newton Parish Council	Y									Y		
Sally Holman	Lyme Regis Town Council											Y	
Sally Welford	Thorncombe Parish Council											Y	
Sandie Wilson	Portland Harbour Authority/ Portland Port	Y				Y			Y	Y			
Sarah Hamilton-Foyn	Persimmon Homes	Y							Y	Y	Y		
Sarah Headlam	CPRE and Dorset Wildlife Trust			Y					Y				Y
Sarah-Jane Chick	Queen Thorne Parish Council				Y								
Scott Condliffe	Freshwater Beach Holiday Park							Y					
Shirley Davies	Sutton Poyntz Society					Y				Y			
Siân Merriott	Nantes, Solicitors		Y										
Simon Conibear	Duchy Of Cornwall	Y									Y		
Simon Shaw								Y	Y				
Stan Williams	Woodmead Halls Management Company							Y					
Stephen Wilkins	Lyme Regis Society							Y				Y	
Stephen Yates	BLAST 'Skills for Self Reliance Project'							Y				Y	
Steve Diamond	Broadmayne Parish Council	Y									Y		
Steve Hoskins	A2A Consulting					Y							
Steve Spear	Bradpole Parish Council											Y	
Stuart Bainbridge	Chesil Bank Parish Council	Y											
Stuart Case	Touch Wood : Building Design							Y					
Sue Follan	Weymouth Community Volunteers					Y							
Sue Harries	Dorset Fire & Rescue Service		Y	Y									

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Sue Herman								Y					
Sue Leach	Weymouth Hoteliers Association					Y							
Sue McGowan	Dorset County Council - Highways	Y		Y			Y		Y				
Sue Redwood-Davies							Y						
Susan Anders	Dorset Agenda 21						Y						
Susan Blake	Dorchester Strollers	Y											
Susan Clarke		Y											
Susan Greene	West + South Dorset Green Party			Y				Y					
Terry Hunt	Bradford Abbas Parish Council											Y	
Terry Prior	Sherborne Labour Party			Y				Y					
Terry Sweeney							Y				Y		
Tessa Greenaway	Bridport Local Area Partnership						Y						
Tim Hoskinson	Developer industry							Y			Y		
Tom Gilchrist	Cam Vale Group Parish Council				Y							Y	
Tom Murphy	Churches Together in Bridport						Y	Y					
Tony Armstong	Dorset Youth Association					Y							
Tony Edwards								Y					
Tony Hurley	WDDC - Sports Development	Y		Y									
Tony Roach			Y					Y		Y			
Tony Stephens	Street Pastors / The Church					Y							
Trevor Bevins	CPRE	Y								Y			
Valerie Stevens	Micro Business + Resident				Y							Y	
Vanessa Gifford	Kingston Maurward College / Stinsford PC	Y											
Vaughan Jones	Portesham - Chesil Bank Parish Council								Y				
Vicki Black		Y						Y		Y			
Victor Crutchley								Y					
Vince O'Farrell											Y		
W Batten	Community Group			Y									
W.T. Jones		Y											
Wally Gundry	Dorchester Area Community Partnership		Y							Y			
Wendy Davies	Lyme Regis Development Trust						Y				Y		
Wendy Howard				Y									
William Beveridge	Sherborne Castle Estates			Y									
Yvonne Libbey				Y								Y	

### Appendix 3: Working Groups

These are referenced in the consultation summary table

Ref	Working Group	Main discussion topic/s
AH	Affordable Housing (2 groups)	How can we develop more affordable housing in Weymouth and Portland/Dorchester and surrounding areas? How can we develop more affordable housing in northern area?
BEA	Business Meetings – Eastern Area	Business needs
BNA	Business Meetings – Northern Area	Business needs
BTC	Budmouth Technology College	Young people’s needs
BWA	Business Meetings – Western Area	Business needs
CC	Coastal Change	What are the issues relating to coastal change?
DMS	Dorchester Middle School	Young people’s needs
EG	Eastern Growth	Where should development be located in and around Dorchester and the eastern part of the District?
GS	Gryphon School	Young people’s needs
GWD	Growth for West Dorset	What is the right level of growth for West Dorset?
NG	Northern Growth	Where should development be located in the Northern Area?
OP	Older People	What are the needs of older people, especially those needing to downsize?
PO	Peak Oil	How could we increase the resilience of the plan so that its policies and proposals will work well in the face of Peak Oil?
RE	Renewable Energy	How are we going to identify and promote renewable energy?
RED	Rural economic development	Rural economic development within the Western area of the District
SSC	Socially sustainable communities	How can development result in socially sustainable communities?
SV	Smaller villages	Define ‘sustainable development’ for smaller villages and issues relating to defined development boundaries in smaller villages
T	Tourism (2 groups)	How do you promote the diversity offer provided by Weymouth and Portland – how do you look for a paradigm shift of offer? How does tourism contribute to the local economy, interact with other policy areas and what's its sustainability?
WG	Western Growth	Where should development be located in the Western area?
WPG	Weymouth and Portland Growth	What is the right level of growth for Weymouth and Portland and where should development be located in and around Weymouth and Portland?
WTC	Weymouth Town Centre	How do we make Weymouth town centre a thriving and attractive place to visit all year round?

**Appendix 4: Working Group Template**

**New Local Plan for Weymouth & Portland and West Dorset  
Autumn 2011 consultation working groups**

<b>Name of working group</b>						
<b>Working group members</b> (name and tick background)	Local councillor	Community Group	Environment Group	Local business	Developer industry	Individual
<b>Issue explored</b>						
<b>Evidence used</b> (list relevant research / documents etc)						
<b>Proposed planning solution</b>			reasons why preferred			
<b>Alternative options considered</b>			reasons why they were not preferred			
<b>Further information / evidence requirements identified</b>						

Appendix 5: Consultation Summary Table

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
02-Env	<p><b>Coastal Change Management</b></p> <p>CCG1a: Define the Coastal Change Management Areas (CCMAs) within which Coastal Change policies will apply. Their extent should take account of the fact that coastal inundation and rising sea levels will have impacts further inland along river valleys, and involve the local communities.</p> <p>CCG5: Work is needed to define Coastal Risk Zones more accurately. Continual monitoring is essential to accurately predict the rate of coastal change in particular locations and adjust policy accordingly</p>	CC	Environment Agency: Local Policy should identify Coastal Change Management Areas and indicate how applications in those areas will be managed. This policy should have due regard to the Shoreline Management Plan.	Policy ENV 7 iii) says that the councils will identify Coastal Change Management Areas through a supplementary planning document.	The identification of these areas requires further work and community consultation, and will be programmed to commence as soon as resources allow. Ongoing monitoring will be undertaken by the council's engineers and the Environment Agency.
02-Env	<p>CCG3: The non-saved policies in the current West Dorset Local Plan (AH1, AH3 and AH4) should form the basis of generic policies relevant to coastal change, flooding and land instability, updated where necessary.</p> <p>CCG1b: Within defined Coastal Change Management Areas, allow the replacement of properties affected by coastal change outside the existing curtilage (as an exception to normal policy). Consider allocating land for the replacement of whole communities.</p> <p>CCG2a: Within the Coastal Change Management Areas additional homes, businesses or the significant expansion of existing homes and businesses should not be allowed (other than limited extensions to update existing properties and</p>	CC	Re-instate relevant policies from the 2006 West Dorset Local Plan (SA8, SA9,AH1, AH2, AH3, AH3 & AH4) Need to allow improvements to existing uses within potential floodrisk areas; such as enhancing or expanding existing tourism developments already located on the coast or in river floodplains.	Policy ENV 7 replaces policies AH3 and AH4, directing development away from areas vulnerable to coastal erosion and land instability, and allowing for the replacement of properties affected by coastal change within a defined area agreed through a community relocation strategy as an exception to normal policy, as part of the proposed supplementary planning document. Policy ENV5 deals with Flood Risk	Development needs to be directed away from areas vulnerable to flooding, coastal erosion and land instability, to avoid putting people at risk.

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	premises). Essential community infrastructure should be allowed but should be designed to be lightweight & moveable – e.g. public lavatories, beach huts etc				
02-Env	<p>CCG2b: Where exceptionally allowed within or close to the Coastal Change Management Areas, new development should be required to contribute to the cost of building and maintaining coastal defence schemes where they have been agreed or are in place.</p> <p>CCG4: Support community based initiatives that propose to fund and implement works to ‘hold the line,’ by maintaining coastal defences where they are already in place.</p>	CC	<p>Tourism/Holiday Park Facilities: owners and operators should be allowed to contribute to funding and/or implement coastal defence works to safeguard landholdings and existing operations.</p> <p>AONB – Management Policy supports a “no active intervention” approach to coastal management wherever possible.</p>	Policy SUS 2 v) allows for flood defence, land stability and coastal protection schemes to be permitted outside defined development boundaries. The provision of new defences will have due regard to the Shoreline Management Plan, which sets out the degree of intervention proposed, and wider impacts (such as on the geological interest and landscape) will need to be taken into account in assessing any schemes, in accordance with policies ENV 1 and 2.	The public funding of relevant infrastructure is considered through the infrastructure delivery plan. This takes into account potential external funding sources. Privately funded schemes would need to be assessed on their merits.
02-Env	<p><b>Flooding</b> Additional suggestion: Reserve land to the west of Burton Bradstock for the implementation of the preferred option Surface Water Flood alleviation scheme.</p>	n/a	Scheme proposal prepared with involvement of the parish council, DEFRA, Environment Agency, district and county council. Funding not currently in place but site for alleviation works identified.	Policy ENV 6 reserves land for the implementation of the Burton Bradstock Flood Alleviation Scheme. Any development that would significantly undermine its delivery will not be permitted.	It is important that the land required for the implementation of the scheme is safeguarded, as unrelated development on the site could prevent the scheme being implemented.
02-Env	<p><b>Important Open Gaps</b> NG1: The level of development included in the Local Plan should not result in the merging of individual towns and villages – for example, it should not undermine the gap between Sherborne and Yeovil or the gaps between the villages of Trent and Over Compton with Yeovil.</p>	NG	Support for retaining gap between Sherborne & Yeovil.	Policy ENV 3 on the Green Infrastructure Network also provides a mechanism for the councils to identify and small open gaps to prevent neighbouring communities that have distinct and separate characters from merging into one another, but not to the extent that it would prevent the long-term development of communities.	The scale and location of allocations proposed in the draft plan do not result in the merging of settlements. Land outside the development boundaries will be protected from development under the countryside policies. The plan also recognises that the policies needs to support, but not prevent, the long-term development of communities.

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
02-Env	<p><b>Weight of local designations</b>                      OFGWP6:                      Apply exception criteria to existing locally derived landscape and environmental policies to allow growth in these areas so long as appropriate need and mitigation is demonstrated and applied.</p>	WPG	<p>There is scope for appropriate development in AONB and Heritage Coast and new Local Plan policies should be worded appropriately. Policy support should be given to the improvement of existing caravan park facilities.</p>	<p>Policy ENV 2 on Wildlife and Habitats resists (but does not completely rule out) development that would adversely affect Sites of Nature Conservation Importance, Local Nature Reserves, ancient woodlands, veteran trees and hedgerows, and key wildlife corridors.                      Policy ENV 3 on the Green Infrastructure Network recognises that there may be circumstances where the protection is clearly outweighed by other considerations.</p>	<p>The policy approach seeks to ensure that reasonable weight is given to locally derived environmental designations, as although mitigation may be possible, prevention of loss in the first instance is more likely to be assured of success.</p>
02-Env	<p><b>Biodiversity</b>                      T6a:                      Protect environmentally sensitive areas &amp; ensure that there is no net loss of biodiversity</p>	T		<p>Policy ENV 2 v) says that 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. The remainder of ENV 2 seeks to provide an appropriate level of protection to international, national and locally important wildlife sites.</p>	<p>The main opportunities for promoting biodiversity gain will be through the larger development sites, and this is where efforts will be concentrated.</p>
02-Env	<p><b>Listed Buildings</b>                      TG6c:                      Listed building controls should not prevent appropriate quality upgrades (e.g. Weymouth seafront hotels needing ensuites). The</p>			<p>Policy ENV 4 v) says that alterations, additions to, or change of use of a Listed Building will not be permitted if they are likely to have an adverse effect on the historic or</p>	<p>Buildings are Listed because of their special architectural or historic interest. The level of protection afforded needs to reflect the level of significance of that asset and the</p>

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	buildings need to be usable to be sustainable. In appropriate cases only the façade of the building needs to be preserved.			architectural special features, character or integrity of the building. The original plan form, roof construction, interior and exterior features must be retained where practicable. The replacement of doors, windows and other features with those constructed of non-traditional materials or of a non-traditional design to the building will not normally be permitted.	contribution it makes to local character and sense of place, and there will be a general presumption in favour of preservation. However ‘practicalities’ are considered under the policy.
02-Env	<b>Design</b> EG1b: Any development should be in harmony with or enhance the sense of place. GS2b: Ensure proposals maintain and enhance the local distinctiveness of the area.	EG	Do not relax commitment to protecting the historic built (listed buildings and conservation areas) and natural environment.	Policy ENV 11 says that development should be in harmony with the site and its surroundings. Policy ENV 13 says that development will only be permitted where the siting, alignment, design, scale, mass and materials used complements and respects the character of the surrounding area or would actively improve the legibility or character of the area.	Agreed
02-Env	RE1.2: Require Code for Sustainable Homes level 4. In instances where these energy efficiency targets cannot possibly be met on site, funding will be provided by the developer to off set carbon emissions via Allowable Solutions, which could be used fund community energy schemes in Weymouth and West Dorset PO5b: Require new residential, industrial and commercial developments to incorporate their own energy generation PO6b/c:	RE  PO	The majority of responses were supportive particularly in terms of the principal of community benefits. There were some concerns about whether allowable solutions would actually work and whether allowable solutions would avoid obligations on the development.	Policy ENV13 seeks new buildings and alterations/extensions to achieve high standards of environmental performance. New homes delivered between 2013 and 2015 should meet Code for Sustainable Homes Level 4, and those delivered from 2016 onwards should meet level 6. Other built development should meet BREEAM ‘very good’. Where this is not possible, the policy seeks to ensure all reasonable steps are taken to	The requirements for the Code follow the proposed national targets for improving energy efficiency in buildings, but allow the council to broaden this to include a wider range of sustainability considerations. Government guidance on establishing allowable solutions is still in its infancy, but a local scheme will be developed when the approach is clarified.

