



WEST DORSET, WEYMOUTH & PORTLAND LOCAL PLAN EXAMINATION

STATEMENT OF COMMON GROUND 3

1. GENERAL

- 1.1 This Statement of Common Ground (SOCG) has been produced by West Dorset and Weymouth & Portland Councils' to assist the Inspector at the West Dorset and Weymouth & Portland Local Plan Examination.
- 1.2 The purpose of this SOCG is to illustrate the adjustments agreed by both parties to address and resolve specific outstanding concerns previously expressed by English Heritage. It should be noted that English Heritage has withdrawn its concerns regarding Policy W13 and SHER1 following confirmation that planning permission has now been granted for these developments. It should also be appreciated that English Heritage retains its formal position in opposition to the proposed Policy DOR10 - allocation of a park and ride and service station to the east of Maiden Castle.
- 1.3 These key matters include the potential impacts of policies CRS1, BRID1, BRID3, and BEAM3 which allocate land for development.
- 1.4 West Dorset and Weymouth & Portland Councils circulated this SOCG to Mr Rohan Torkildsen of English Heritage, for agreement on 6th November 2014.

2. CONCERNS RAISED BY RESPONDENTS

- 2.1 Concerns were raised by English Heritage with regard to the clarity of the approach of the local plan to heritage conservation.

3. AGREED POSITION

- 3.1 English Heritage confirms that the Councils proposed revised wording to policies and associated text (appended to this Statement) would address the concerns previously raised and that they support the proposed modifications to the plan (as appended to this Statement).

3.2 The position has been agreed by Mr Rohan Torkildsen on 7th November 2014.

APPENDIX: REVISIONS TO CRS1 (LAND AT CROSSWAYS)

The text below shows the Councils proposed revised wording for Policy CRS1. These changes are shown as changes to the Submission version of the Local Plan (June 2013):

Underlined red text: Text added

~~Strikethrough red text~~: Text deleted

12. 2. LAND AT CROSSWAYS

- 12.2.1 Development of land around Crossways provides a unique opportunity to enhance the character of the settlement and provide more of a community focus. The provision of additional employment and community facilities in conjunction with any housing development is important to increase the village's relative self-containment and reduce the need to travel. Development should also take advantage of the village's proximity to the railway line, and provide safer pedestrian and cycle access to it. Following further local consultation, land to the south east of the existing village, on the southern side of the Warmwell Road, has been identified as the most appropriate location for growth. The development could deliver in the region of 500 new homes and a minimum of 3.5 ha for employment. In terms of the distribution of uses, the area to the north-east is likely to be more suited to employment uses as a Key Employment Site. Opportunities for district heating networks along with other sustainable development issues for the site should be explored through a nationally recognised assessment, such as BREEAM Communities
- 12.2.2 There are internationally protected heathlands in the wider surrounding area and it is essential that sufficient, attractive informal recreational land is available in easy walking distance, through the provision of a strategic network of green spaces, to ensure that any adverse impacts from additional recreational pressure on the sensitive heathland sites are avoided. ~~It will also be necessary to mitigate any impact that the development, and the associated recreational land, upon the setting of the earthworks in Bowley's Plantation which are a Scheduled Monument. There are also designated and non-designated heritage assets either on or close to the site. Just outside the allocation, the earthworks of Bowleys Camp Scheduled Monument is present within Bowley's Plantation. Old maps show that the above-ground embankments of the monument originally extended westwards onto the allocated site. The setting of this heritage asset and the impact of development upon its significance, must be taken into consideration and be used to inform the distribution and scale of built form on the site. There are also opportunities to enhance the public understanding of the monument.~~ There are also designated and non-designated heritage assets either on or close to the site. Just outside the allocation, the earthworks of Bowleys Camp Scheduled Monument is present within Bowley's Plantation. Old maps show that the above-ground embankments of the monument originally extended westwards onto the allocated site. The setting of this heritage asset and the impact of development upon its significance, must be taken into consideration and be used to inform the distribution and scale of built form on the site. There are also opportunities to enhance the public understanding of the monument.
- 12.2.3 Although development in this area can come forward, further work is required to properly plan the development, including the necessary phasing of infrastructure. In addition, there are potentially viable deposits of sand and gravel around Crossways and these will need to be safeguarded from sterilisation by the development. Work will be needed to establish if any viable mineral deposits will be affected and the possibility of prior extraction.

