

6. COMMUNITY NEEDS AND INFRASTRUCTURE

6.1 INTRODUCTION

- 6.1.1 A wide variety of community facilities and services are part of the overall infrastructure needed to support development. These are provided across the plan area by various businesses and other organisations. The provision and location of these can play an important role in encouraging a sense of community in an area, as well as minimising the need to travel by car.
- 6.1.2 As a community grows larger, the infrastructure to support it needs to grow with it. The larger settlements in the plan area are recognised as the shopping, service and employment centres for a much wider rural area as well as their own populations. Smaller scale services and facilities in local neighbourhoods and villages are also vitally important for many residents, and for maintaining a sense of community, though economic changes and increasing car ownership have resulted in the loss of many of these facilities in the last twenty years.

Community infrastructure

- shops, cafes, restaurants and public houses
- post offices, banks and building societies
- education and training facilities, pre-school centres and other children's services
- doctors' surgeries and dental practices, daycare centres, hospitals and other healthcare/social service facilities
- community halls/hubs, including places of worship
- cultural facilities, such as arts centres; libraries and museums
- sports facilities and ~~public recreational~~ open space of public value
- roads, rail, port facilities and bus services ~~and~~ routes for pedestrians, and
~~and~~ cyclists and e-routes ~~equestrians~~, including associated infrastructure such as petrol stations and vehicle electric charging points, signage, parking / storage
- waste management, collection, recycling and disposal services
- coast protection and flood defence schemes
- community safety and emergency services (fire, police, ambulance and coastguard)
- community renewable energy / low carbon infrastructure
- community business support, including appropriate broadband technology / telecommunications

Comment [A1]: 6.1A

- 6.1.3 The two councils need to plan for the delivery of infrastructure within their area, which means not only assessing what is needed, but how it is provided, ~~and how those facilities~~ are maintained if they are not likely to be self-funding, and what impact any future change or loss of such facilities may have on communities.

Comment [A2]: 6.1B

STRATEGIC APPROACH

Community facilities that help promote social interaction as well as minimise the need to travel by car should be provided within local communities. Where possible and practicable (for example on larger developments), new local community facilities will be provided as part of the development, creating attractive and vibrant places to live. Existing local facilities will be protected through a flexible approach which recognises the changing needs in society.

Providing a safe transport route network for all types of travel, and providing choices for “greener” travel options where practicable, are also a key part of the strategy.

Some community facilities or infrastructure play a much wider, strategic role in our communities, such as flood defences, the strategic road and rail network and communications technologies. The Infrastructure Delivery Plan will be used to plan for these, with development contributing towards their delivery through either planning obligations or the Community Infrastructure Levy.

6.2 MAKING SURE NEW DEVELOPMENT INCLUDES SUITABLE PROVISION FOR COMMUNITY INFRASTRUCTURE

- 6.2.1 Where possible and practicable (for example on larger developments), community infrastructure should be provided as part of the development, creating attractive and vibrant places to live. Good planning will make sure that the infrastructure needed is well located and phased to be brought in alongside new development. But it won't always be practicable to provide community facilities in every settlement and with every new development.

PLANNING OBLIGATIONS AND THE COMMUNITY INFRASTRUCTURE LEVY

- 6.2.2 Planning obligations, also known as section 106 agreements, have played an important role in providing the infrastructure necessary to support new development. The establishment of the Community Infrastructure Levy (CIL) will transform the current method of collecting and distributing developer contributions. CIL will not entirely replace existing planning obligations but the scope of planning obligations can only be related to the direct mitigation of 'site specifics' arising from new development to make it acceptable to the planning authority, and there are limits of the pooling of these agreements. The amount of money collected for different uses is set in the Charging Schedule, which is subject to independent examination before it can be adopted.

- 6.2.3 The councils will collect funds for infrastructure via CIL, planning obligations or a combination of the two, depending on the nature of development. On larger more complex strategic allocations, some forms of infrastructure will need to be provided as part of the development. Infrastructure requirements for the following complex strategic sites will be secured through a planning obligation requiring the developer to enter into a section 106 agreement and as such are proposed to be excluded from a CIL charge:

- Littlemoor Urban Extension
- Chickerell Urban Extension
- Land at Crossways
- Land at Vearse Farm, Bridport
- Markham & Little Francis, Weymouth

Further details of the infrastructure requirements for each strategic allocation can be found in the Infrastructure Delivery Plan. The same approach may need to be applied to other large-scale, complex developments which come forward through the planning system. Infrastructure for smaller, less complex development sites will normally be met through the use of the Community Infrastructure Levy. The council's Regulation 123 list of strategic infrastructure sets out which projects are intended to be funded via CIL. Section 106 agreements cannot be sought to fund the items of infrastructure where the development is also contributing to their delivery through CIL. The councils will ensure that development proposals do not pay twice for the same item of infrastructure.