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	Applying a suitable energy efficiency standard (e.g. code 6 of the Code for Sustainable Homes, or equivalent) to all new build in the Plan area (to remain in force in case the government weakens the national standards). The reduction of energy use in existing buildings will be a material consideration.			enhance the environmental performance of buildings and reduce energy use.	
03-Sus	<p><b>Level of growth –</b></p> <p>GWD1: business as usual Retain a similar rate of growth for housing and employment as has occurred in the previous 15 years and is policy in the current Local Plan. For housing use the current Office of National Statistic population projections. This will result in 470-490 homes per year being built in West Dorset.</p> <p>GWD2: step change Enable accelerated growth resulting in higher employment and housing land allocations. Use higher housing growth rate figures based on Regional Spatial Strategy proposed changes and going further to meet a higher level of affordable housing need. This would result in 650-750 homes per year being built in West Dorset.</p> <p>GWD3: hybrid approach As GWD1 but incorporating a step change approach for affordable housing linked to local jobs, supported by 100% affordable housing sites, Neighbourhood Plans, Community Land Trusts etc.</p>	GWD	<p>In general most participants in the workshops appeared to favour options GWD1 and GWD3 over GWD2. Although a few did support accelerated growth and others thought existing growth rates too high.</p> <p>Many participants supported GWD3 as it could bring forward greater numbers of affordable housing.</p>	<p>Policy SUS 1 sets the level of housing growth for the plan area based on current Office of National Statistic population projections. However, communities are encouraged to develop neighbourhood plans to facilitate additional development in their areas if they wish. And rural exception sites for affordable housing have been broadened to include town locations.</p>	<p>This approach was favoured as it is consistent with the principles of sustainable development, in step with existing evidence on housing demand, and allows for flexibility through the neighbourhood plan process.</p>
03-Sus	<p><b>Distribution of growth and defined development boundaries</b></p> <p>SV5: Distribute development targets by proposing a more evenly spread quantum of development</p>		<p>Opinion was divided on this issue with general support for meeting needs, greater community involvement and maintaining the balance and structure of</p>	<p>A policy is not proposed setting development targets based on even spread of development. The distribution of development is set out in the strategic approach –</p>	<p>In order to provide adequate supply of land inevitably greenfield sites will need to be developed. The proposed strategic approach focuses on the principles of sustainable</p>

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	<p>at villages and towns rather than large amounts at particular places.</p> <p>WG1: The level of development included in the Local Plan should not exceed the level of need in that location. The level of development should also be proportionate to the size of the settlement, and how large the settlement is compared to others in the district.</p> <p>GS4a: Identify greenfield sites for housing development and support housing growth in villages.</p> <p>AH2: Development boundaries should be drawn around a wider range of settlements (eg: villages with a population above a minimum level of say 300). Suitable sites should be identified around these settlements and allocated for the development of affordable housing.</p> <p>REDW2: Remove all Defined Development Boundaries and codify development instead</p> <p>SV1a: Enable smaller villages to introduce Defined Development Boundaries through Neighbourhood Plans.</p> <p>SV1b: Defined Development Boundaries, where allocated, should be flexible and easily reviewed.</p> <p>PO3a: Ensure a compact mixed pattern of development, including homes, workplaces, community facilities, services and transport</p>		<p>communities. Some thought dispersing development across all the settlements will cause greater use of the private car and that a more compact approach would be more sustainable focussing development where facilities are. We should not overdevelop villages. If development is too dispersed it can be harder to serve by facilities. And a more compact form of distribution would be less energy intensive than a more dispersed pattern of development.</p> <p>Another point raised was that some villages have little prospect of being sustainable whilst others have been too constrained. Others thought development should be in places where there is a proven local need. Others thought it should be community led and based on need for affordable housing and weighted according to population. Some respondents thought limited development in rural communities, where half of the people in West Dorset live, should be allowed.</p> <p>Some participants thought a target-based approach could help prevent over development, allowing communities to “evolve” over time rather than see large-scale development over a short period. Whereas others thought that village development should be</p>	<p>influenced by</p> <ul style="list-style-type: none"> <li>- the needs, size, and roles of the area’s settlements, taking into account any current imbalances of housing or jobs</li> <li>- the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes,</li> <li>- the availability of land, and whether it has been previously developed (brownfield);and</li> <li>- the environmental constraints of the plan area.</li> </ul> <p>- Policy SUS2 sets out a hierarchy, focusing on the main towns, followed by the market and coastal towns and Crossways, and it is these locations where strategic allocations have been made.</p> <p>The development boundaries have not been changed other than to accommodate the strategic allocations. Para 3.3.13 explains that development boundaries can, however, be added or extended through the neighbourhood plan process.</p> <p>Policy SUS3 encourages communities to develop neighbourhood plans which will give the community the opportunity of introducing development</p>	<p>development, and only proposes large-scale development in the larger settlements.</p> <p>Concentrating development primarily in locations which already have a good range of services makes good use of resources and reduces the need to travel, whilst also helping these communities to stay vibrant and prosper.</p> <p>It is not always possible or desirable to meet need locally. However natural constraints and deliverability issues has meant that this cannot be applied across the plan area inflexibly. There are some settlements where there are only limited sites suitable for development, and others where there are greater opportunities and the potential for wider benefits to the plan area that a more modest scale of development could not achieve.</p> <p>Generally, the use of Defined Development Boundaries has worked well, providing clarity over where development would normally be permitted.</p> <p>There are problems associated with providing development in locations that have few facilities and where people tend to commute to the towns. It is more difficult to provide cost-effective local services for a more dispersed pattern of</p>

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	links, avoid dispersed development.		<p>complementary to large scale allocations not a substitute for it. Some felt targets should not be imposed but agreed (for example, by the Parish Councils). Alternative suggestions were that the focus should be on larger sustainable settlements first and a spread to smaller pro-development settlements to sustain village services and meet affordable housing needs. Another alternative suggestion was to apply a 70/30 or 60/40 split between towns and villages.</p> <p>The ability of local communities to make changes to their development boundaries generated a great deal of interest and a lot of support. There was also support for the continued inclusion of existing Defined Development Boundaries. Concerns raised regarding whether there was sufficient infrastructure in smaller settlements to make further development sustainable. And that it could lead to unsustainable patterns of growth and increased land values. Some also feared that the introduction of development boundaries in more settlements would increase the number of open market houses built and reduce the number of affordable houses built in these areas. High levels of affordable housing could also lead</p>	boundaries in their settlements if they wish.	<p>development, without putting greater reliance on potential unworkable public transport solutions which will inevitably increase carbon emissions and disadvantage those who don't have a car (usually the more vulnerable groups in our society), which is why it makes sense to try to focus development at the towns. And each village will be different in terms of its needs, opportunities and constraints. As such a more enabling approach is proposed for rural communities – working with those that want to see development take place, using neighbourhood development plans and other planning tools to help identify suitable sites to meet their local needs.</p>

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			<p>to unbalanced communities, and less delivery of smaller open market housing units.</p> <p>There were some concerns regarding how these limits would be drawn up and the whether the approach should be strategic. There were also concerns regarding the size of gardens on new developments and the need for adequately sized affordable housing</p> <p>A suggestion was put forward that some development should be allowed in “sustainable” villages which should aim to achieve greater “self-containment” in conjunction with policies to match jobs and housing more evenly and closely.</p> <p>Participants had a number of concerns about removing development boundaries. Such a policy would allow more “random” and unlimited development / create uncertainty, and could be subject to abuse. A participant also questioned the logic in moving away from development boundaries which seem to work.</p> <p>An allocations based approach was also proposed. There were also specific locations where boundary changes were requested (these are considered as part of the area proposals section).</p>		
03-Sus	SV2: Permit brownfield sites in smaller villages to be	SV	In general this proposal was supported and related well to local	The development of brownfield sites outside development	The Strategic Housing Land Availability Assessment has not

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	developed in connection with the needs of individual villages.		decision making. There were some concerns regarding ensuring that employment land is not lost to housing. There were issues raised regarding the availability of community infrastructure to support such developments and the related sustainability implications.	boundaries has not been specifically included in the draft plan. However the re-use of rural buildings is included (see policy SUS4) and is not limited to sites adjoining a defined settlement, and policy SUS3 encourages communities to develop neighbourhood plans which will give the community to allocate land for development or extend their development boundaries around such sites if they wish.	identified many brownfield sites in rural locations. The policy on the re-use of rural buildings allows for such sites to be redeveloped unless the buildings were derelict or needing substantial rebuilding in order to be re-used. Neighbourhood plans and development orders provide local tools for more exceptional cases and greater links with the needs and wishes of the local community.
03-Sus	AH3: Communities should be encouraged to come forward with their own proposals for development in their area.	AH		Approach taken forward - neighbourhood plans will be encouraged through Policy SUS3.	The neighbourhood planning process will provide a sound basis for local communities to make decisions on development in their own areas. No targets have been set as this would potentially be seen as prescriptive and discouraging.
03-Sus	<b>Peak Oil issues</b> PO1/PO2a: That the risks posed by the depletion of fossil fuels and other resources be acknowledged by the local plan, and consequently that resilience to shocks that arise from this be built in to all areas that the plan covers. This would include planning for a reduction in the need to use fossil fuels, an increase in low carbon systems, movement towards the localisation of energy and food production, lower input farming, an increase in local renewable energy and energy efficiency measures. PO2c: The outstanding visual, historic and scientific heritage of the Plan area shall be safeguarded in ways which give equal value to increasing	PO	Additional ideas included more use of local natural resources for build / development to reduce building material miles and increase local employment. One participant considered that the imminence of peak oil was generally over-stated and technology and the market will find ways to solve problems that the local plan cannot predict. Comment that the quality of the landscape and habitats is very high in this area and not readily replaced, whereas energy and food production can be provided in alternative locations.	Although peak oil is not specifically mentioned in the plan, the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes is an underlying principal of the pattern of development. Policy ENV8 encourages local food, or crops for local energy production and the protection of farmland. Policy COM8 allows renewable energy production, and Policy ENV13 includes standards of energy efficiency performance in buildings through theCode for Sustainable	The issues are important ones, and the plan has aimed to incorporate these as far as possible. However this is primarily through its enabling role and is reliant on wider partnerships for its delivery, and also needs to be balanced with other factors such as the availability of land, local needs and other environmental constraints, particularly as the area has landscape / biodiversity / heritage and it would not be appropriate for these to be valued equally to the local and national need for energy and food production.. In allocating land for development the councils have taken

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	the area's energy- and food-security. PO3b: Brownfield development should have priority over greenfield to protect land needed for food production.			Homes / BREEAM targets. There is no specific policy included on the promotion of brownfield over greenfield sites.	into account the relatively limited opportunities for brownfield redevelopment, and included these where practical in assessing potential supply and the need for site allocations. The term 'peak oil' has not been used because this is not a widely recognised concept, but instead some of the key issues are explained in full.
03-Sus	PO2b: The Council shall carry out an Oil Vulnerability Audit of the Plan area, the results of which shall be a material consideration in land use planning decisions.	PO	No additional comments received.	An oil vulnerability audit has not been undertaken. A local energy plan has been undertaken for West Dorset, which has informed the plan.	An Oil Vulnerability Audit is more appropriate for individual businesses to inform them or potential risks and possible savings, and may be more appropriately promoted through the Climate Change partnerships.
03-Sus	SV3: Conduct a village audit of facilities using village/parish plans. Look at more than just basic facilities and consider distances and accessibility to facilities in towns.	SV	Suggestions included adding travel time to facilities and employment opportunities. One individual did not support the idea of village audits and felt that there was little need to locate development in locations where services existed.	No policy needed – basic audit provided in background papers.	It is good practice to undertake such audits. Communities wishing to develop a neighbourhood plan may benefit from undertaking more detailed audits.
03-Sus	PO3c: Allow for some flexibility in the treatment of community-based development (e.g. co-housing schemes, community energy schemes). Small to medium-sized developments may be acceptable in otherwise marginal areas, if active participation / community engagement will result.	PO	Comments related to the wider issue of sustainable village development (see AH2). It was also suggested that this proposal should only be pursued if the community wants it.	Various community facilities are supported (under COM2, COM4, COM6 and COM8) and community energy schemes would be considered under COM11. Policy HOU56 (v) states that low-impact dwellings will be allowed in line with other residential policies in the plan. Policy SUS3 encourages the take-up of neighbourhood plans to give communities the opportunity to develop bespoke proposals in their own area.	The plan is generally supportive of community initiatives. A specific policy on community-based energy schemes was not considered necessary as such scheme are likely to be smaller-scale and therefore more likely to be acceptable under COM11. Co-housing would be treated in line with other residential policies – however where locally supported, neighbourhood plans or development orders could provide a more flexible approach.

