



BRIDPORT AREA NEIGHBOURHOOD PLAN

DRAFT INTENTIONS DOCUMENT, INCLUDING PARISH COUNCIL COMMENTS AND RESPONSES – July 2017



Our vision takes us to 2030 and is ambitious and demanding. The Neighbourhood Plan will help us as a community to develop the area and its surrounding parishes as a place that people want to live in; where there is economic and educational opportunity and our community is inclusive, dynamic and successful.

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Introduction

The information that follows has been developed by local volunteers and working groups and responds to various community consultations that took place throughout 2015 and 2016. The responses and ideas received have been built upon with additional local research and evidence gathering, as well as ensuring what is put forward complies with the national and local planning guidance that we have to work within (you can view the evidence reports for each section on our website at www.vision-2030.co.uk).

This is still early days in the Plan process; you will see comments in the text below, as well as the feedback kindly received so far from the parish councils, reflecting that this is a work in progress. These draft 'intentions' for the Plan however, offer the community an overview of where the ideas and proposals have come from and what we feel are the key issues that matter most in planning terms to people that live in this area.

The Bridport Area Neighbourhood Planning group welcomes your views and there will again be chance to have your say on the draft Plan itself later in the year.

Please note – not all sections will have a 'policy' yet, because we need to make sure we have the 'intention' of the plan sections agreed first. Policies can sometimes require more technical wording, but as long as our intentions are clear and easy to understand, the policies themselves will be easier to write for the draft Plan, once agreed by the community, the parishes and the planning authority.

Economy

Objectives - Economy:

To facilitate the expansion of the local economy, extending opportunities for established local and for new businesses, ensuring that our economy is robust with high quality jobs and skills.

To maintain, protect and enhance the independent nature and vitality of our town centre.

To encourage sustainable tourism which uses local services, facilities and locally produced goods, creating an accessible and attractive destination for visitors and local people

E1 EMPLOYMENT SITES

Context/justification: Across the Neighbourhood Plan area there are eleven trading or industrial estates, the six larger of which support at least 219 businesses. On seven of these estates the units are fully occupied. Other estates have a small number of vacant units which are being marketed as available. The professional view of local commercial estate agents is that demand in the area is quite high and employment sites are working close to capacity. There is little scope to build additional new units within the existing estates. One of the sites (Pymore Mills) has planning consent for an extension.

The St Michael's trading estate holds a special place within the life of the town. Lying close to the town centre, its 100 or so (mainly micro) businesses include a large number of arts, crafts and antique outlets. Units on the estate have been fully occupied. St Michael's is part of the town's vitality, much loved by local residents and a significant attraction for visitors to the area. However, the site and its buildings – some of which are an important part of the town's rope and net heritage – are now in considerable need of renovation. This is a major regeneration opportunity and the sort that might attract some external grant funding to ensure an appropriate scheme is viable. The Local Plan currently allows for mixed-use redevelopment, whilst expecting this to maintain or enhance employment opportunities. Within any mix, it is essential that employment remains the predominant use. Equally, site regeneration must not come at the expense of its unique and quirky character – a key ingredient of its success. If housing is introduced to the site, this would be most appropriate in the north-west segment of the site, where land is currently under-used and where it should avoid any concerns about having employment uses near to residential property.

Plan intention: To protect and enhance existing employment sites within the

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Neighbourhood Plan area. To encourage regeneration of the St Michael's trading estate, whilst retaining employment as its predominant use and maintaining its unique character.

Policy:

1.1 Redevelopment of the St Michael's trading estate must retain employment use as the predominant land use on the site. Existing levels of employment use must be retained (specifying area of employment space or number of business units expected) and any increase in employment use would be supported. Redevelopment must also (as per the Local Plan): restore the historic buildings, provide a riverside walk and create a wildlife corridor along the River Brit. Any housing development should be towards the north-west part of the site where it would have least impact on employment use and heritage.

1.2 Expansion of existing employment sites in the area will be supported where this:

- (i) Does not harm the landscape or built character of the area; and
- (ii) Does not add significant pressure to the local road network; and
- (iii) Does not adversely impact on the amenity of neighbouring properties.

E2 ENCOURAGING NEW BUSINESSES

Context/justification: Local research shows that there is demand for more choice in the area for growing, relocating and start-up businesses and the greatest areas of demand are: (i) for leased and freehold properties, (ii) affordable units for start-ups, (iii) for modern and flexible space with appropriate areas for parking and deliveries. Existing businesses also identified the challenges of employing local people with the appropriate skills for their needs. Local Plan policy BRID1: Land at Vearse Farm contains reference to at least 4ha being allocated as employment land and there is a local preference that this be focused on B1 and B8 use (office and light industrial), given the close proximity to residential properties.