6.2.36.2.4 Planning obligations, also known as section 106 agreements, have played an important role in providing the infrastructure necessary to support new development. The establishment of the Community Infrastructure Levy (CIL) will transform the current method of collecting and distributing developer contributions, and after April 2014 there will be a limit on the pooling of section 106 contributions. can, and there are limits of the these. The amount of money collected for different uses is set in the Charging Schedule, which is subject to independent examination before it can be adopted. sPlanning obligations where the development is also contributing to their delivery through CIL s. The following table provides guidance on the level of provision of some of the key community infrastructure that is generally expected across the plan area. On-site provision is likely to be sought for housing developments of 200 or more units or where the site area is 4 hectares or more, and may be triggered at a lower threshold of 50 or more units, for example in relation to young people’s play areas, if the standard would not otherwise be achieved in that locality. Otherwise a financial contribution will be collected.

Comment [A3]: 6.2A

Table 6.1: Guidance on expected standards of community infrastructure provision

Type	Main towns (2,500+ population)	Large villages (500+ population)
Parks, gardens and recreation grounds	All areas within 600m of a local park or 1,200m of large park.	
Outdoor sports provision	Provision for football, cricket, rugby, hockey, bowling and tennis within 2km of the town centre, sufficient to demonstrate a minimum of 2ha hectares per 1,000 population or that local teams are able to play at relevant times.	Provision of adult and junior pitches and tennis court / MUGA within 2km of the neighbourhood centre.
Community venue / Indoor sports halls	Community venue/s accessible to all, of a good standard, able to accommodate arts performances, indoor sports and local meetings, and in 600m walking distance of most of the population.	
Leisure centres	Indoor leisure centre with multi-purpose sports hall within 15 minutes drive time of most of the population	n/a
Swimming pools	Swimming pool within 15 minutes drive time of most of the population	n/a
Young people’s play areas	At least one Neighbourhood Equipped Area for Play and facilities for teenagers, such as a skate park and MUGA, within 1km of the centre. A Local Equipped Area for Play within 600m walking distance of the remaining areas	At least one Local Equipped Areas for Play within 400m walking distance from the centre.
Allotments and community gardens	Sufficient provision of sites to meet minimum standard of 0.20 hectares per 1,000 population (or higher where there are waiting lists), located within 1km walking distance of most people’s homes.	
Natural and semi natural greenspace	One 20ha natural greenspace within 2km of the town. A natural greenspace of at least 2ha in size within 1km walking distance of most people’s homes	A natural greenspace of at least 2ha in size within 1km of the area

6.2.46.2.5 When negotiated through section 106 agreements, the Councils will ensure that the level of contributions towards community infrastructure is well related in scale and kind to the proposed development. As such, contributions may be reduced where there is strong

evidence that the need is reduced, for example in terms of care homes and one-bedroom homes. Future maintenance needs will also be considered, particularly if the facilities are predominantly for the benefit of the users associated with the development. Guidance on how, when and what planning obligations will be sought will be provided for those sites that will fall outside the Community Infrastructure Levy.

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

- i) **Where new development will generate a need for new or improved community infrastructure, and this need is not met through the Community Infrastructure Levy, suitable provision should be made on-site in larger developments or, if not practicable to do so, by means of a financial contribution. The provision should be appropriate to the scale and needs of the development having regard to:**
 - existing facilities in the area, including the quantity and quality of provision
 - the economic viability and the need for the development.
 - the ongoing maintenance requirements.
- ii) **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.**
- iii) **Contributions will not be sought from new community facilities or affordable housing, with the exception of site-specific measures necessary to make that development acceptable.**

INFRASTRUCTURE DELIVERY PLAN

6.2.56.2.6 An Infrastructure Delivery Plan provides an overview of the range of infrastructure projects required to support the growth in the Local Plan. It is a 'live' document, and will be updated and reviewed when required to keep track of infrastructure delivery during the plan period. The Infrastructure Delivery Plan:

- identifies the infrastructure and services required to support the growth targets set out in the Local Plan;
- identifies the costs and likely means of funding, including that required through public finance and developer contributions sources, any funding secured, funding gaps and the delivery agencies;
- provides an evidence base for the direction of the Community Infrastructure Levy to help finance the critical infrastructure to support growth.