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03-Sus	PO4: Housing land should be released in phases, so that the amount and type of development in the Plan area can be kept under close review.	PO	This was generally supported. It was suggested that it should be kept under close review and linked to housing need.	Table 3.2 in the local plan sets out approximate phasing proposals, and most of the strategic allocations include the need to phasing to be agreed as part of the masterplanning stage. The land supply will be regularly monitored.	
03-Sus	<p><b>Changes to rural buildings</b> REDW1/3: Proposals for the change of use or adaptation of rural buildings to other uses should be permitted provided that:</p> <p>The buildings are of permanent and substantial construction; are not in a derelict condition so that they would need to be substantially rebuilt or extended in order to be re-used; and that their form, bulk and design , both as existing and proposed, are in general keeping with their surroundings; and</p> <p>Development proposals demonstrate safe and convenient access; and</p> <p>Energy efficiency criteria are appropriately applied; and</p> <p>The use proposed is economic (including employment uses, essential rural workers dwelling, tourism uses, community services, live work development or residential uses as a subordinate part of an employment scheme)</p> <p>SV4: Allow conversion of rural buildings to uses like</p>	RED  SV  BEA	<p>Some thought it the policy approach should apply to the consideration of new build development as well existing rural buildings. The re-use of buildings can support small businesses. There were concerns raised regarding lorry size and impact on the wider highway network. Some favoured affordable housing and employment/rural workshops for local people rather than market housing. Some thought development should have restrictions based on need. There were suggestions that rural building conversions must not be used as holiday / second homes. There were also concerns raised over people deliberately running down their rural businesses in order to be given permission for housing and making large profits. An additional suggestion was that consideration should be given to accessibility by car and public transport, and that local people should be involved in the decision making process. Some thought it</p>	<p>Policy SUS4 includes criteria about the current state of the rural building to ensure that the policy is not open to abuse, and allows for a range of uses including:</p> <ul style="list-style-type: none"> <li>- employment;</li> <li>- affordable housing</li> <li>- rural workers’ dwellings;</li> <li>- community uses</li> <li>- tourism uses</li> </ul> <p>Built tourist accommodation is only permitted 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. Open market housing is not permitted.</p>	<p>It is sensible to allow conversion of redundant buildings into uses which are consistent with sustainable development principles and prevent buildings from falling into disrepair. Criteria prioritising use for employment and affordable housing remain as supported in the working group. The policy is similar to that used in the adopted local plan for West Dorset, but public transport access requirements have been relaxed and a more restrictive approach taken towards open market housing (as the policy is not limited to the edge of existing settlements). Local communities can adapt this approach as part of a neighbourhood plan.</p>

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	affordable housing, market housing and employment. BBME5: The policy on rural building conversion should be more flexible in terms of location requirements, but retain criteria in relation to amenity and highways issues. The redevelopment of rural buildings for residential uses should be controlled.		important to retain criteria relating to amenity and transport and that conversion of truly redundant farm buildings should be encouraged. Others thought the proposal quite restrictive, with some having concerns that conversions should not be allowed to over-rule the additional constraints on development within the AONB. It was also suggested that access to bus routes should not be a factor. Others were reluctant to advocate “control” of residential uses.		
04-Eco	<b>Definition of employment</b> OFGWP4: Define employment land/use as ‘economic enhancement’ as opposed to employment defined through the use classes order. BBMN1: The definition of employment should be flexible, encompassing all uses that employ people; including leisure uses, education and training. BBMW1: The definition of employment should be flexible and include a wider range of economic uses to reflect the economy. It should not favour one economic use over another. BBME1a: The definition of employment should include a wider range of uses and be more flexible. It should consider the impact of development ahead of type classification. Employment that has a detrimental impact on the environment or amenity should not be permitted.	WPG  BNA  BWA  BEA	Comments were generally supportive, though careful definition and controls are needed. Consideration should be given to the impact on the community and infrastructure. There were concerns that a wider definition could attract retail and other uses to employment sites, driving out industrial uses. Concern about the implications for the spread of equine related uses was also expressed. Particular support for homeworking, creative industries and high tech/modern businesses.	The Local Plan defines employment as development in the B Use Classes such as office, workshops and industrial premises, storage and distribution warehouses and sui generis uses commonly found on industrial estates. It also applies to non B class development which provides direct, on-going local employment opportunities such as tourism and retail. It does not apply to development that indirectly benefits the local economy (such as housing), and businesses such as farming and tourist accommodation providers.  In addition to policy ECON1 which supports the provision of new employment as defined specific policies are included in relation to; retail and town centre uses (ECON4), visitor attractions	There are a number of sectors that are employers and contribute to the local economy. The definition of employment reflects this. Through the use of this broad definition the local plan will make provision for a wide range of businesses, including those that support the resilience of the area, leisure uses, education, higher technology business and higher wage industry.

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	<p>TG6d: Employment use definitions are too rigid and should be reconsidered.</p> <p>PO10b: Encourage development of businesses which support the resilience of the area, e.g. those related to sustainable energy, local sustainable food, UK-based tourism &amp; creative arts.</p> <p>BTC1: Encourage jobs and identify sites for higher technology and higher wage industries by capitalising on the assets such as the areas maritime location, engineering traditions, sports and recreation facilities, high quality environment and the legacy from hosting the 2012 games.</p>	T  PO  BTC		(ECON5), equestrian development (ECON10), community facilities (COM2), recreation facilities (COM4) and education facilities (COM6).	
04-Eco	<p><b>Provision of employment</b></p> <p>BBME1b: Employment that has a detrimental impact on the environment or amenity should not be permitted.</p> <p>BBMW10: Providing criteria in relation to amenity are met, employment should be encouraged everywhere rather than identifying and allocating specific sites.</p> <p>DMS5: Support employment growth through the allocation of employment sites and criteria based policy. Ensure future employment (including mixed uses) is easily accessible by the road network.</p> <p>PO9b: Allocate land adjacent to colleges for related starter businesses, to enable links between educational institutions and starter businesses</p>	BEA  BWA  DMS  PO	<p>Comments were generally supportive. Defined limits are needed. Development of farm based employment and links with home working and start-ups should be supported. It was suggested that employment works most efficiently in groups and villages are not good places for large employment areas. Designated employment areas give room for expansion. There was support for more employment land, particularly at Dorchester. Better support and finance as well as improved bus and train services are needed to enable development.</p> <p>Working group felt that more consideration of this issue was needed.</p>	<p>The Local Plan allocates sites for employment uses at the larger settlements to meet anticipated demand to 2031. Table 3.3 lists employment allocations, some of which already benefit from planning permission. In total approximately 43ha of additional land are identified in West Dorset and 29ha of additional land are identified in Weymouth and Portland. The land allocations include land adjacent to Parkway Farm at Poundbury where Weymouth College have some facilities. Policy ECON1 also supports employment development:</p> <ul style="list-style-type: none"> <li>- Within or on the edge of a settlement</li> <li>- Through the expansion of</li> </ul>	<p>If future economic growth is to be successfully delivered it is vital that enough land, and the right kind of land be identified for employment uses. The larger settlements have a key role to play because of their access to labour, support services and infrastructure. The identification of employment allocations provides increased certainty for businesses and developers. The plan also permits additional development on unallocated sites (subject to criteria) to supports employment uses in a wide range of locations (including land adjacent to colleges) and increase flexibility of supply. The requirement to comply with other plan policies will ensure that economic growth is not achieved at</p>

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	and maximise use of skills BBME4: More land should be allocated for employment use.	BEA		<p>existing sites</p> <ul style="list-style-type: none"> <li>- As part of a farm diversification scheme</li> <li>- Through the re-use or replacement of an existing building</li> <li>- In a rural location where this is essential for that type of business</li> </ul> <p>Proposals for live work development are supported in locations considered suitable for open market residential development. Proposals will also need to meet the requirements of other policies in relation to environment, amenity, landscape, design, access and transport.</p>	the expense of the environment or amenity and development is appropriate in character.
04-Eco	<p><b>Mixed use sites</b></p> <p>EG2: Where sites are suitable for development, employment uses should be prioritised.</p> <p>BBME3: Where allocated through mixed use schemes, employment land should be provided where there is likely to be high amounts of passing trade. Where possible it should be provided separately to the residential development rather than “pepper potted” throughout the whole site.</p> <p>BBMN3: Provide employment land through employment only allocations in addition to mixed use schemes.</p> <p>BBMW3:</p>	<p>EG</p> <p>BEA</p> <p>BNA</p> <p>BWA</p>	<p>Opinion was split on the development of mixed use sites. Development should be appropriate and sensitive with acceptable landscape impacts. New development should support the local community which could need housing to support facilities. It is important to employ people locally and housing should be located close to employment. The impact, type and scale of the employment use as well as the nature and mix of uses will determine acceptability. The working groups were supportive, but there was some suggestion that employment and</p>	<p>The local plan land allocations include some sites identified exclusively for employment uses and others where employment uses will be delivered through a comprehensive mixed use scheme. Masterplanning is proposed on those sites where a greater mix of uses in proposed, to establish the appropriate mix, location and phasing of different use on a site by sites basis. Elsewhere the impact on local amenity will be safeguarded through policy ENV16.</p>	<p>Sustainable communities need a balance of uses. It would be inappropriate to give employment uses complete priority over residential uses in all areas. Mixed use developments can provide the chance to meet a range of the communities needs in one location so that people have the opportunity to live, work and access services locally. They can also be more economically viable than employment only developments. Not all employment uses will be suitably located alongside residential development and not all businesses will find a mixed use location</p>

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	The supply and distribution of employment and residential development should be considered together to allow a balanced provision of both uses. OFGWP5: Encourage mixed use development, particularly on sites which are accessible by key transport networks	WPG	residential uses should not be mixed together on one site.		desirable. Allocations identified solely for employment uses provide alternative development opportunities adding to the variety of the employment land supply enabling a wide range of needs to be met.
04-Eco	<b>Existing employment sites</b> BBMW2: Existing businesses should be permitted to expand their premises.	BWA	Comments mostly supportive. Expansion should be supported locally. Proposals should be permitted within reason but should be dependant on location and nature designations etc. Working group were generally supportive but highlighted the need to include safeguards in relation to landscape, rural amenity, highways safety etc.	Policy ECON1 supports the expansion of existing employment areas subject to meeting the requirements of other policies in relation to environment, amenity, landscape, design, access and transport.	Supports appropriate growth of local business
04-Eco	<b>Retention of employment sites</b> BBMN8/9: Employment sites should be retained for economic uses but in conjunction with more land being allocated for residential uses. Their retention should be flexible to allow the consideration of individual circumstances. BBMW4: Residential development should not be permitted on employment sites. BBME10: The retention of employment sites should be flexible, and include consideration of demand OFGWP3a: Protect existing employment land and premises from changes to non-employment related uses.	BNA  BWA  BEA  WPG	There was support for retaining and protecting land for employment sites. Comments also suggested employment sites should not be left vacant indefinitely and alternative uses be considered, though this should not restrict opportunities for business. Flexibility is required. Live work units should be considered, particularly in rural areas. Concerns raised that a more flexible approach could divert trade from the town centre to countryside / edge of town locations. Concerns also expressed about the use of sites for permanent accommodation (staff and other). Fears that this would	Policy ECON2 identifies and protects “Key employment sites” for B class and similar uses. This allows the consideration of non B class employment uses subject to criteria to ensure economic enhancement or the provision of on site support facilities. Retail uses will not generally be supported but may exceptionally be permitted if they have trade links or are appropriate in character, subject to access to a range of transport options. Development should not prejudice the efficient and effective use of the remainder of the employment area. Policy ECON3 retains employment	The difference in approach between key and other employment sites protects key sites for employment uses while allowing the consideration of other uses on other sites subject to local supply and demand. There may be some occasions where the comprehensive mixed use redevelopment of a site can have important benefits for the community without any significant loss of jobs through the reorganisation and intensification of uses, and this is permissible on other employment sites. Retail uses can support other employment uses, but major retail

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	<p>SV7b: Protecting facilities such as employment sites</p> <p>BBMN2/BBME2: Allow retail uses which support other employment uses on employment sites.</p> <p>BBMN5: A mix of economic uses should be permitted on employment sites.</p> <p>T3: Allow tourist uses within areas allocated for employment.</p>	<p>SV</p> <p>BNA/ BEA</p> <p>BNA</p> <p>T</p>	<p>change the character and create “slums”.</p> <p>The working group felt that further consideration of this issue was necessary.</p>	<p>sites for employment uses except where redevelopment would offer important community benefits with no significant loss in jobs, where employment uses are causing significant harm to the character or amenity of the surrounding area, or where it can be demonstrated that an adequate local supply of land or units for employment use is available.</p>	<p>uses would be directed to the town centres to prevent the creation of retail parks in unsuitable locations.</p>
04-Eco	<p><b>Town centres</b></p> <p>BBMN4: Permit and retain a mix of uses in the town centre.</p> <p>GS5: Apply a shopping frontage policy to premises in Cheap Street, Sherborne to regulate the types of premises by their use class, to improve the vitality and viability of the shopping offer for a wider range of users.</p> <p>TDO3a/b: Retain existing policies S2 / B13 / B14:, B15 (Shop fronts and Access to Upper Floors, Traditional Shop Fronts and Replacements, Advertisements and Shutters &amp; Canopies) and produce Supplementary Planning Guidance for the retention of /reintroduction of traditional shop fronts including provision (where possible) for access to the upper floor</p> <p>BTC3: Retain existing policies which encourage the re-use of upper floors of town centre buildings.</p>	<p>BNA</p> <p>GS</p> <p>T</p> <p>BTC</p>	<p>Suggestion that commercial vehicles should be discouraged from town centres.</p>	<p>Policy ECON4 supports and directs new retail and town centre uses to town centres. Primary and secondary retail frontages are identified at the towns. The use of the upper floors of town centre premises for commercial and residential uses is supported.</p> <p>Policy ENV14 controls shop fronts and advertisements including associated features such as shutters and canopies. It encourages high quality design and materials and requires development to be compatible with and respectful of the character of the buildings and surrounds. Policy COM 7 and COM 9(ii) will be used to manage commercial traffic.</p>	<p>Proposed policy approach will permit a wide range of uses in the town centres while retaining a concentration of retail uses in key shopping areas to maintain the vitality of the centres without compromising their core commercial use.</p> <p>There are no current plans to produce a Supplementary Planning Document, however this could be programmed in if considered necessary in the future.</p>
04-Eco	<p><b>Recognising the importance of tourism</b></p> <p>TG1/2a:</p>	<p>T</p>	<p>No comments received</p>	<p>Tourism is highlighted in the plan as a key sector supported by the Local</p>	