- 12.2.4 On and off-site provision and contributions to community infrastructure will be sought in line with policy COM 1 and secured through a section 106 legal agreement.
- 12.2.5 Cross-boundary cooperation with Purbeck District Council is needed to ensure that the road and rail connections and impact on nearby heathlands is reflected in both local plans.

CRS1. LAND AT CROSSWAYS

- i) Land at Crossways, as shown on the Proposals Map, will provide for a comprehensive mixed-use development to include new homes, local community facilities and at least 3.5ha of employment land.**
- ii) The development will be required to mitigate any adverse effects upon internationally designated heathlands.**
- iii) The development will be required to incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional nutrient loading upon the Poole Harbour internationally designated sites.**
- iv) The development will deliver highway improvements necessary for the development to go ahead**
- v) The site should be developed in accordance with a comprehensive masterplan for the village prepared in conjunction with Crossways Parish Council, adjoining parish councils, Dorset County Council, Purbeck District Council, Network Rail and the local community, and agreed by West Dorset District Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
 - **There is an appropriate mix and layout of uses, including community facilities within the village**
 - **there is adequate provision of community infrastructure**
 - **the layout secures opportunities to provide improved access and recreational use and promote biodiversity within a network of spaces. This will include the provision and location of Suitable Alternative Natural Green Space (SANGS).**
 - **good links to the wider footpath and cycle network are provided through the village. This should include pedestrian/cycle links to Moreton station**
 - **the design and layout relates positively to the surrounding area, enhances local character and does not have an adverse impact on the landscape setting of the village**
 - **The layout of the development protects and enhances the significance of Bowleys Camp or scheduled monuments**
 - **existing hedgerows, trees and woodland within the development are retained where possible and provision for their future retention and management put in place**
 - **Sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere**
 - **the development is appropriately phased**

APPENDIX: REVISIONS TO BRID1 (LAND AT VEARSE FARM)

The text below shows the Councils proposed revised wording for Policy BRID1. These changes are shown as changes to the Submission version of the Local Plan (June 2013). Further changes to the submission plan that have been agreed with other objectors in relation to other outstanding issues are also shown, but only those proposed changes that are relevant to this Statement of Common Ground are highlighted as follows:

Underlined red text: Text added

~~Strikethrough red text~~: Text deleted

13. 2. VEARSE FARM URBAN EXTENSION

- 13.2.1 Land at Vearse Farm within the line of the bypass, is designated to meet the long term needs of the town, with new homes, employment workspace and community facilities, including a new school, leisure and recreation facilities and public open space. It is close to the town centre with potentially good pedestrian and cycle connections. The site is relatively well contained in wider views of the town from all directions, and there are some well-established hedgerows within and around the perimeter of the site that should be retained, reinforced and managed as part of any development. The developable area of the site is limited by the floodplain of the River Symene, surface water drainage, and its proximity to the bypass and rising land to the south.
- 13.2.2 This area could deliver about 760 new homes and approximately 4ha employment land. Delivery will be phased over 10 or more years, with the intention of providing in the region of 50 to 80 homes a year with an equivalent proportion of employment workspace and community facilities. This level of growth will require the expansion local primary school provision, which cannot easily be done on existing school sites in the Bridport school catchment. As such, a replacement school site will need to be included in the urban extension. Some of the employment land should be set aside 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 provision). There is also the potential to explore the concept of including a community farm on the site and a replacement facility for Sydney Gale House residential care home run by Dorset County Council.
- 2.1.13 Appropriate energy solutions, including opportunities for district heating networks between the employment and residential uses, should be explored in line with national standards for sustainable construction.
- 2.1.14 The land could be developed in phases, with the north-eastern parts of the site nearest to the town centre in the earliest housing phase. The floodplain of the River Symene and other areas prone to surface water flooding will be kept clear of development. The area in the far north-west of the site is more suited to less neighbourly employment uses will be identified as a Key Employment Site. This area could also benefit from direct access onto the B3162 West Road. Improvements to the junction of West Road with the A35 at Miles Cross will be required and additional traffic along West Allington may need more localised traffic management. On and off-site provision and