6.2.66.2.7 Key infrastructure requirements are listed in components of the Infrastructure Delivery Plan. These include coast protection and flood risk management, transport and public realm improvements (including road safety schemes, footways and cycle routes, and public transport), education, green infrastructure and recreational facilities. Table 6.2 below lists some of the major infrastructure schemes whose The costs of coast and flood protection schemes at Weymouth Town Centre and Lyme Regis will are likely to have a significant bearing on the amount of levy sought from new development and how it is distributed.

Comment [A4]: 6.2B

Table 6.2: Summary of the key infrastructure projects

Key Infrastructure Project	Sources of Funding	Estimated Cost	Site Specific Funded	Non-site Specific Funded
<u>Weymouth Town Centre Flood Defence Scheme</u>	<u>Central Government/ developer contributions</u>	<u>£66 million</u>		<u>Yes</u>
<u>Lyme Regis Coastal Protection Scheme (phase 4)</u>	<u>DEFRA / West Dorset District Council / developer contributions</u>	<u>-19.5 million</u>		<u>Yes</u>
<u>Dorchester Transport and Environmental Improvement Plan (DTEP)</u>	<u>Dorset County Council/ West Dorset District Council / developer contributions</u>	<u>£4.5 million</u>		<u>Yes</u>

6.2.76.2.8 The Community Infrastructure Levy will also be used to provide necessary mitigation for development on European nature conservation sites, where development in a wide catchment area that would otherwise cause cumulative harm to the integrity of one or more European nature conservation sites. Without this mitigation such development could not go ahead.

Comment [A5]: 6.2C

6.2.8 The Infrastructure Delivery Plan will also consider the provision and maintenance of strategic leisure, open space and recreational facilities as well as education, waste management and transport infrastructure. There are no strategic highway schemes proposed in the Local Transport Plan for the period up to 2026, but funding will be needed towards the provision of local infrastructure such as park & ride, traffic management and support for the operation of public transport initiatives.

Comment [A6]: 6.2B

6.3 LOCAL COMMUNITY BUILDINGS AND STRUCTURES

Local Community Buildings and Structures

- local neighbourhood shops;
- post offices;
- banks and building societies;
- cafes, restaurants and public houses – especially where there are only one or two locally;
- petrol stations;
- education and training facilities, pre-school centres and other children’s services;
- doctors’ surgeries and dental practices, daycare centres, hospitals and other healthcare/social service facilities
- meeting places such as community halls and places of worship
- cultural facilities, such as arts centres; libraries and museums

Sports facilities and public recreational open space are covered separately.

Comment [A7]: 6.3A

NEW LOCAL COMMUNITY BUILDINGS AND STRUCTURES

6.3.1 The provision of community facilities is important for the social wellbeing of the community. The need for additional facilities is likely to arise through the plan period due to growth in homes and employment. Local shops, facilities and services should be able to develop and modernise for the benefit of that community.

6.3.2 Such facilities will be directed towards the town or local centres, depending on their scale and the area served. Development in open countryside will require special justification, and may be considered favourably if part of a farm diversification project.

COM 2. NEW OR IMPROVED LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- i) **Proposals for new, replaced or improved local community buildings or structures will be permitted providing the proposal is within or adjoining an existing settlement, or where it involves the re-use of rural buildings, provided that:**
- **The proposal would be well-located to be accessible to its main catchment population and would not generate significant additional single purpose trips by private ~~car~~ transport; and**
 - **The proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community**
- ii) **Regard will be had to the desirability of concentrating new community buildings and structures in settlements, especially where new housing development is permitted, and also ensuring that, where practicable, the design allows for a range of current and future uses.**

Comment [A8]: 6.3B

Monitoring Indicator: the number of new community facilities available within the plan area

Comment [A9]: 6.3C

THE RETENTION OF EXISTING LOCAL COMMUNITY BUILDINGS AND STRUCTURES

6.3.3 The loss of valued local community facilities and services can significantly reduce a community's ability to meet its day to day needs and will also have an adverse impact on the social interaction and wellbeing of that community.

6.3.4 Proposals which would result in the loss of a community facility must demonstrate that efforts have been made to retain the facility and that opportunities for conversion to alternative community uses have been explored. Evidence submitted should typically include:

- Details of how the property has been marketed, the length of time that the marketing was active and any changes during this period, and the asking price
- Details of the level of interest generated and any offers received
- What consultation there had been with local community groups / service providers on possible alternative community uses

6.3.5 In considering proposals that would result in the loss of local community facilities, the councils will take into account what other facilities and services are available locally, and whether there are proposals to consolidate that service into a community facility hub.

6.3.6 Where proposals relate to the conversion of shops or other bespoke premises, the retention of elements which would allow a range of future uses, such as shop front features and separate upper floor access, should be considered where practicable.