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	The local plan should recognise tourism’s huge contribution to the local economy – through visitor spend in shops, pubs and attractions and support of local facilities, employment opportunities and capital projects, and creating, maintaining and promoting attractive landscapes including valuable habitats.			Economic Partnership, and policies ECON5, ECON6 and ECON7 support the development of tourist attractions and facilities, built tourist accommodation and caravan and camping sites subject to criteria.	
04-Eco	<p><b>Provision of tourism</b></p> <p>TDO5a/6: Allow tourism development outside development boundaries, recognising trade-off arrangements in appropriate cases which are seen to be of overall economic, cultural or environmental improvement</p> <p>T1a/b: Positively promote tourist development through a flexible approach (no rigid rules)</p> <p>BBME8: Tourism policy should have criteria relating to setting, character and whether the buildings are fit for purpose.</p> <p>BBMW6: Support development related to arts and cultural tourism and alternative tourist attractions</p> <p>TG3/4: Allow tourism development outside development boundaries where there is no net loss of biodiversity (schemes that enhance overall biodiversity should be welcome), where it is economically viable and adds value to an area or community (through employment or other means e.g. sustaining a bus route) without causing significant harm, taking into consideration global issues (e.g. the environmental benefits of providing an</p>	T  T  BEA  BWA  T	Opinion was divided. Concerns raised that development should not result in the destruction of the environment or heritage assets. Development should be in appropriate locations and there is a need for appropriate restrictions. Working group suggested that there is a need to establish limits.	Policies ECON5 and ECON6 support the development of tourist attractions and built accommodation. Development that provides wider environmental, community or economic benefits is particularly encouraged. Major facilities and larger hotels are directed towards town centre areas, but they are also permitted elsewhere (although more limits are placed on development outside defined development boundaries). New caravan and camping sites are allowed outside defined development boundaries if they are well located in relation to existing facilities and do not harm the landscape character or rural amenity of the countryside. The policy pre-ambles recognise that arts and cultural tourism can help widen the appeal of the area beyond the traditional tourist season and this type of development will be encouraged.	The approach supports tourism uses and recognises that not all development will lend itself to a town or village location. Therefore a more balanced approach has been taken, weighing up the benefits of the developments against any disadvantages arising from the location. The requirement to comply with other plan policies will ensure that tourism development is not provided at the expense of the environment or amenity and development is appropriate in character. To have a policy specifically for arts and cultural tourism would be unnecessary repetition.

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	attractive alternative to flying abroad). The approach should be flexible, recognise that customer demand changes and be based on the merits of the proposal.				
04-Eco	<p><b>Caravan / Camping Sites</b>                      BBME9:                      Policy on caravan parks and holiday accommodation should be more responsive to market changes; considering demand for and harm from the proposals.                      T4a/b:                      Have a more flexible policy for caravan / camping sites to allow changes in unit types to respond to market demand, and allow residential accommodation for employees within businesses / parks.                      TG2b:                      Recognise that park holiday homes decrease the appropriation of housing stock for second homes.</p>	<p>BEA</p> <p>T</p> <p>T</p>	<p>Comments were divided. Reservation was expressed about caravans in principle. Needs to be a balance between economic development and environmental protection (particularly landscape). Suggestion that policy should respond to local need. Another proposal was to allow short term (winter) residential use in units appropriate for winter occupation. Monitoring and enforcement should be taken against operators who allow permanent occupation of holiday units.</p>	<p>Policy ECON7 takes a more flexible approach than in the adopted plan. New sites are permitted subject to being well located in relation to facilities, impact on landscape character and rural amenity. Extensions that would improve the quality and appearance of the site are also permitted. Change of use within accommodation types is also permitted, subject to assessing the impact on the range of tourist accommodation in the locality. Policy HOUS6 permits the development of new housing for rural workers located outside defined development boundaries if it is essential to the requirements of the business and subject to a number of criteria.</p>	<p>Caravan and camping sites are key components of the area’s stock of tourist accommodation. Having different types of accommodation provides more choice and appeal to a wide range of visitors. However, some development particularly in more rural locations can be visually intrusive and adversely impact amenity so appropriate controls need to be applied.                      Allowing residential occupation of caravan parks would not be a practical, lasting solution to meeting housing need. However, it may sometimes be necessary for the operation of the business to have a worker permanently on site for operational or security reasons.</p>
04-Eco	<p><b>Temporary tourist uses</b>                      TDO7:                      Make use of existing 28 day rule regarding temporary use of land to enable multiple approved events to cater for the explosion in the outdoor event market                      T1c:                      Take a flexible approach to temporary structures which do not cause long term harm</p>	<p>T</p> <p>T</p>	<p>Some support. Concern that temporary structures can lead to permanent ones. Many comments highlighting the need for appropriate restrictions. Working group suggest that policy will need to establish limits on appropriate development.</p>	<p>No Policy</p>	<p>The 28 day rule is set nationally and is not something that could be amended through a planning policy in the local plan.</p>
04-Eco	<p><b>Rural employment</b>                      BBMW5/6/7/8/9:                      A different approach should be taken to</p>	<p>BWA</p>	<p>Opinion was split. Towns and sustainable communities were supported as the main location for</p>	<p>The Local Plan allocates sites for employment uses at the larger settlements to meet anticipated</p>	<p>In recognition of the importance of the rural economy the policy supports employment uses in a wide</p>

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	<p>economic development in the rural areas to the towns. Policy requirements on economic development in the countryside should be simple and flexible. There should be no requirement to demonstrate accessibility by public transport (including for new holiday accommodation). However rural businesses should not be allowed to expand where it would result in an unacceptable increase in vehicle movements or have a detrimental impact on the highway network.</p> <p>The development of new buildings for economic uses should be permitted in the countryside.</p> <p>BBMN6: Access by public transport should not be a requirement of schemes for economic development in rural areas.</p>	BNA	<p>employment uses. New development in the countryside was supported subject to appropriate controls. Concern was expressed about the sustainability of development with no access by public transport and need to consider highways infrastructure. Opportunities to use currently underused buildings needs to be explored.</p> <p>The working group strongly supported proposals that new holiday accommodation should not have to demonstrate access by public transport. In the case of economic development access by public transport should be “encouraged” rather than required. They also identified that issues of scale and impact on the highway network would be important considerations – particularly in relation to the expansion of existing rural businesses.</p>	<p>demand to 2031. Employment provision elsewhere is subject to policy ECON1 which supports employment development; through the expansion of existing sites, as part of farm diversification schemes, through the re-use or replacement of an existing building and in a rural location where this is essential for that type of business.</p> <p>There is no policy requirement for economic development to be accessible by public transport.</p>	<p>range of locations without identifying areas of land through allocations. This will allow development maximum flexibility to meet local needs.</p> <p>Much of the plan area is not readily accessible by transport other than the private car. Although access by public transport should be commended and encouraged, to require it would be an unreasonable limitation on the rural economy. Other plan policies will ensure that economic growth is not achieved at the expense of the environment or amenity and development is appropriate in character.</p>
03-Eco	<p><b>Farm diversification</b></p> <p>BBMN7: Permit proposals for economic development as part of a farm diversification scheme</p> <p>BBMW12/BBME7: Development proposals for commercial uses as farm diversification should be required to prove they are subsidiary to the farming enterprise.</p> <p>REDW1/3: Remove the current complicated requirement</p>	BNA  BWA/ BEA  RED	<p>There was support for these proposals in general.</p> <p>Some considered that farms shouldn’t be allowed to be turned into Business Parks and they feared creeping change of use over time.</p> <p>One person suggested that tourism uses could be complementary rather than subsidiary. Another suggested that the diversification should be appropriate to the farm –</p>	<p>Policy ECON8 is sympathetic to the use of appropriate economic and commercial uses as part of farm diversification schemes for agricultural and land based rural businesses provided they are in keeping with the rural character of the area.</p> <p>The requirement for whole farm plans has been removed. However criteria ECON8 ii) still requires</p>	<p>The approach taken aims to be simpler and supportive of a strong rural economy. However it also recognises the importance of safeguarding the landscape and character, and that these factors are balanced.</p>

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	<p>for “whole farm plans” to be submitted in support of planning applications</p> <p>T1d: Allow tourist uses in farm diversification schemes.</p> <p>PO7a: Allow food processing facilities on land where the food is produced, up to a certain scale, where this will increase value and jobs in the local food sector</p>	T  PO	<p>ie. farm open days / riding / permissive access / small walkers carparks / farm sales etc. And another suggested that there should be more flexibility to allow for demolition of inefficient buildings, rebuilding of derelict buildings and also new buildings.</p> <p>One comment was that whilst permaculture is a good idea, it cannot possibly be the answer to the serious needs of an advanced and technology driven country.</p>	<p>demonstration that the proposal can make a long term contribution to sustaining the agricultural enterprise and that it will not result in a one off capital receipt.</p> <p>The plan now has a wider definition of employment uses which includes tourist attractions this provides a greater degree of flexibility whilst still having regard to other policies in the plan.</p> <p>There is no specific mention of food processing facilities, but policy ECON9 considers the potential for shared agricultural facilities.</p>	
04-Eco	<p>PO10a: Encourage local businesses to undertake an Oil Vulnerability Audit to help them prepare for effects on their business after Peak Oil.</p>	PO	Support	<p>There is no policy requirement for an Oil Vulnerability Audit. However Policy ENV13 requires that new buildings and alterations / extensions to existing buildings are expected to achieve high standards of environmental performance, unless this would significantly compromise other policies of the plan. Development should be completed to Building Research Establishment Environmental Assessment Method (BREEAM) standard of at least ‘very good’.</p>	<p>Planning control is related to the type of use and buildings, but not the individual occupier / business, and therefore it would be unreasonable for the local plan to include a policy to require an Oil Vulnerability Audit for a specific business. Where new buildings are proposed, the plan can ensure they contribute toward the cutting of carbon emissions through energy efficiency measures at least in line with the most up to date national targets for sustainable construction.</p>
04-Eco	<p><b>Affordable business development</b></p> <p>WG3: Include within development allocations land for ‘affordable’ community-led business development such as small start up units (on a similar basis to affordable housing as a percentage of open market employment</p>	WG	<p>One suggestion was to include business hubs in villages / rural allocations. Another felt that the community and parish council should be consulted as to the type of need. Another felt that a community farm may not be</p>	<p>Policy BRID 1 requires that land at Vearse Farm Bridport provide for 4ha of employment land including land set aside for “affordable” community-led business development. Although the provision of a community farm is</p>	<p>Generally the margins associated with employment development mean that it would not be viable or appropriate to pursue affordable employment as a percentage of all employment development. However, there is more scope to provide this</p>

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	provision). There is the potential for a community farm on the land at Vearse Farm.		appropriate in some locations (such as Barton Farm). Concerned that the process did not involve the parish communities and was developer led. Suggestion that the plan should allocate (affordable) business hubs in villages and rural locations.	not required, para 13.2.2 states that there is potential to explore such a concept on site. Policy ECON 1 supports the provision of land for employment within or on the edge of settlements, through the expansion of existing sites, as part of a farm diversification scheme, or through the re-use or replacement of an existing building, or in other rural locations where this is essential for that type of business.	type of development as part of comprehensive mixed use schemes. This approach will be tested in the development of the first Farm site but may be explored as part of the masterplanning on other sites.
05-Hou	<b>Affordable homes</b> AH4: Subject to viability tests, require a contribution towards affordable housing from all sites and seek on-site provision on developments of 2 or more dwellings. Require a financial contribution towards the provision of affordable housing elsewhere in the district where it is not possible to achieve provision on-site.	AH	Well supported. However there were concerns raised that two dwellings was too low a threshold. It was also suggested that affordable homes should pay Community Infrastructure Levy as they impact on transport, education, and services just as open market houses.	Approach agreed – Policy HOUS 1 seeks affordable housing where open market housing is proposed (with no lower threshold).	The approach will maximise the delivery of affordable homes from all sites. The Community Infrastructure Levy cannot be applied to affordable housing under the national regulations.
05-Hou	AH5: Seek to negotiate an increase the maximum proportion of affordable housing to be provided on sites to 50% of all dwellings. AH5a: Strive for the highest level of affordable housing provision possible having regard to development viability and the need to ensure other infrastructure requirements are delivered. GS4b: Ensure that development on greenfield sites makes a greater on-site contribution towards	AH  GS	Opinion was divided at the working groups. The major concern was that the target was too ambitious and would result in deterring development. It was considered by many that a lower target was more achievable. There were also concerns raised that the proposed target of 50% could lead to imbalanced communities. Generally AH5a carried more favour, but still opinion was divided. Concerns related again to viability.	Policy HOUS 1 seeks a minimum 35% affordable housing from all housing developments (25% in Portland).	Whilst in many locations high proportions of affordable housing are desirable to address local need, the figure of 35% minimum (and 25% for Portland) was based on viability evidence. A higher proportion in the current market would undermine the credibility and delivery of the policy.