contributions to community infrastructure will be sought in line with policy COM 1 and secured through a section 106 legal agreement. Vearse Farmhouse is a Grade II listed building and there are a number of heritage assets (including Scheduled Monuments) close to, and visible from, the site. For example the Bridport Conservation Area (including part of the Skilling estate) is close to the site as are Grade I and Grade II* listed buildings. These include St Mary's Church (Grade I), Town Hall (Grade I), Downe Hall (Grade II*), and St Swithun (Grade II*) in North Allington. The setting of these heritage assets and the impact of development upon their significance, must be taken into consideration and be used to inform the distribution and scale of built form on the site.

BRID 1. LAND AT VEARSE FARM

- I. Land at Vearse Farm (as shown on the Proposals Map) will provide for the strategic growth of Bridport through a comprehensive mixed-use development, to include new homes, local community facilities (including land for primary education provision) and at least 4 hectares of employment land.
- II. Delivery will be phased with the intention of providing in the region of 50 to 80 homes a year with an equivalent proportion of employment workspace and community facilities.
- III. The main employment area will be designated as a key employment site and should be accessed directly from the B3162 West Road.
- IV. The development will deliver highway improvements necessary for the development to go ahead, including improvements to the Miles Cross junction of the A35 with the B3162 West Road.
- V. The development will provide footway/cycleway links from the site into Bridport town centre and to the surrounding areas, including the countryside and coast.
- VI. The floodplain of the River Symene where it flows through the site and other areas prone to surface water flooding, will be kept free of buildings.
- VII. Adequate noise mitigation measures will be provided to protect the amenity of future occupiers from vehicle and road noise generated by the A35 Bridport Bypass.
- VIII. The site should be developed in accordance with a masterplan prepared in conjunction with Symondsburry Parish Council, Dorset County Council, Bridport Town Council and Dorset County Council the local community, and agreed by West Dorset District Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:
 - the design and layout relates positively to the surrounding area and does not have an adverse impact on the surrounding landscape and the setting of the town.
 - an area of the site is reserved for a two-form entry primary school (if the required additional capacity cannot be provided off-site).

- there is adequate on-site provision of community infrastructure
- the layout secures opportunities to provide improved access and recreational use and promote biodiversity within a network of spaces. The floodplain of the River Symene and the rising land to the south of the site will remain undeveloped and be managed appropriately for the long-term benefit of the local community and wildlife.
- good links to the wider footpath and cycle network are provided through the site.
- the layout allows for at least two points of vehicular access into the development from the public highway, and for a bus route through the site. Primary vehicular access should only be from the B3162, West Road (with the exception of emergency vehicles / public transport).
- strategic planting around the south and west perimeters of the site is carried out in advance of the site being developed. Existing hedgerows should be retained where possible and provision for their future retention and management put in place.
- an area of the site is reserved for employment uses that are less suited to being mixed with residential, and the location and layout of all uses has regard to safeguarding the residential amenity of nearby properties
- the development is appropriately phased to ensure necessary infrastructure and mitigation measures are delivered in advance of occupation.

APPENDIX: REVISIONS TO BRID3 (LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPP AVENUE)

The text below shows the Councils proposed revised wording for Policy BRID3. These changes are shown as changes to the Submission version of the Local Plan (June 2013). Further changes to the submission plan that have been agreed with other objectors in relation to other outstanding issues are also shown, but only those proposed changes that are relevant to this Statement of Common Ground are highlighted as follows:

Underlined red text: Text added

~~Strikethrough red text~~: Text deleted

13.3 LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPP AVENUE

13.3.1 This area is currently unmanaged waste ground but has good access to the strategic highway network and could be more productively used. There is an attractive row of mature beech trees and a public right of way along the southern boundary. The site lies outside of the flood plain, which is also valued for its amenity, recreation and wildlife benefits, and development will also need to respond well to this green corridor. Species such as water voles and otters are currently using the bankside habitat alongside this allocation and a badger sett is found on site. The existing buffer between the development and river is ten metres wide and would provide a minimum functional wildlife corridor that will protect riverside vegetation and allow access through the site by otters, etc. However, a wider corridor would provide more space for establishing an appropriate interface between the built development and the wildlife corridor. It will also provide opportunities for improving riverside public access without compromising wildlife value. The layout of the development will therefore need to exploit opportunities to enlarge the existing buffer and provide high quality green infrastructure along the river corridor. The layout of the development will need to give proper consideration to the protected species found on and immediately adjacent to the site and the movement of wildlife using the river corridor (by providing a suitably wide buffer between the new housing and the River Asker). There are a number of heritage assets (including Scheduled Monuments) close to, and visible from, the site. For example the site is visible from the Bridport Conservation Area and opposite listed buildings. The site is in the Asker river valley which is historic floodplain pasture and is therefore considered to be a non-designated asset. The site also adjoins historic Rights of Ways which include the continuation of Long's Lane's (on the southern boundary), which links to St Andrew's Rd within the Conservation Area. This rural route was in existence at least before the arrival of the railway in the 1850s. The setting of these heritage assets and the impact of development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site. Highway improvements may be needed to the right hand turn lane off Sea Road North and East Street roundabout.

BRID3 LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPP AVENUE

- i) Land to the east of Bredy Veterinary Centre, off Jessopp Avenue (as shown on the Proposals Map) is allocated for housing.

- ii) 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 sympathetic treatment, either through appropriate planting or a positive frontage. This should ensure that the riverside wildlife corridor along the banks of the Askers River is protected and enhanced with improved public access.
- iii) The row of mature beech trees along the southern boundary of the site and public rights of way should be retained.

APPENDIX: REVISIONS TO BEAM1 (LAND TO THE NORTH OF BROADWINDSOR ROAD)

The text below shows the Councils proposed revised wording for Policy BEAM1. These changes are shown as changes to the Submission version of the Local Plan (June 2013):

Underlined red text: Text added

~~Strikethrough red text~~: Text deleted

14.2 LAND TO THE NORTH OF BROADWINDSOR ROAD

14.2.1 Land to the north of Broadwindsor Road was allocated in the 2006 local plan for employment use, but development did not come forward due to viability issues. Views into the site from the Wessex Ridgeway which runs to the south means that substantial strategic landscaping is needed. The site has been enlarged, to better relate to the best location for the strategic planting, and could deliver about 120 homes and approximately 0.5 ha employment land. Live-work units would be supported as part of this development. The north-eastern section is potentially more suited to employment uses to provide a buffer to the existing industrial units, although the wooded river channel already provides an element of screening. This wooded area also provides a valuable linear wildlife habitat that should be protected as part of any development on the site, by incorporating a suitably wide green buffer zone (likely to be at least 10 metre wide). There is also potential noise from the grain drying store to south which will need to be taken into account in the layout and design of buildings.

14.2.2 There are a number of heritage assets (including Scheduled Monuments) close to, and / or visible from, the site. For example, the site is opposite the Grade II listed Lower Barrowfield Farmhouse. Other Grade II listed buildings could be affected to varying degrees such as Horn Park Farmhouse, Horn Park and the entrances to Horn Hill Tunnel. There is also a Roman fort on Waddon Hill and more local names such as 'Barrowfield' and 'Longbarrow Lane' suggest that there are pre-historic monuments in the locality together with other non-designated assets. The setting of these heritage assets and the impact of the development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site.

BEAM 1. LAND TO THE NORTH OF BROADWINDSOR ROAD

- i) Land to the north of Broadwindsor Road, as shown on the Proposals Map, is allocated for housing, employment and public open space.
- ii) The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows within and around the boundaries of the site, should be retained where possible. The development will also ensure the protection of the wildlife interest of the wooded river channel along the eastern boundary of the site.
- iii) The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.
- iv) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along the Broadwindsor Road