COM 3. THE RETENTION OF LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- i) **Planning permission for proposals, including change of use, which result in the loss of local community buildings or structures (including sites which were most recently used for this purpose where the use has ceased or the building has been demolished), will not be permitted unless:**

- it can be demonstrated that there is no local need for the facility or that such a facility is no longer likely to be viable, and
- an appropriate alternative community use to meet local needs is not needed or likely to be viable.

Monitoring Indicator: number of approved applications for change of use from shops, garages, public houses and community buildings to other non-community uses. **Target:** no net loss

Comment [A10]: 6.3D

Comment [A11]: 6.3A

6.3.7 The provision of public open space, sport and recreation facilities not only promotes healthier lifestyles, but can help create better communities by providing opportunities for people to meet and interact.

Public Open Space, Sport and Recreation Facilities

All sport / recreational facilities and open spaces of public value. This includes:

- Parks, gardens and recreational grounds
- Civic areas
- Cemeteries
- Young peoples' play areas
- Allotments and community orchards
- Outdoor sports pitches / grounds (including school playing fields)
- Amenity open space
- Natural or semi-natural greenspaces / corridors to which the public have open access
- Sports and leisure centres

6.3.8 These facilities range from small play areas and recreation grounds to large complexes such as those found at the Terrace Playing Fields south of Sherborne, Dorchester Football Club, the Redlands Community Sports Hub at Wey Valley in Weymouth and the Weymouth Football Stadium between Weymouth and Chickerell.

6.3.9 The responsibility for public open space and sports provision differs across the plan area. In West Dorset the responsibility is shared by the district and local town or parish council. The town or parish council for each area is normally responsible for playing fields, parks and allotments, and they have the ability to raise money for sport through their local precept. In Weymouth and Portland, the Borough Council has responsibility for open space and sports provision. Some sports centres, playing fields and swimming pools are provided in schools (some are made available for wider community use), operated privately as a commercial business or through community trusts, but they still play a vital role in sport and recreation provision.

NEW AND IMPROVED PUBLIC OPEN SPACE AND LOCAL RECREATIONAL FACILITIES

6.3.10 The need for additional recreation facilities is likely to arise through the plan period due to growth in homes and employment. The use and upkeep of some of these facilities, such as sports pitches and harbours, can also lead to a demand for associated buildings and structures, including car parking and maintenance facilities.

6.3.11 Where it is practicable, the councils will encourage these facilities to provide multiple benefits, to make the most efficient use of the land. For example, open spaces can perform a number of functions (recreational, amenity, wildlife, flood mitigation, food production), and sports centres can be made available for local arts performances or community groups meetings. The provision of new facilities should normally be focused in places where they are most accessible to the population they serve. However some may be dependent on

specific factors (such as access to water or the countryside). Development away from settlements will require special justification and may be considered favourably if part of a farm diversification project.

- 6.3.12 New homes are occupied by people who are likely to use public open space and sports facilities from time to time. The requirement to provide new or improved recreational facilities will apply to most new homes. This will be delivered through Policy COM 1.

COM 4. NEW OR IMPROVED LOCAL RECREATIONAL FACILITIES

- i) **Proposals for new or improved open space or recreation facilities will be permitted provided that:**
- **The proposal would be well-located to be accessible to its main catchment population and would not generate significant single purpose trips by private car; and**
 - **The proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community**
- ii) **Proposals for recreational facilities away from settlements in the coast or countryside will only be permitted if they require a coastal or countryside location and their scale is in keeping with the surrounding environment. Such proposals must not be intrusive in the landscape or cause unacceptable impacts to local amenity or through increased vehicle movements.**
- iii) **Proposals to enhance water sports or marine based recreational provision will be permitted, subject to the protection of any land and maritime nature conservation in the area and potential impact on the existing use of the recreation facility.**

THE RETENTION OF RECREATIONAL OPEN SPACE AND RECREATIONAL BUILDINGS FACILITIES

- 6.3.13 Some development on recreational open spaces, such as buildings for changing facilities and clubhouses, may improve the recreational and amenity value of that open space. However proposals that will result in the loss of facilities will normally be resisted. This is because of the value and availability of land in accessible locations in built up areas, which means that recreational open space and buildings facilities can be extremely difficult to replace. For this reason, such facilities should normally be retained, and consideration also given to re-using them to meet other needs for recreation in the wider community.

Comment [A12]: 6.3A

- 6.3.14 There will be certain circumstances where the retention of such facilities is not the best option. The ongoing viability of a recreational use and changes in types of recreational needs in an area are also important considerations.