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	affordable housing provision.				
05-Hou	<p>AH7: Ensure that affordable housing developments are designed to meet the needs of all sectors of the local community including older residents, disabled persons, key workers and households who are in unsuitable or unsatisfactory accommodation.</p> <p>SSC5: Provide a Lifetime Homes policy for a proportion of residential units</p>	AH	<p>This proposal was broadly supported. It was suggested that such a proposal might result in houses becoming more expensive. It was also suggested that the location of such development is also of paramount concern as generally people with the need for more support should be located in communities with more facilities. Lifetime Homes was broadly supported but there was a suggestion that funding would be better focused on improving existing properties for these purposes.</p>	<p>HOUS 1 vii) relates to both specifically designed housing and homes that can be easily adapted to meet a variety of needs. ENV 13 iii) requires new homes to be built to Code for Sustainable Homes level 6 from 2016 onwards, which includes the Lifetime Homes Standard, unless this would significantly compromise other objectives (in which case the policy states that reasonable steps should be taken to ensure that the needs of people with disabilities are generally met).</p>	<p>Disabled people often have particular design requirements over and above those currently required under building regulations. By pursuing higher levels of the code for sustainable homes can assist but there are some specific needs that still may need to be met where possible on a site by site basis .</p>
05-Hou	<p>NG2: Consider limiting the size of new houses as smaller units would be relatively more affordable and less attractive to wealthy in-comers.</p>	NG	<p>This received few comments. Those that did comment were positive. Suggestion that open market development should be aimed at the working age group of 25-45 who might be key worker in-migrants. Suggested that developments larger than 6 houses should provide a wide variety of sizes and designs of dwellings.</p>	<p>Policy HOUS 3 seeks 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</p>	<p>Generally there is a larger need for smaller dwellings as evidence in the SHMA study. However this will vary according to location and as such some flexibility has been built in to the policy</p>
05-Hou	<p><b>Affordable homes exception sites</b></p> <p>AH1: Allow Affordable Housing to be built on exception sites including larger settlements with populations up to 5,000.</p>	AH	<p>Some supported. Some were concerned that this could result in spoiling the character of some of the smaller villages. It was also suggested that local communities should decide, whilst another suggestion was that local need assessment should dictate the location of affordable housing.</p>	<p>Approach agreed - Policy HOUS2 includes affordable housing exception sites for towns and villages.</p>	<p>Extending the existing exceptions policy to the towns will potentially help provide affordable homes in sustainable locations where there is a demonstrable local need for affordable housing.</p>

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05-Hou	<p>AH6: In cases where it is not possible to develop affordable housing sites because the necessary finance is either unavailable or insufficient then a proportion of open market housing should be permitted to cross-subsidise construction.</p> <p>AH6a: Greater incentives should be provided to encourage landowners to release land.</p>	AH	<p>Opinion was divided on these issues at the working groups. There was support for the concept of trying to accelerate the process of land coming forward for development. The major concern was that this could lead to much more market housing in inappropriate locations ,and there were also concerns regarding the wider implications on communities and the environment. A toolkit approach was advocated by a participant who considered that it should include: ‘Affordable rent’ regimes, discount market (low cost) housing as part of the affordable housing quota, and open market housing on rural exception sites.</p>	<p>Policy HOUS 2 (affordable housing exception sites) does not allow open market homes, but is flexible in terms of the type of affordable home provided as long as the benefits of affordable housing will be enjoyed by subsequent as well as initial occupiers.</p>	<p>If exception sites could incorporate market housing this would limit the likelihood of 100% affordable housing sites being delivered (by raising land value expectations), whereas there is evidence to suggest that such schemes can still be delivered providing that a flexible approach is taken to the mix of affordable units on the site. Local communities are able, through neighbourhood planning, to broaden this approach to include open market housing in order to accelerate housing delivery.</p>
05-Hou	<p><b>Rural workers dwellings</b></p> <p>BBMW11: Requirements for rural workers dwellings should be simpler.</p> <p>PO7b/d: Allow accommodation on site for workers on the land to support permaculture, or low impact food enterprises, up to a certain scale, whilst safeguarding the future of the land through management agreements. Recognise community-supported agriculture as a distinct land use, where on-site accommodation may be needed.</p> <p>T2c: Allow the provision of staff accommodation for tourism providers.</p>	<p>BWA</p> <p>PO</p> <p>T</p>	<p>There was broad support for making the requirements for rural workers dwellings simpler. The role of the farmer in helping the community in local emergencies was also highlighted. Suggestion that strict controls would be needed for tourism staff to ensure not permanent. Some disagreement as should be employing local people.</p>	<p>HOUS 6 relates to rural workers’ dwellings and is simpler than the previous adopted plans, and has been extended to other rural businesses where 24 hour supervision is required (which could include tourism facilities). The policy still requires there to be a genuine need and applicants will still be have to demonstrate this.</p>	<p>This policy is now more permissive. However, care has to be taken to ensure that the policy is not open to misuse. A balance needs to be struck with promoting the economy and safeguarding our environment.</p>
05-Hou	<b>Older people’s needs</b>	OP	General support. One comment	HOUS6(iii) and HOUS 7 of the local	As there is no increase in floor area

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	OP1: Use older large buildings for conversion into small affordable homes for older people on an informal basis.		that older peoples accommodation needs 2 bedrooms to facilitate sleepovers of carers/family. Need to consider accessibility to services Alternative suggestion was to simply build suitable smaller units in their community	plan do allow for sub-division of larger properties for housing. However HOUS1 does not specifically require them (and a proportion of them) to be affordable.	such schemes will not be chargeable under the Community Infrastructure Levy, and a similar approach has been taken on the requirement for affordable housing.
05-Hou	OP2: Designate care workers as ‘key workers’ and provide affordable housing for this sector in communities that need it.	OP	General support. Concerns raised regarding ‘fairness’ when compared to other key workers, and how a “care worker” would be defined.	No specific policy included within the New Draft Local Plan.	Care workers who are unable to afford open market housing would qualify for Affordable Housing, which is included in policies HOUS1 and HOUS2.
05-Hou	OP3: In line with County Council policy, keep people in their homes and discourage nursing homes by introducing planning policies limiting the number of these facilities.	OP	Mixed response, with slight more people raising concerns. Many related to the need for residential homes for specialised conditions dementia, Alzheimer’s, the need to avoid vulnerable people living in increasing isolation and the ability of care workers to support a more scattered approach to care. Suggestion that there should be: Specific targets for number of units for development in each category of accommodation required for older people	HOUS4 requires applications for new or extended residential care accommodation to have a robust supporting needs analysis that demonstrates a need for the service in the locality. It also states that applications would need to meet the strategic aims and objectives of Dorset County Council and NHS Dorset.	This policy has been included in recognition of points made in the working group and in order to support the aims and objectives of the County Council and NHS Dorset.
06-Com	<b>Community infrastructure provision</b> SSC3: Take account of infrastructure needs in the locality - identifying appropriate sites through a plan-led approach. Use the emerging Community Infrastructure Levy to support existing infrastructure EG1a: In allocating new development avoid creating dormitory settlements – ensure infrastructure	SSC  EG	Responses indicate a strong desire for defined list of infrastructure up front and on-site. Concern was raised that self-containment in villages is almost impossible and that infrastructure and other contributions will depend on the development economics. Additional comments sought to link to local policies for employment and link	Table 6.1 sets expected standards of community infrastructure primarily in relation to leisure and recreation. Policy COM1 seeks to ensure that appropriate community infrastructure is provided to meet the needs of new development, either through planning obligations or the Community Infrastructure Levy. This will include provision for	The allocation of sites has been undertaken in consultation with key service providers to ensure that infrastructure needs are fully taken into account. Critical and key requirements are identified in the Infrastructure Delivery Plan. Further details of what types of development will be charged will be established through the Community

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	<p>is delivered alongside new development and aim for self-containment.</p> <p>WG2a: Clearly set out what affordable housing and infrastructure (open spaces, shops, roads etc) should be provided both within and outside each allocated site.</p> <p>T5: Ensure all development contributes to infrastructure requirements through the Community Infrastructure Levy (CIL) BBME11: Use the Community Infrastructure Levy (CIL) to ensure that local infrastructure provision can cope with employment growth including homeworking.</p>	<p>WG</p> <p>T</p> <p>BEA</p>	<p>with neighbourhood plans. Respondents asked that CIL should be clearly defined to build into developer costs, and that the levy should be set so as not to stifle development, as there is a strong awareness of competing demands on CIL contributions. The working group supported the application of a pro rata levy mindful that S106 shouldn't stop development.</p>	<p>a wider range of infrastructure other than leisure and recreation, as listed under 6.1.2 (including items such as Community Business Support). Policy HOUS 1 sets the level of affordable housing to be provided. Policy COM10 will not support development where problems of a lack of necessary service infrastructure cannot be overcome.</p>	<p>Infrastructure Levy.</p>
06-Com	<p>WG2b: Use legal agreements to ensure that affordable housing and other infrastructure provision is prioritised above open market housing in the phasing of development, and no less than in tandem with the open market provision</p>	<p>WG</p>	<p>The responses were generally supportive. Concerns that this could prevent development coming forward due to viability. Consideration should be given to Tax Increment Financing (TIF) to borrow against future s106/CIL income to provide infrastructure.</p>	<p>Policy COM 1 ii) states that 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.</p>	<p>There needs to be some flexibility in the phasing arrangements to allow for economic viability issues, particularly where part of the funding may be coming from other funding sources.</p>
06-Com	<p>OFGWP7: Provide greater flexibility in terms of economic viability in terms of the expectation of meeting certain planning obligations.</p>	<p>WPG</p>	<p>There was one response in opposition to this proposal which argued that economic market are expected to go in cycles which experience highs and lows.</p>	<p>Policy COM1 supports the provision of planning obligations where this need is not met through the Community Infrastructure Levy. When applied the policy must have regard to the economic viability and the need for the development.</p>	<p>The Community Infrastructure Levy amount has to be fixed, and the level is based on the viability of development. The levy can be reviewed when economic market changes. Where planning obligations are negotiated specific to that site, they will take into account viability issues.</p>
06-Com	<p><b>Recreational open space</b></p>		<p>Support for the importance of open</p>	<p>Table 6.1 provides guidance on</p>	<p>These standards provide generic</p>

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	<p>SSC1: Development should deliver a play and green space strategy, addressing site specific needs and deficiencies (for the different PPG17 typologies).</p> <p>PO7c: Set a standard for land to be allocated for allotments to serve communities, to be provided within easy walking distance.</p> <p>PO9c: Include a policy which provides open space such as unimproved meadows, pastures and natural woodlands within new development to act as carbon sinks.</p> <p>GS6: Identify areas around Barton Farm and Sherborne Castle for recreation and leisure uses.</p>	<p>SSC</p> <p>PO</p> <p>PO</p> <p>GS</p>	<p>space provision. One respondent requested that the policy should consider indoor spaces. Another suggested that the policy should enable permission from agricultural land to allotments.</p>	<p>expected standards of open space, including allotments and natural and semi-natural greenspace. This will be applied in accordance with Policy COM1. Policy COM4 supports the delivery of new or improved open space/recreation facilities and establishes criteria for associated buildings and structures. The larger allocations (such as SHER1 Land at Barton Farm) refer to associated community facilities.</p>	<p>approach in line with the findings of research into open spaces, sport and recreational facilities. The potential to incorporate such provision within sites will be limited to the larger sites. Where a masterplan is proposed the provision for open space within the site will be addressed in more detail at that stage.</p>
06-Com	<p>SV7a: Protect facilities such as playing fields</p>	SV	<p>The responses indicate support for protecting play areas, and the need to consult the views of younger people.</p>	<p>Policy COM5 supports the retention of playing fields unless development is ancillary; alternative recreational uses are proposed that are equal or better value; or the playing fields are surplus to requirements.</p>	
06-Com	<p><b>Community halls</b> PO9a: Allocate and / or safeguard land in all communities for a community hall</p>	PO	<p>Strong support. Suggestion than there should be thresholds for the size of community that would require a community hall.</p>	<p>Table 6.1 provides guidance on expected standards for community venues in the main towns and larger villages. Policy COM2 supports the provision of new community halls providing the proposal is within or adjoining an existing settlement, or where it involves the re-use of rural buildings. Policy COM3 resists their loss unless it can be demonstrated there is no need for the facility or alternative community facilities and</p>	

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				their operation is not viable. The need for community facilities is specified in a number of the strategic allocations.	
06-Com	<p><b>Education and training facilities</b></p> <p>REDW6: Support the development of education and training facilities</p> <p>DMS6: Policy supporting the provision of educational and training facilities (in Dorchester)</p> <p>GS1: Support employment growth and the provision of educational/training facilities (in Sherborne) through the allocation of sites and criteria based policies</p>	<p>RED</p> <p>DMS</p> <p>GS</p>	<p>Almost unanimous support for supporting education and training facilities. Many respondents saw this linked with skill retention and local job opportunities. One respondent considered that companies already provide training. Another person commented that there would be more places available in Sherborne schools if they were not taken by Somerset pupils.</p>	<p>Policy COM 6 supports the provision of new/replacement facilities and the expansion of existing education and training facilities, unless it would be poorly linked to the local catchment or result in the loss of facilities.</p> <p>Policies SHER 1, 3 and 4 include allocations for employment use, and there are similar allocations in the other towns.</p>	<p>The use of a criteria based policy for education and training provides flexibility as needs will vary depending on the type of facility and the target catchment. Criteria have been included to ensure that the facility would be well linked in terms of accessibility. No specific proposals have been submitted by existing colleges.</p>
06-Com	<p><b>Transport facilities</b></p> <p>T6b: Ensure footpaths are kept alive and that the countryside accessible to all visitors</p> <p>TDO8: Identify possible routes for bridleways and cycle routes</p> <p>PO8c: New developments should include cycle paths and footways, including routes that pass through the development and link to areas beyond (i.e. make developments permeable to pedestrians and cyclists) DMS4: Investigate the potential for a cycle network within the existing urban area of Dorchester. Safeguard any potential route locations identified.</p> <p>GS3: Investigate the potential for a cycle network improvements. Safeguard any potential route</p>	<p>T</p> <p>T</p> <p>PO</p> <p>DMS</p> <p>GS</p>	<p>Generally supportive. Footpaths should be protected. Stronger support for cycleways (as opposed to bridleways). Proposed routes should be well managed / maintained. Suggestion that reference should be added to built heritage assets as well. There was concern over road safety and conflict of users, particularly in the Sherborne area.</p>	<p>Policy ENV 12 requires that strategic cycle and pedestrian routes should be planned for where practical within developments (even if they are not immediately used or built). Paragraph 6.6.5 of the Local Plan proposes a road-user hierarchy which sees pedestrians and cyclists considered ahead of other road users.</p> <p>Policy COM7 iii) supports the delivery of improvements to the strategic cycle and public rights of way networks. Development should not result in the severance of existing or proposed routes. There are no specific routes safeguarded in the Local Plan, but where development proposals provide the opportunity to significantly improve</p>	<p>Dorset County Council are responsible for the strategic cycle route and public rights of way network..</p>

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	locations identified.			links within the public rights of way network, an appropriate link through the development will be required.	
06-Com	PO8d: Provide cycle parking in town centres and outside public buildings	PO	This additional proposed solution was put forward by the Peak Oil group at the second consultation event.	Cycle parking in town centres would be delivered as part of new development schemes in accordance with policy COM 9 / local parking guidelines. It may also be delivered through the use of the Community infrastructure Levy.	
06-Com	PO8a: Safeguard public transport links; make clear that infrastructure will be safeguarded (e.g. Bristol rail line: safeguard the line for future public transport use even if the service is temporarily lost)	PO	Responses were generally supportive. One respondent suggested there should be greater use made of the rail corridor between Weymouth, Dorchester and Crossways. Another respondent suggested an extension of rail links to Portland to encourage greater use of the port. Also suggestion of rail links to the West i.e. Plymouth. Another suggested allocating land to link the Bristol rail line with the Plymouth rail line in Yeovil.	Policy COM 8 i) seeks to safeguard the continued functioning of existing public transport interchanges, whilst improving the public realm in these places. There are no specific policies to safeguard existing or potential new routes.	There is no likelihood/evidence to suggest that new rail links would be established within the plan period. Similarly there are no anticipated closures.
06-Com	REDW4: Protect important public transport hubs such as Bridport Bus Station SSC2a: Retain transport hub in Weymouth Town Centre TDO2a: Retain transport hub proposals at Weymouth Railway station (as existing Local Plan policy T10 with addition of focus on improving public realm)	RED SSC T	Strong support in general. Suggested that approach should also apply to Dorchester eg Brewery Square and cycle parking at Sherborne Station. Further issue raised regarding wider strategic network connectivity, e.g. motorway connectivity to the north. Additional comments sought improved cycle facilities at the hubs, and multi-modal transport at park &	Para 6.6.10 refers to existing interchanges at Dorchester, Weymouth and Bridport. Policy COM 8 i) seeks to safeguard the continued functioning of existing public transport interchanges, whilst improving the public realm in these places. Policy COM 8 ii) supports the provision of new community transport hubs and travel	The Local Transport Plan is the statutory document which set the strategy for the management, maintenance and development of the area's transport system. A criteria based approach provides flexibility to both safeguard existing facilities and support the provision of new facilities in line with the Local Transport Plan. There is no site-specific policies for

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	<p>PO8b: Maximise effectiveness of interchange between rail and other travel modes which feed passengers on to it, e.g. safeguard bus, cycle and pedestrian access to rail stations; also safeguard car parking space at stations.</p> <p>SSC2b: Support the provision of a community transport hub on Portland, which could be delivered through a neighbourhood plan.</p>	<p>PO</p> <p>SSC</p>	<p>ride sites. Another respondent suggested that proposals for public transport should be supported on car parks, but new road schemes should not be ignored.</p>	<p>interchanges where there is good access, suitable provision for parking and will support existing community facilities.</p> <p>Policies WEY 3 (Station Area and Swannery Car Park) and DOR 6 (Weymouth Avenue Brewery Site) highlight the importance of these facilities within any redevelopment proposals.</p>	<p>Portland, Bridport Bus Station or Sherborne as there are no specific proposals for these areas to be redeveloped at the current time – however the generic policy would apply if their re-development were to be progressed.</p>
06-Com	<p>PO7e: Create opportunities for local food distribution hubs.</p>	<p>PO</p>	<p>This proposed planning solution was put forward by the Peak Oil Working Group at the second set of consultation events.</p>	<p>This operation could be included as a component of community transport hubs (Policy COM 8).</p>	
06-Com	<p>OFGWP1: Safeguard potential strategic transport corridors e.g. Western Relief Road from future built development</p>	<p>WPG</p>	<p>Mixed response – some support based on economic and business benefits, some concerns raised about landscape / environmental damage and route choice.</p> <p>Alternative safeguarded routes were suggested, e.g. safeguarding a corridor through Markham &amp; Little Francis.</p>	<p>No Local Plan Policy proposed.</p>	<p>While the Western Relief Road is referred in the Local Transport Plan as a future aspiration (outside the plan period to 2026), there is no finance available and significant uncertainties as to whether the route would ever be achievable and deliverable.</p>
06-Com	<p><b>Renewable Energy</b></p> <p>PO5a: There will be a presumption in favour of decentralised generation of renewable energy</p> <p>SSC4: Provide district heating / combined heat and power; biomass and solar energy infrastructure where feasible within large scale new development</p> <p>DMS2: Make provision for more renewable energy technology (at Poundbury). This could involve the investigation of alternative renewable</p>	<p>PO</p> <p>SSC</p> <p>DMS</p>	<p>There was general support for these solutions. Additional text proposed “including the installation of renewable energy generation on existing buildings”. Other comments included that renewable energy infrastructure should consider the sustainability of the fuel source and be discreet.</p> <p>Concern was raised over the impact on the character of the area and the suitability of wind farm technology.</p> <p>An alternative suggestion given by</p>	<p>Policy COM 11 supports decentralised renewable energy technology (which includes district heating / combined heat and power) provided 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 historic interest (taking into account its contribution to the national target).</p> <p>No site-specific proposals have been</p>	<p>The councils support the Dorset renewable energy strategy, but recognise that the type of technology that is appropriate will vary according to local circumstances, and the benefits must outweigh any potential harm. Renewable energy technology on existing buildings (residential and commercial) is now covered by permitted development rights.</p> <p>Outline permission has been granted for the remaining phases at Poundbury, and as such there is</p>

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	<p>energy solutions e.g. wind farms. RE2: Do not publish information on the areas that are more suitable for renewable energy schemes (using information provided through the Local Energy Plan and Landscape Sensitivity Analysis) as this may restrict growth by unnecessarily ruling out some areas</p> <p>RE3.1: The renewable energy policy should not mention which environmental assets should be protected – these are suitably protected through their own policies</p> <p>RE3.2: The renewable energy policy should aim to protect the Dorset Area of Outstanding Natural Beauty (AONB), where renewable energy can be delivered without compromising the landscape qualities through the development of small community energy schemes and solar panels on large scale agricultural buildings.</p>	RE	<p>one respondent was to use the redundant Rampisham Station. There was mixed response to the Renewable Energy group’s solutions. Some wished to see greater clarity, some were concerned that policy already inhibits development. Others felt that alternative policies were not strong enough and environmental assets should be protected at all costs. Others felt there was a clear conflict between imposing a blanket ban in the AONB and delivering the renewable energy targets. Some felt the Local Plan should accept that large scale renewable energy will have to be found in the AONB. The working groups recommended that environmental assets should be detailed in the plan, and there may be a case for limiting the scale of development in sensitive locations e.g. AONB and the length of planning permission.</p>	<p>included. Policies in the Environment and Climate Change chapter provide criteria to protect the Dorset AONB and other environmental assets.</p>	<p>established agreement on how the requirements of this development will be met.</p>
06-Com	<p>PO6a: Support the modernisation of power grids in the area in such a way as to create flexible local networks, to give local generators the benefit of their own electricity.</p>	PO	<p>There was general support for this proposal, no specific comments were made.</p>	<p>No Local Plan Policy proposed.</p>	<p>The upgrading of utilities is supported through permitted development rights.</p>
06-Com	<p>RE1.1: Require the developers of large renewable energy schemes to ensure that the local community benefits to some degree from the scheme (by for example providing the local community with a renewable energy</p>	RE	<p>There were mixed views regarding this solution; the majority were supportive as it would support local enterprise and support communities with fuel poverty. Specific comments included the need for</p>	<p>No Local Plan Policy proposed.</p>	<p>Such a requirement is unlikely to pass the legal requirements for planning obligations, in particular that the benefit sought should be necessary to make the development acceptable in planning terms. Applying this</p>

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	installation, or by giving a proportion of the energy generated by their scheme directly to the local community)		greater public support; reference to 'low carbon technologies' as opposed to 'renewable energy'.		solution may also impact on the delivery of renewable energy where the scheme is only marginally viable.
06-Com	RE4: Include a target of at least 7% of energy usage generated from renewable sources by 2020, to reflect the local contribution required to meet the national renewable energy target	RE	General support. Suggestions that this should be increased to (eg) 15%. Other respondents wanted more detail on how this will work. A suggestion from the working group was that the target could be reviewed / increased after 2020.	Paragraph 6.7.6 refers to the Dorset Renewable Energy Strategy target of 7.5%.	The target reflects the contribution that will be necessary from locally generated renewable energy projects. This will be provided both through the implementation of higher Code for Sustainable Homes requirements (policy ENV 13 iii), permitted development rights (eg domestic solar panels) and planned schemes.
06-Com	RE1.3: Ensure a proportion of money collected through the Community Infrastructure Levy is used to fund community energy schemes	RE	General support. A concern was raised that the Community Infrastructure Levy could not support this solution given other pressures for funding, or that it would only benefit those who lived near large scale development.	Community renewable energy and low carbon infrastructure is listed as 'Community Infrastructure'. As a result this could be delivered through the Community Infrastructure Levy.	The likelihood of community renewable energy being pursued through the Community Infrastructure Levy will be determined against other priorities..
06-Com	<b>Broadband</b> REDW5: Use the Community Infrastructure Levy (CIL) to enable broadband provision BBMN10: Policy should facilitate broadband provision through the Community Infrastructure Levy (CIL). BBMW13: Policy should facilitate broadband provision through the Community Infrastructure Levy (CIL).	RED BNA BWA	Generally supported. One respondent identified the need for service providers to be more involved. Those against the solution were concerned over the increased expectation of CIL to deliver costly obligations and recommended that alternative funding streams were needed. There was also a presumption in favour of new telecommunications masts / technology.	The table under para 6.1.2 includes broadband technology as community infrastructure, and this could be funded through CIL if there is a requirement. Policy COM 10 iii) requires the provision of high speed broadband as a pre-requisite on large development sites (over 50 homes / 0.5ha commercial land).	There are proposals to roll out high speed broadband to 90% of existing premises in the plan area. The remaining areas will also receive improvements. £9.44m of funding has been secured from the government together with £10m from Dorset Councils. This funding provides the necessary gap funding to put in the infrastructure. Requiring broadband as a pre-requisite on larger developments should further reduce future reliance on funding from CIL.
07-Wey	<b>Weymouth Town Centre</b>	WTC	General support. Increase sitting	Policy WEY 1 Town Centre Strategy	The proposed Town Centre Master

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	<p>WTC1: Weymouth Town Centre Expand town centre upwards and westwards. Maximise benefits from waterside outlook / public realm.</p> <p>BTC2a: Support the rationalisation of car parking provision through mixed use development on Weymouth Town Centre car parks (as part of the Town Centre Masterplan proposal). BTC4: Support the provision of shopping and leisure uses as part of development proposals for Weymouth Town Centre. Potential solutions (as identified in the After Dark Report) could include the provision of family friendly attractions which are mutually supported by public realm enhancements and greater waterborne accessibility.</p>	BTC	out areas and make more pedestrian friendly. Ensure harbour use is maintained	and WEY 2 Town Centre Commercial Road Area. - reflect need to maximise potential of water front, public realm improvement and expand retail core westwards.	Plan will develop more detailed & site specific policies.
07-Wey	TDO3c: Reflect After Dark Strategy – encouraging different uses in the zones identified in the strategy.	T	General support.	Policy WEY 1 Weymouth Town Centre Strategy – includes some of the objectives of After Dark Study and also elements within Policies WEY 4, WEY5 and WEY7.	The proposed Town Centre Master Plan will develop more detailed & site specific policies.
07-Wey	<p>WTC2: Weymouth Town Centre waterfront Traffic-free sitting out areas, boatwatching / events, potential to create pedestrian circuit utilising tidal barrier</p> <p>BTC2b: Encourage public realm enhancements in key areas such as the Custom House Quay and St Thomas Street.</p>	WTC  BTC	General support. Increase sitting out areas and make town centre more pedestrian friendly. Ensure harbour use is maintained	Policy WEY 1 Weymouth Town Centre Strategy and WEY4 Custom House Quay and Brewery Waterfront.- retain mix of small scale restaurants, cafes, bars, retail, and hotel and museum in old Brewery. Enhancement of active waterfront and public realm improvements.	The proposed Town Centre Master Plan will develop more detailed & site specific policies.
07-Wey	WTC3: Peninsula site Leisure focus / draw with complementary uses eg: hotel / conference / exhibition / retail. Do the ferry terminal and theatre need to stay here?	WTC	General support. Suggested that Ferry Terminal should stay. Mixed comments on the theatre – it is convenient for hotels / it could be moved to town centre. Suggestion	Policy WEY 1 Town Centre Strategy and Policy WEY 6 Ferry Peninsula – redevelop for leisure and tourist related uses with complementary uses such as housing and continued	The proposed Town Centre Master Plan will develop more detailed & site specific policies.