- 6.3.15 Marine-based recreational facilities are given the strongest protection due to the limited opportunities for alternative facilities along the coast.

- 6.3.16 Some areas of local green space may also be protected due to their contribution towards a wider green infrastructure network, as outlined in Policy ENV 3.

COM 5. THE RETENTION OF RECREATIONAL OPEN SPACE AND RECREATIONAL FACILITIES

Comment [A13]: 6.3A

- i) **Development on, or change of use of recreational open spaces of public value and recreational facilities (including school playing fields) will not be permitted unless:**
- **The development proposed is ancillary to the use of the site and the proposal will either support or improve the recreational and amenity value of the site or**

Comment [A14]: 6.3A

does not adversely affect the number, size or quality of playing pitches or their use, or

- **The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the open spaces and recreational facilities (including school playing fields), or**
- **Alternative and/or suitable replacement outdoor or indoor provision of equal or better recreational quality or value is provided in a location which is suitable to meet any deficiency in provision, and/or better placed and accessible to the surrounding community it serves, and there is a clear community benefit, or**
- **It can be demonstrated that the open space, buildings or land are surplus to requirements and there is no need for alternative open space of public value or recreational uses which could reasonably take place at the site.**

Comment [A15]: 6.3E

Comment [A16]: 6.3A

ii) Existing marine based recreational facilities should be retained.

Monitoring Indicator: number of approved applications for the development or change of use of open space, including playing fields, recreational areas and allotments.

Comment [A17]: 6.3F

6.4 EDUCATION AND TRAINING FACILITIES

Education and Training Facilities

For the purpose of this plan, education and training facilities includes pre-school nursery provision, schools and colleges of further education (whether provided by the local education authority or independently), work-based learning and skills training and adult and community learning centres. It may also include cultural learning that can be provided through arts centres, visitor centres, libraries and museums.

Within the plan area, Dorset County Council is the local education authority and therefore the key agency responsible for delivering education.

- 6.4.1 Good education and training facilities are key to making sure that our local workforce has appropriate skills and training, and that young families want to live in the area. Schools and colleges also play a key role in bringing the community together and providing facilities that the local community can use. It is important that there is adequate provision for pupils reasonably close or accessible to where they live.
- 6.4.2 The library service provides good access to reading and learning opportunities. Although there is a good network of county and community-supported libraries, most premises within the area fall below the national space standard.
- 6.4.3 Arts centres, museums and visitor centres are at the heart of communities if they capturing local experience and history, fostering shared community identity and understanding. They also have a role in supporting local tourism.
- 6.4.4 Where new homes are built, any additional demand for education and training will need to be catered for through the expansion of existing education provision. In some cases this may trigger the need for substantial changes in how the service is provided. New homes will be expected to contribute towards enhancing education facilities where these are insufficient to support the development. This may include contributions or the allocation of land (or both) to enable facilities to be built or extended.

Comment [A18]: 6.4A

COM 6. THE PROVISION OF EDUCATION AND TRAINING FACILITIES

- i) **Proposals for the provision of new/replacement facilities or the expansion of existing education and training facilities will be supported, provided that:**
 - **The location is well linked in terms of accessibility to the local catchment (taking into account how this may change through the development of strategic housing sites); and**
 - **Any loss of facilities consequential to the development is re-provided to the same or higher standard.**


6.5 LOCAL TRANSPORT NEEDS

- 6.5.1 People depend on local transport to get to work, to school, to the hospital, shops and other places. Businesses rely on efficient access to suppliers, markets and their potential workforce. However the noise, pollution and other consequences of transport can have serious impacts on people’s health and the local environment. The challenge of providing an effective and efficient transport system that does not have these adverse impacts is at the heart of good planning.
- 6.5.2 An effective transport system is one that gives people a choice about how they travel, and options that can reduce journeys by car. It is also needs to be safe.
- 6.5.3 Proposals for future road improvements across the plan area are set out in the Bournemouth, Poole and Dorset Local Transport Plan 3 (LTP3). This sets out the objectives, policies and targets for improving transport for the next 15 years. It covers all modes of transport, and the relationships between transport and wider policy issues such as the economy, environment, health and social inclusion.
- 6.5.4 A reduction in funding sources, particularly for capital (infrastructure type) schemes, means the Local Transport Plan identifies little in the way of major road improvements during its plan period to 2026. Should the need for new roads arise in the last phase of this plan (2026 to 2031) the route(s) will need to be determined. Instead, it recognises the importance of maximising the benefits from existing investment, increasing public transport orientated development, mixed-use development, development located to achieve the full utilisation of the highway network and travel planning. West Dorset District Council and Weymouth and Portland Borough Council have a strong working relationship with Dorset County Council as the Highways Authority. The councils will continue to work together in order to develop and deliver the transport proposals and schemes in the plan.