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			wealth. Comment that any take from harbour should be small.		
07-Wey	WTC9: The Marsh Should this area be considered?	WTC	Sports and activity focus only	Policy COM 3 protects open spaces and recreation facilities from development and change of use.	No development is proposed, and the site it not included within Town Centre Master Plan area.
07-Wey	WTC10: Lodmoor Link Should this area be considered? TDO1a: Allocate a site for Motor Home Parking at Lodmoor TDO4a: Allocate site at Lodmoor for Leisure Uses which could include multi-use Stadium	WTC T	Use as a stadium may conflict with Lorton Nature Park proposal. There was general support for 7 day secure parking. An alternative suggestion was that this could be better served through existing holiday parks.	Policy WEY 8 Lodmoor Gateway- permits tourist, recreation and ancillary uses appropriate to its gateway location.	Reviews the existing adopted policy to provide some flexibility. The proposed Town Centre Master Plan will develop more detailed & site specific policies.
07-Wey	WTC11: Bingleaves Cove Should this area be considered?	WTC	Ideas for Bingleaves should be discussed further. One suggestion to retain for marine related uses, include mixed use opportunities.	Policy WEY 9 Bingleaves Cove- support for redevelopment of the site for employment uses appropriate to marine location or comprehensive mixed uses to include community benefits and employment.	Rolls forward the existing adopted policy. The proposed Town Centre Master Plan will develop more detailed & site specific policies.
07-Wey	<b>Markham and Little Francis</b> OFGWP: Markham and Little Francis Identified as a possible location for growth	WPG	Safeguard higher land from development	Policy WEY 10 - strategic allocation for up to 500 homes, public open space, and may include an element of employment use appropriate to a residential neighbourhood. Rising land to the south of Cockles Lane and the ridge further south 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.	The site is a strategic allocation. A master plan for the site will need to be prepared in conjunction with the local community and agreed by Weymouth and Portland Borough Council.
07-Wey	<b>Wey Valley</b> OFGWP: Wey Valley Identified as a possible location for growth	WPG	Important Open gaps at Wey Valley and Lodmoor should be maintained.	Policy WEY 12 - strategic allocation for up to 400 homes, and may include an element of employment	The site is a strategic allocation to provide steady growth over the period from 2021 to 2031

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				use appropriate to a residential neighbourhood. Substantial landscape planting is required to ensure that the development does not have an adverse impact on the landscape character, the character of the adjacent Conservation Area or the amenity of surrounding properties.	
07-Wey	<i>Additional sites put forward as part of consultation:</i> Coombe Farm, Chapel Lane, Upwey	n/a	n/a	Not included as an allocation.	Development would be detrimental to landscape character. AONB
07-Wey	<i>Additional sites put forward as part of consultation:</i> Land at Dorchester Road, Upwey	n/a	n/a	Not included as an allocation.	Development would impinge on important open gap between Dorchester Road and Church Street and adjacent Conservation Area. .
07-Wey	<i>Additional sites put forward as part of consultation:</i> Land at Watery Lane, Upwey (W of North Manor Farm)	n/a	n/a	Not included as an allocation.	Development would be detrimental to landscape character. AONB, Conservation Area and open gap.
07-Wey	<i>Additional sites put forward as part of consultation:</i> Wyke Oliver Farm, Preston Down, Weymouth	n/a	n/a	Not included as an allocation.	Steeply sloping site. Development would impact on landscape character and project into open farmland within the important open gap.
07-Wey	TDO1b: <b>Mount Pleasant</b> Allocate a site for 7 day secure parking adjacent to the Park & Ride at Mount Pleasant	T	There was general support for 7 day secure parking. An alternative suggestion was that this could be better served through existing holiday parks.	No site specific policies proposed.	Existing car parking management would cover this.
08-Port	<b>Portland</b> OFGWP8: Include a criteria based policy allocating Portland Port for employment related uses subject to appropriate landscape, heritage and conservation mitigation and enhancement	WPG	No comments	Policy PORT1 safeguards land at Portland Port for potential port operational and ancillary uses.	The port is an important facility and provides local employment opportunities. However because of the location of the site in proximity to European nature conservation sites a broader approach to

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	where necessary.				employment is not justified.
08-Port	<p>TDO5b: Allocate a site or sites on Portland for Motor Home / Camping facility to support outdoor activity / lifestyle of associated visitors / tourists</p> <p>TDO1c: Allocate a site for 7 day secure parking for motor homes on Portland</p>	T	Opinion was divided. There was general support for 7 day secure parking. An alternative suggestion was that this could be better served through existing holiday parks.	No site specific policy. Policy ECON7 permits the development and extension of caravan and camping sites subject to criteria in relation to facilities, amenity and landscape.	Allocating specific sites for tourism related development is not considered to be a pragmatic approach, as the right location will vary depending on the particular market and niche being targeted. Therefore the approach taken is to make sure the general policy supports the right type of tourism in the most appropriate locations.
08-Port	PO5c: Identify and safeguard routes for grid connection to Portland to serve future marine energy schemes.	PO	The responses were generally supported, no additional comments were made.	No Local Plan Policy proposed.	No routes have been identified as part of the consultation with the utility service providers.
08-Port	<p><i>Additional sites put forward as part of consultation:</i> Independent Quarry, Portland</p>	n/a	n/a	Not included as an allocation	Subject to a legal agreement to restore former quarry for nature conservation. Identified as potentially part of Green Infrastructure Network i.e.important wildlife corridor. Potential impact of traffic from a major development on Chesil & The Fleet SPA.
09-Litt	<p><b>Littlemoor</b> OFGWP: Littlemoor Identified as a possible location for growth</p> <p>OFGWP3b: Deliver employment land within the Littlemoor growth options to help enhance the supply of employment sites within the Borough.</p>	WPG	Concerns raised that the site is severed from the existing community, other sites should be considered before AONB and loss of productive farmland. Strong support for levels of growth and development.	Policy LITT 1 strategic allocation for 15ha of employment land, up to 500 new homes, an extended local service centre, public open space and land for a new first school. The existing Littlemoor Centre will be extended northwards at an early phase and designed to assist with the integration of the new development with the existing community south of Littlemoor Road.	The site is a strategic allocation with the potential to deliver significant employment and also new homes over the plan period and potentially beyond. It lies at the gateway of the Weymouth Relief Road and opposite the existing service centre at Littlemoor, and is close to the station at Upwey, and as such has excellent links to Weymouth town centre and the wider area. The nearby housing also provides a significant source of

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					employees.
09-Litt	<i>Additional sites put forward as part of consultation:</i> Icen Lane, Littlemoor	n/a	n/a	Not included as an allocation	Development would be detrimental to landscape character. AONB
10-Chic	<b>Chickerell</b> OFGWP3b: Deliver employment land within the Chickerell growth options to help enhance the supply of employment sites within the Borough.	WPG	Strong support for levels of growth and development.	Policy CHIC2 identifies that small scale employment uses appropriate to a mixed use neighbourhood may be provided within the Chickerell urban extension.	Chickerell is reasonably well served with employment with the Granby, and further opportunities through the development of a new business park off the Link Road, and land to the north of the police headquarters. However the urban extension should provide some employment uses as appropriate to a mixed use neighbourhood.
10-Chic	OFGWP2: Ensure appropriate open space / important open gap function is retained within masterplan proposals for development to the south and east of Chickerell.	WPG	Generally supported, although need to recognise that highway improvements would be required. Open space essential - continuous gap not justified.	Policy CHIC 2 includes the provision of public open space, within the development. Furthermore the development boundary does not extend to the built up edges of the Granby / Southill, ensuring an open gap is retained.	
10-Chic	<i>Additional sites put forward as part of consultation:</i> Include land at School Hill, Chickerell within the Chickerell Urban Extension	n/a	n/a	Southern half of the site included within Policy CHIC 2 Chickerell Urban Extension.	Part of the site is suitable for development, The remaining area would have an unacceptable landscape impact and should form part of the strategic planting.
10-Chic	<i>Additional sites put forward as part of consultation:</i> Former car park, Mandeville Road, Chickerell and land adjoining Mandeville Road, Chickerell	n/a	n/a	Not included as allocations	Development would be detrimental to landscape character. Heritage Coast / AONB
11-Dor	<b>Dorchester growth options</b> EG3: Large-scale development on land north of the watermeadows and south-east of the bypass around Dorchester should not be allowed due	EG	Mixed reactions, with some support but more asking for this to be reconsidered. Concerns about delivery raised due to the significant investment needed in road network.	Policy DOR11 states that the district council will work with the existing landowner / developers and local communities to explore options to support the long-term growth of the	The Halcrow report indicated that in the short-term without significant public funding this site could not be delivered with the necessary infrastructure to support it. Although

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	to impact on the character and setting of the town (particularly in terms of Thomas Hardy's heritage) and poor access connections to the town DMS3: Support housing growth in Dorchester. Investigate alternative sites for growth and ensure future housing allocations supports a mix of housing types and sizes.	DMS	However Dorchester is the one place with jobs and others felt that growth in this location makes more sense than distributed development in villages, and the landscape is no more attractive than many of the alternative options.	Dorchester area, for the period beyond 2026. It also ensures that development that could undermine the delivery of key infrastructure needed for a realistic long-term option for growth will not be permitted	not allocated, this issue is highlighted whilst further exploratory work is undergone.
11-Dor	<b>Park and Ride site</b> DMS1: Identify and allocate a site for park & ride services serving the Dorchester area	DMS	Generally supported..	Policy DOR10 identifies land to the south of Stadium Roundabout as an allocation for park & ride.	This allocation reflects the findings of the Dorchester Park & Ride Feasibility Study.
12-Crs	<b>Crossways</b> EG4: Crossways could deliver a step-change in growth with significant level of development to the north and east, and further employment to the south, if housing, infrastructure and jobs were phased to ensure a balanced community not reliant or dormitory to Dorchester, and issues regarding HGV traffic could be overcome. Infrastructure provision is essential. Community involvement in preparing a masterplan is needed.	EG	Mixed reactions, with some in full support, and almost equal numbers disagreeing due to uncertainty over impact on existing services / infrastructure to support the new development and whether local people would be in support. Concern that it would remain a dormitory to Dorchester and that the train service is some distance from the village centre and not well used. Concern that this area is not attractive option for businesses. The HGVs serving the quarries would still go through the centre. It should not be prioritised over other areas that desperately need more stimulus. Existing surface water run-off and impact on aquifer would need to be addressed. Concerns that it was being 'dumped on' yet again.	Policy CRS1 allocates land at Crossways for the strategic delivery of between 1,200 to 1,500 new homes and at least 7.2ha of employment land, coordinated through a masterplan prepared by West Dorset District Council working with Crossways Parish Council, Purbeck District Council, Moreton Parish Council, Owermoigne Parish Council, Knightsford Group Parish Council and the Warmwell Parish Meeting	Without major development at Dorchester, the small-scale growth of the larger villages cannot meet the projected needs, therefore another strategic growth option is required. A masterplan will be needed to coordinate the development in liaison with the local community and adjoining areas. Service providers including the county council and Highways Agency indicate that the infrastructure will be able to be upgraded satisfactorily as part of the development.
12-Crs /	<b>Dorchester growth options – other villages</b>	EG		Not included as allocations. These	These smaller sites were not

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11-Dor	<p>EG5a: If housing development is needed, land at the Quarr in Maiden Newton may be a suitable site, subject to suitable access arrangements.</p> <p>EG5b: Land south of Neil’s View in Maiden Newton may be a suitable site if an employment site is needed.</p> <p>EG6: Both land around Charminster Farm and land south-east of Charminster, off Westleaze would be suitable sites for employment and some housing development.</p> <p>EG7: If housing development is needed, land at Simsay Fields in Cerne Abbas adjoining the new school site may be suitable. Development of land at Francombe Farm may also be suitable for housing or employment, but any development should not undermine the current business.</p> <p>EG8a: If development is needed, land south of Athelhampton Road in Puddletown may be a suitable site for homes and possibly some small-scale employment.</p> <p>EG8b: Land south of Three Lane End in Puddletown may be a suitable site if an employment site is needed. Housing would be affected by noise from the bypass.</p> <p><i>Additional sites put forward as part of consultation:</i> Land adj Coombe Road, Winterbourne Steepleton</p>		<p>Concerns raised about impact on possible site of Medieval Village and route of Wessex Ridgeway through the Quarr.</p> <p>Part of the site at Neil’s View is being progressed forward for affordable housing</p> <p>Mixed response, more support for employment. Concerns about A352 junction.</p> <p>Cerne Abbas will need to grow over the period of local plan and these should be considered along with in full. Potential benefits highlighted by developer.</p> <p>One comment supportive but concerned if farmland needed for food / fuel production.</p> <p>No comments</p>	<p>sites could (if locally supported) be delivered through the Neighbourhood Plan process. Proposals for employment / affordable housing could also be delivered under Policy HOUS 2 / ECON 1.</p>	<p>considered necessary for strategic delivery of the local plan (and would be unable to deliver the scale of growth required, unlike the Crossways option). The better options will instead be encouraged to come forward through more locally-supported projects, including neighbourhood plans.</p>