Comment [A19]: 6.5A

CREATING SAFE ENVIRONMENTS

- 6.5.5 New development should not create significant highway safety problems. Local road layouts should therefore be designed carefully to discourage through traffic, reduce vehicle flows and restrain vehicle speed. Proposals for accesses and roads serving new development should be designed to be visually attractive, to meet the requirements of all road users, and minimise vehicle speed and the risk of accidents, particularly to pedestrians, cyclists and equestrians. The following road-user hierarchy should be applied where appropriate.

<p>Consider FIRST</p> 	Pedestrians
	Cyclists
	<u>Equestrians</u>
	Public transport users
	Specialist service vehicles – eg emergency services, waste etc

Comment [A20]: 6.5B

Consider LAST Other motor traffic

6.5.6 In assessing development proposals, the councils will consider whether opportunities for more sustainable travel modes have been taken up, taking into account the nature and location of the site. Developers will be encouraged to work with public transport providers to develop viable solutions to support sustainable travel patterns (see also Policy ENV112). The needs of people with disabilities will also be carefully considered.

Comment [A21]: 2.5I

6.5.7 While the Local Plan generally seeks to concentrate development in areas which are most accessible, it is recognised that some growth will continue in rural areas. In considering such proposals, the benefits of development will be weighed up against any disadvantages arising from its location.

6.5.7 Proposals which are likely to generate a significant amount of movement should be located where the need to travel will be minimised. travel demand should submit a A Transport assessment setting out the transport issues relating to a proposed development should be provided in accordance with the requirements of the Local Highway Authority published thresholds. The need to prepare a travel plan will often be the outcome of these assessments, particularly where proposals involve a large number of people and trips often made by car. Travel plans can also be used to bring about more sustainable travel patterns and reduce single occupancy car use. The Local Highway Authority provides guidance for Travel Plans and when these should be required.

Comment [A22]: 6.5C

Comment [A23]: 6.5D

STRATEGIC ROAD ACCESS

6.5.8 Nearly all journeys made in Dorset require the use of the highway network, whether by car, lorry, bus, bicycle, horse or on foot. It is therefore essential that the overall highway network is managed in an efficient and effective manner and does not have an adverse impact on local communities.

Comment [A24]: 6.5B

PUBLIC RIGHTS OF WAY NETWORK

6.5.9 Walking, cycling and horse riding have a valuable role in recreational and leisure trips, and in meeting local access needs. Existing strategic routes exist within the plan area including parts of the National Cycling Network (NCN). There is considerable potential to make horse riding, cycling and walking more attractive alternatives for short journeys, providing a healthy alternative option to the car. Such routes can also provide wildlife corridors and form part of a green infrastructure network.

6.5.10 There are opportunities to improve route connectivity, particularly in Dorchester, Weymouth and Portland and out into the wider countryside, to bring about a comprehensive public rights of way route network, providing safe routes for regular and leisure trips. For example there is a lack of bridleways on Portland, and multi-user routes in West Dorset. there is a project to develop a multi-user route for walking, horse riding and cycling along the redundant Maiden Newton to Bridport railway line. Where possible, we need to provide multi-user routes (those that can be used by walkers, cyclists and equestrians) and better integrate paths with the wider highway network and also with public transport and parking facilities. These opportunities will be explored with Dorset County Council as the local Highway Authority.

Comment [A25]: 6.5E

COM 7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK

i) Development that generates significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes including public transport, walking and cycling can be maximised.

Comment [A26]: 6.5C

ii) Development should be located where the volume of traffic likely to be generated can be accommodated on the local highway network without causing road safety problems or exacerbating community severance.

Comment [A27]: 6.5F

iii) Development will not be permitted where the residual cumulative impacts on the efficiency of the transport network are likely to be severe.

iv) Development will not be permitted unless it can be demonstrated that it would not have a significant detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions. Transport Assessments and Travel Plans should be provided in accordance with the requirements of the Local Highway Authority published thresholds.

Comment [A28]: 6.5G

Comment [A29]: 6.5D

v) The delivery of a strategic cycle network and improvements to the public rights of way network will be supported. Development should not result in the severance or degradation of existing or proposed routes. Where development degrades the attractiveness of a route, compensatory enhancements will be sought such that there is a net improvement to the public right of way network. Where development proposals provide the opportunity to significantly improve links within the public rights of way network, an appropriate link through the development will be required.