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13-Brid	<p><b>Land at Vearse Farm</b> WG7: If a significant level of development is needed in Bridport, Vearse Farm has the potential to deliver development opportunities for housing and employment over the long term. Road access and traffic along West Allington may be a problem.</p>	WG	<p>There was a mix of views at the consensus event. Some comments were very supportive. There was general agreement that development needs to go hand in hand with infrastructure. Some questioned whether this scale of development was really needed. Another comment suggested that better quality dense development could meet needs on less land. Suggestion that 50% should be affordable housing. Others felt that there are not enough jobs for an increased population -development should be in Dorchester or Weymouth, where there are jobs. Concerns that this was unnecessary development of a farmland site in the AONB. Others felt that the land is already blighted by the A35 and is suitable for development. Suggestion that this should trigger a parish boundary review as residents would benefit from and use the facilities provided in the town. Suggestion that land immediately to the south of West Road but west of River Symene should be included.</p>	<p>Policy BRID 1 allocates land at Vearse Farm for a comprehensive mixed-use development of about 760 homes and 4 hectares of employment land. Land immediately to the south of West Road but west of River Symene has not been included. Policy COM1 also states that suitable provision should be made for new or improved community infrastructure.</p>	<p>Required to help meet future strategic growth needs of Bridport. Excludes land within the flood zone (which is included within the public open space proposal).</p>
13-Brid	<p><b>Jessopp Avenue (East of Bredy Vet Centre)</b> WG5: If housing development is needed, this site may be suitable. However the green corridor/amenity use is important, and the cycle route should continue along the old railway line. The site is not appropriate for</p>	WG	<p>Concern expressed to the loss of green corridors. The cycle path reference should be dropped.</p>	<p>Policy BRID 3 allocates this site for housing. It recognises that the development of the site will require a positive frontage onto Sea Road North and Jessopp Avenue. The boundary of the site with the river meadow areas will need</p>	<p>The site does not include land within the flood plain which forms part of the green corridor. There is no reference to the cycle route – the feasibility report for the cycleway shows the route joining Sea Road North to the north of the site.</p>

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	employment.			sympathetic treatment, either through appropriate planting or a positive frontage. The row of mature beech trees and public right of way should be retained	
13-Brid	<b>Land east of Wychside Close</b> WG4: Do not allocate land East Of Wychside Close, off The Burton Road, Bridport for development.	WG	Higher density development is needed.	Site not allocated.	Higher density development would be out of keeping with the local character. Adverse landscape impacts and inefficient use of land.
13-Brid	<b>Land off Happy Island Way</b> WG6 If housing development is needed in Bridport, land off Happy Island Way may be suitable. The site is not appropriate for employment because of its access through housing areas.	WG	Concern that this was unnecessary development of a farmland site in the AONB. It is a valuable local amenity space linking to the wider green corridor. There are not enough jobs for an increased population -development should be in Dorchester or Weymouth, where there are jobs. Bradpole parish plan identifies the area for allotments or as a small holding for sustainable food production. It was rejected in an inquiry in 1986 and nothing has changed since then.	Site not allocated.	Considered to function as an important open space for the local community.
13-Brid	<i>Additional sites put forward as part of consultation:</i> Symondsburry Estate and Colfox Family (no sites specified)	n/a	n/a	Not included as an allocation.	Insufficient detail available. Any sites submitted by SHLAA have been assessed.
13-Brid	<i>Additional sites put forward as part of consultation:</i> Land to rear/west of 169 to 179 Victoria Grove, Bridport	n/a	n/a	Not included as an allocation.	Small site unable to deliver significant new development. Poor access resulting in backland development in river valley, to detriment of local character.
13-Brid	<i>Additional sites put forward as part of consultation:</i> Small parcels of land at Allington and Ryeberry	n/a	n/a	Not included as an allocation.	Sites unsuitable on landscape impact and access to the town centre

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	Hill (totalling 5ha – 100 houses approx)				
13-Brid	<i>Additional sites put forward as part of consultation:</i> Land at Watton Hill (44ha mixed use of which 10ha net will be for residential 350 – 400 houses)	n/a	n/a	Not included as an allocation.	Site unsuitable on landscape impact and access to the town centre
13-Brid	<i>Additional sites put forward as part of consultation:</i> Land off Pymore Road at St Catherine's School	n/a	n/a	Not included as an allocation.	No details provided – school site in current education use. Any sites submitted by SHLAA have been assessed.
13-Brid	<b>St Michael's Trading Estate</b> Designate St Michael's Trading Estate in Bridport as an Enterprise Zone		Additional suggestion from Bridport Town Council	Policy BRID 5 allocates land for a comprehensive mixed-use development, subject to the retention and restoration of buildings of historic interest and ensuring the maintainance or enhancement of employment opportunities	Enterprise Zones are specific areas where a combination of financial incentives, reduced planning restrictions and other support is used to encourage the creation of new businesses and jobs. This is not considered appropriate to this site, where controls are needed given the historic and other issues involved.
14-Beam	<b>Land north of Broadwindsor Road</b> WG8 The Western Area working group did not discuss this option as they felt they did not represent the Beaminster area. They agreed that comments on this site could be invited at the final consultation event.	WG	Some areas susceptible to surface water flooding. Some support. Concern was expressed that any development in Beaminster is hampered by the road access.	Policy BEAM 1 allocates the site for housing, employment and public open space. Structural woodland planting will be required along the western and northern boundaries. The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.	Required to help meet future strategic growth needs of Beaminster. This site has relatively good road access and is within walking distance of schools and shops. No new roads would be required.
14-Beam	<b>Land off Hollymoor Lane</b> WG10: The Western Area working group did not discuss this option as they felt they did not represent the Beaminster area. They agreed that comments on this site could be invited at	WG	Suggestion that land should be allocated for much fewer homes (about 4 dwellings).	Policy BEAM 2 allocates land for housing and public open space. The development should secure the delivery of a traffic management package for East Street.	This site is considered suitable for residential development subject to improvements to pedestrian route into town centre along East Street leading to Hollymoor Lane.

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	the final consultation event.				
14-Beam	<b>Land at Lane End Farm</b> WG9 The Western Area working group did not discuss this option as they felt they did not represent the Beaminster area. They agreed that comments on this site could be invited at the final consultation event.	WG	No comments	Policy BEAM 3 allocates land for employment. It also proposes that the development should retain and enhance the existing hedgerows, hedge banks and streamside vegetation. And the development will need to secure the delivery of a footway link to the town	Required to provide opportunities for employment growth at Beaminster. Due to its separation from the town it is not considered suitable for housing.
14-Beam	<i>Additional sites put forward as part of consultation:</i> Land west of Drimpton	n/a	n/a	Not included as an allocation.	Drimpton is a small relatively isolated village with a population of only 350. Development on the scale proposed would result in a significant increase in the village population and size. Options to meet more local needs will instead be encouraged to come forward through more locally-supported projects, including neighbourhood plans.
15-Lyme	<b>Woodberry Down</b> WG11: The Western Area working group did not discuss this option as they felt they did not represent the Lyme Regis area. They agreed that comments on this site could be invited at the final consultation event.	WG	Mixed response. Some support. Lyme desperately needs housing for lower income owners and for affordable rent. Suggestion that it should include a lower level of market housing sufficient to subsidise affordable social housing on the remainder of the site. Reference was also made to the need to increase the density of the housing. Suggestion that commercial / employment opportunities should be limited to tourism or education field studies.	Policy LYME 1 allocates land for housing and the retention of existing employment. The development will require tree and hedge planting along the north and western edges of the site in advance of the site being developed.	Land at Woodberry Down was allocated for employment and housing in the 2006 local plan. The site is visually contained to the north, east and south. An enlarged allocation will help make the site more viable and deliver more homes, and ensure that a more comprehensive approach.
16-Sher	<b>Barton Farm</b> NG3:	NG	There was mixed opinion. Concern was expressed the site was 'too big	Policy SHER 1 allocates land at Barton Farm (including the 2006	Considered to be the best option to meet future strategic growth needs

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	If it is needed, land at Barton Farm would be the best place in Sherborne to provide development, subject to suitable phasing, infrastructure provision and services. Solutions would be needed to reduce rat running along Acreman Street / Blackberry Lane and to mitigate the adverse impact on the character of the town and gap between Sherborne and Yeovil.		too soon'. The need for housing development needs to be linked to fresh and major employment opportunities. Concern that no mention was made of the extra pressure upon the A30. Agreement that a long-term solution to the traffic problems in Sherborne is needed and should include a solution for Acreman Street / Blackberry Lane and the present Horsecastles traffic lights. It was pointed out that development on the site would not damage to the gap between Sherborne and Yeovil, as the development does not extend westwards beyond Barton Gardens. It was also pointed out that there is a need to carefully check for unexploded Luftwaffe bombs from the Sept 1940 raid.	local plan allocation) to provide for the strategic growth of Sherborne through a comprehensive mixed-use development. The combined area will deliver in the region of 800 homes and at least 6 hectares of employment land together with associated community facilities. A new northern link road between the A30 Yeovil Road and the B3148 Marston Road is a pre-requisite of development. Delivery will be phased with the intention of providing the link road at an early stage.	of Sherborne.
16-Sher	<b>Land off Bradford Road</b> NG4: Land to the west of Sherborne, between Lenthay Road and Bradford Road is not considered appropriate for housing or employment development due to the distance from town centre, lack of connectivity and concerns over flooding in the southern part of the site.	NG	Generally supportive – consider the area is are not suitable for development for the reasons given. One respondent felt that the site does have good access and is soundly linked with existing road network.	Site not allocated.	Not a preferred option primarily due to the distance from town centre and lack of connectivity.
16-Sher	<b>Land east of Coldharbour Business Park</b> NG5: Land to the East of Coldharbour Business Park is not appropriate for development. It would have significant landscape impact and undermine the gap between Sherborne and	NG	Supportive comments agreeing that an employment site would be better located on the western (Yeovil) side of the town. Military helicopters fly over the site.	Site not allocated	Not a preferred option primarily due to the landscape impacts and difficult access arrangements. It is not on the English Heritage Register of Historic Battlefields.

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	Osborne. It is the site is of historical importance as an old battlefield.				
16-Sher	<p><b>Sherborne growth options – other villages</b></p> <p>NG6a: Although Yetminster has poor access to the wider road network, if development is needed land west of Thornford Road could be a suitable site, although there are localised flooding concerns.</p> <p>NG6b: Land east of Thornford Road, Yetminster was not considered as suitable as it could encroach into an area of conservation value where the historic field pattern contributes to the character of the village. Land To The North of Chapel Lane has very poor access.</p> <p><i>Additional sites put forward as part of consultation:</i> Thornford is considered as a location for more housing as it has a primary school, church, village hall, pub, train station and is on a bus route.</p>	NG	<p>Some support for small scale development off Thornford Road, as long as a footway is provided. However the scale of the proposed is out of proportion with the village and could generate significant traffic on rural roads. Concern that it will undermine the gap between Yetminster and Beer Hackett. Concern was expressed that the access route from Chapel Meadow is impossible, the other access is very close to a floodplain. And development off Chapel Lane would encroach on an ancient field system.</p>	<p>Not included as allocations. These sites could (if locally supported) be delivered through the Neighbourhood Plan process. Proposals for employment / affordable housing could also be delivered under Policy HOUS 2 / ECON 1.</p>	<p>These smaller sites were not considered necessary for strategic delivery of the local plan (and would be unable to deliver the scale of growth required). The better options will instead be encouraged to come forward through more locally-supported projects, including neighbourhood plans.</p>
16-Sher	<p><b>Sherborne Town Centre</b></p> <p>GS2a: Investigate the rationalisation of existing car parking in Sherborne to support the expansion of shopping facilities.</p>	GS	Supported	<p>Policy SHER2 identifies land at Newland Car Park North and Newland Car Park South as the preferred location for the future expansion of the town centre. Any scheme will need to retain an appropriate amount of car parking.</p>	<p>Evidence studies have identified additional capacity for retail in Sherborne town centre. A sequential assessment highlighted the Newland Street car parks as the most appropriate location for future growth.</p>
16-Sher	<p><b>Yeovil growth options</b></p> <p><i>Additional sites put forward as part of consultation:</i> Farm Buildings at Toll Bridge Farm, Babylon Hill, Yeovil for mixed use development. Land adjacent to Babylon Hill, Retail Park,</p>	n/a	n/a	<p>Not included as allocations.</p>	<p>Toll Bridge Farm is of limited size and would not be of strategic importance. Adjacent to floodrisk area. Enlargement/extensions to retail park would impact on the vitality of Yeovil Town Centre. The</p>

Relevant Chapter	Approaches suggested	Group	Summary of additional consultation comments	Policy approach taken	Reasons
	Yeovil				site would be poorly related to the town for housing, and parts are steeply sloping and has some nature conservation interest. This area was rejected as an area for growth as part of area of search for urban extensions for Yeovil by South Somerset District Council.

Appendix 6: Example of Working Group ideas as displayed at the final event

**Working Group: Coastal Change**

Group Members:	Representing	Group Members:	Representing	Group Members:	Representing
Anthony Broad	Individual	Rob Murray	Community Group		
Kate Geraghty	Local Councillor/Environmental group	Mrs Harding	Environmental Group		
Gillian Summers	Local Councillor	Mr Harding	Environmental Group		
John Young	Community Group				
Teresa Seal	Local Councillor				

**Issues/Problems Explored:**

- Should existing development and infrastructure affected by coastal change be relocated? Where should it be relocated to?
- Restricting/time limiting development in areas affected by coastal change
- Can the relevant policies that were not saved in the current adopted Local Plan be re-instated?
- Opportunities for communities to take action on coastal defence
- How can policy be tailored to reflect local variations in the type and speed of coastal change?



**Working Group: Coastal Change**

- **Issue/Problem Explored:** Should existing development and infrastructure affected by coastal change be relocated? Where should it be relocated to?

**Proposed Planning Option: CCG1a**

Need to define the Coastal Change Management Areas (CCMAs) within which Coastal Change policies will apply

Need to consider how far inland the CCMAs should extend. Should take account of the fact that coastal inundation and rising sea levels will have impacts further inland along river valleys.

Local communities should be involved as part of the process.