Comment [A30]: 6.5H

Monitoring Indicator: percentage of new homes within 30 minutes public transport time of a GP, hospital, school, employment and a major health centre. **Target:** >60%

Monitoring Indicator: number and severity of road traffic accidents

Comment [A31]: 6.5I

IMPROVING TRANSPORT INTERCHANGES

6.5.11 A lack of quality interchange facilities presents a barrier to using public transport. Existing interchanges exist within the main towns of Dorchester, Weymouth and Bridport and will be safeguarded. There is also the potential to bring about substantial improvements to both services and connectivity, such as by improving connections between the main pedestrian and bus networks in town centres, and making them more welcoming to visitors. Development proposals that involve the improvement of the public realm in these areas will be encouraged and supported.

6.5.12 The continued contraction of rural (and some suburban) commercial bus services, coupled with increasing financial constraints, means that alternative, innovative and flexible solutions must be sought to maintain and where possible improve levels of accessibility. In such places, a Community Travel Exchange may provide the best solution to deliver mobile services (such as mobile banking and libraries) and co-ordinate outbound travel (for example through demand responsive transport, car clubs, and car sharing). This approach would mean communities having more responsibility in transport initiatives, with appropriate support from the public, private, community and voluntary sectors, and should also bring economic benefits for local businesses. A typical exchange facility could utilise an existing community hall. The Councils will encourage schemes that incorporate facilities for charging plug-in and other ultra-low emission vehicles.

COM 8. TRANSPORT INTERCHANGES AND COMMUNITY TRAVEL EXCHANGES

i) Proposals which involve the improvement of the public realm around public transport interchanges will be encouraged and supported as long as there is no detriment to the function of the interchange.

- ii) **Proposals for community travel exchanges in urban and rural areas will be supported, provided that:**
- **it can provide safe access to the public right of way network, cycle network and highway network and can accommodate and provide safe access and egress for large vehicles,**
 - **it has space to accommodate sufficient car and cycle parking, and**
 - **it will support existing community facilities located in the local area.**

PARKING PROVISION

6.5.13 The lack of, or poor planning of, parking provision can have a negative impact on the public realm and highway functions. Over-provision and poor management can lead to the inefficient use of land. Under-provision can lead to congestion and clutter on the roads and related access problems.

6.5.14 The Bournemouth, Poole & Dorset Residential Car Parking Study provides evidence on the optimum number of parking spaces needed for new residential developments, specific to that location. Parking standards for non-residential development have also been established to meet the likely and operational requirements of various establishments and business uses, and should be used as an initial, pragmatic guide, with the final level agreed through joint discussions between the Council, local Highway Authority and the applicant. Both standards can be viewed on the Councils' website (www.dorsetforyou.com) or at the council offices. Provision for cycle parking also needs to be considered to ensure that this remains an attractive and convenient mode of transport. [Advice and guidance on motor cycle parking provision is available in sections 8.2 and 8.4 of Manual for Streets, March 2007.](#)

Comment [A32]: 6.6J

COM 9. PARKING STANDARDS IN NEW DEVELOPMENT

- i) **Parking should be provided in association with new residential development. The amount of car parking to be provided will be assessed under the methodology set out in the Bournemouth, Poole & Dorset Residential Car Parking Study (or its replacement), taking account of the following factors:**

- **Levels of local accessibility;**
- **Historic and forecast car ownership levels;**
- **The size, type, tenure and location of the dwellings;**
- **The appropriate mix of parking types (e.g. unallocated, on-street, visitor etc)**

Cycle parking facilities should be provided where suitable private storage is not provided, at a ratio of one cycle space per 2 dwelling units.

- ii) **Parking standards for non-residential development should be agreed through joint discussions between the local Highway Authority ~~and the~~ Local Planning Authority in accordance with published local parking guidelines.**

Comment [A33]: 6.5K

6.6 UTILITIES

6.6.1 In planning for the area, both councils will work with utility service providers to assess the quality and capacity of energy supplies, water supplies, telecommunications, drainage, sewerage, and sewage treatment provision, and their ability to meet forecast demands. Where adequate capacity is not available within existing systems, assurances will be required that the necessary infrastructure will be provided.

TELECOMMUNICATIONS AND RADIO MASTS

- 6.6.2 Modern telecommunications are an essential and beneficial element in the life of the local community and the national economy. New technology has spread rapidly to meet the growing demand for better communications at work and at home. Within the plan area, there are currently a number of sites that accommodate transmitters, masts and antennas.
- 6.6.3 Public interest and anxiety over telecommunications has made it a contentious planning issue. Operators of communication technology have a duty to abide by codes and regulations in terms of public health. Where telecommunications development is proposed, the following information will normally be sought:
- a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission on Non-Ionizing Radiation Protection guidelines;
 - the outcome of any consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college.
- 6.6.4 Proposals which involve the installation of additional equipment to an existing mast or tower will need to consider the cumulative impact upon the width and height of the existing structure. Existing masts, buildings and other structures should normally be used, unless the need for a new site has been justified, or the impact of the additional equipment leads to unacceptable visual harm. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate and removed when no longer required.

BROADBAND

- 6.6.5 The provision of broadband and electronic communications in some villages and rural areas remains very poor, particularly in terms of capacity and coverage. However one of the government's top priorities is to stimulate private sector investment to deliver the best superfast broadband network in Europe. Monies have been allocated by government to support broadband provision in Dorset. The first priority is to improve broadband connectivity and speeds for businesses, particularly those in rural areas. The ultimate goal is to achieve 100% superfast broadband coverage at speeds in excess of 30 megabits per second for all premises in Dorset.

COM 10. THE PROVISION OF UTILITIES SERVICE INFRASTRUCTURE

- i) **Development will not be permitted where the problems associated with the lack of necessary utilities service infrastructure, including energy supplies, drainage, sewerage, sewage treatment and water supply, cannot be overcome.**
- ii) **Proposals for the development of telecommunications or radio equipment will be permitted provided that**
 - **the development will not be unduly detrimental to the appearance of the locality, particularly in sensitive areas of the landscape, nature conservation and townscape importance, or**
 - **the applicant has demonstrated that there is a need for the technology and that all technically feasible alternatives have been explored and that the application proposal results in the least visual harm**
- iii) **The provision of infrastructure to support superfast broadband technology will be a requirement on all new site specific allocations and on all other housing**

Comment [A34]: 6.6A

development of 50 or more units and on commercial premises where the site area is 0.5 hectares or more.

LOW CARBON, DECENTRALISED AND RENEWABLE ENERGY SCHEMES

- 6.6.6 The two councils fully support the need to generate more than 15% of all energy demand from renewable energy sources by 2020 to meet the national target. In practice, much of this will be from national renewable energy projects such as the offshore wind programme. Locally generated renewable energy projects will need to generate 7.5% of all energy demand, which in combination with the national scale projects across the country will meet the national target. It is therefore important that the opportunities are taken for generating renewable energy and low-carbon energy from new development, for example by co-locating potential heat customers and suppliers, wherever this would be acceptable, and supporting community led initiatives.
- 6.6.7 There is considerable potential to generate renewable energy from within the plan area due to the wealth of accessible renewable energy resources, but to generate 7.5% of all energy demand will require some larger scale renewable energy projects being built in the area. The high quality environment of the plan area is a major asset and presents challenges in ensuring that renewable energy systems are carefully planned. Their Their individual or cumulative impact on the local environment, including the impact on the landscape character and rural amenity of the countryside or resident population will need to be considered, particularly in areas sensitive to change, and potential impacts of any large scale project is likely to require an Environmental Impact Assessment (EIA) covering these specific points. Smaller-scale renewable energy proposals across the plan area are likely to be easier to integrate with the highly valued natural and built environment and will make an important contribution towards the target for installed capacity. There may be the potential for the growth of energy crops and the use of agricultural or forestry residues for biomass boilers or for neighbourhood-scale decentralised renewable or low-carbon energy sources, such as combined heat and power schemes. There are also potential opportunities for new developments to fund investments in renewable schemes through off-site “allowable solutions” which will help compensate for carbon emission reductions that are difficult to achieve on-site.

Comment [A35]: 6.6B

Comment [A36]: 6.6C

COM 11. RENEWABLE ENERGY DEVELOPMENT

- i) Proposals for generating heat or electricity from renewable energy sources will should be permitted providing that the benefits of the development, such as the contribution towards renewable energy targets, significantly outweigh any harm. technology is suitable for the location and the scale, form, design and materials can be satisfactorily assimilated into the - In addition, permission will only be granted provided:
- any adverse impacts on the local landscape, townscape or areas of historical interest can be satisfactorily assimilated
 - and the proposal minimises harm to residential amenity by virtue of noise, vibration, overshadowing, flicker, or other detrimental emissions, during construction, its operation and decommissioning taking into account the extent to which that development will contribute towards the national target
 - adverse impacts upon designated wildlife sites, nature conservation interests, and biodiversity are satisfactorily mitigated.

Comment [A37]: 6.6D

Monitoring Indicator: annual energy generation by installed capacity and type. **Target:** net increase in installed capacity by type

Comment [A38]: 6.6E