Plan intention: To identify and promote flexible workspace opportunities and start-up facilities for businesses including enterprise development and training space and those with limited resources who are seeking to grow. To promote the development of infrastructure that would typically support higher skilled, professional and better paying sectors. The site infrastructure should include sufficient parking, loading bays/space and high-spec telecoms. These latter two points should particularly apply to Vearse Farm employment site development but also to enhancing any existing employment site in E1 above.

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Policy:

2.1 To support the provision of flexible employment spaces and associated infrastructure - such as parking, loading bays and telecommunications - likely to meet the needs of appropriate B1 and B8 employment uses. To support the development of affordable employment spaces on a part of the Vears Farm site.

E3 PROTECTING OUR VIBRANT TOWN CENTRE

Context/justification: Bridport has a thriving town centre, with few vacant premises, a good range of retail outlets and a popular, twice weekly street market. That success is, to a large extent, built upon its independent character and the fact it has retained a high proportion (71%) of locally-run small-scale outlets, which are valued by local residents and visitors alike. Car parks are a vital and necessary ingredient, with shoppers and visitors coming into the market town from its hinterland and with few (and declining) public transport options. However, proposals in the Local Plan, which would allow the building of new retail space (interpreted in the Local Plan as “comparison retail space”, i.e. chains stores) over two of the town’s main car parks, pose a threat to Bridport’s success and could alter the retail mix in ways that most local people say they don’t want to see and away from the thriving independent nature of the town. It is important to redraw the designated town centre boundary to remove the risk to those car parks. The opportunity will also be taken to update and extend the town centre boundary in East Street, South Street and West Street, so that it matches the current extent of retail activity.

Comment [k1]: Means non-food, can include independent and/or chain

Plan Intention: To protect and enhance the vibrant town centre, by promoting its independent retail character and retaining its car parks.

Policy:

Replace Local Plan policy BRID4 with a Neighbourhood Plan policy that redraws the designated town centre boundary, which defines the area where retail development is promoted. This will remove Rope Walks and Bus Station car parks, whilst bringing the boundary up-to-date with extensions in East Street, South Street and West Street. The accompanying policy will support the retention of retail (A use classes) within the boundary, will support small-scale retail development in the under-used area facing Rope Walks car park (behind West Street premises) and will state that developments must avoid any loss of car park capacity.

E4 AN IMPROVED AND COHESIVE TOWN CENTRE

Context/justification: Bridport has a thriving and vibrant town centre. Those characteristics grow out of the town’s lively cultural offer, its attractiveness to

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tourists, its twice weekly markets and its rope and net making heritage.

However, we believe that improvements could be made in three areas.

Firstly, “the town has an interesting history and this is not fully exploited in promoting the town to local residents and visitors” (Bridport Market Town Healthcheck 2007).

Secondly, crowded pavements in South Street, West Street and East Street are a problem at the height of the season during market days. It is particularly difficult for people with disabilities and for people negotiating around them. A larger pedestrianised area would help to alleviate this problem plus a re-design of the town centre flow.

Thirdly, the town market held on Wednesday and Saturday is a significant attractor, particularly in the summer. Consideration needs to be given to the difficulties for the stall holders in bad weather and to review improvements to facilities.

In consequence, we propose a cohesive and welcoming re-design of the town’s public realm which links “quarters” together more clearly through flow, design, street furniture, signage etc. This to be achieved through a commissioned feasibility study undertaken by the Town Council, consulted upon, agreed and then implemented.

The “quarters” will need to be imaginatively identified but areas are likely to include Bucky Doo square, South Street, East Street, West Street, the bus station area, St Michael’s and linkages from South Street and West Street through to St Michael’s.

We propose significantly improved information about the town quarters and flows between them through the town which could also imaginatively promote the town’s rope and net making heritage, in the form of a “living museum” linked to the town Museum in its redevelopment. We envisage “lanes of access” linking the Town Centre streets to St Michael’s, by way of Gundry Lane and Borough Gardens, Bus Station area - thereby making it something of a Town Trail and linking the quarters. Gundry Lane has historic associations and the Borough Gardens are delightful to stroll through.

Plan intention: to improve the town centre public realm and environment, better manage pedestrian flows and encourage pedestrians to visit St Michael’s and its environs and to fully exploit in an imaginative way the town’s rope and net making heritage, making use of digital information, through smart phone apps etc.

Project: We propose a cohesive and welcoming re-design of the town’s public realm which links “quarters” together more clearly through flow, design, street furniture, signage etc.

Comment [k2]: This needs to be expanded to ensure it covers all of the NP area as relevant – so for example, the ‘Seaside Quarter’. Can you have more than four quarters?

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A feasibility study to be commissioned by the Town Council, consulted upon, agreed and then implemented in order to improve the town centre public realm and environment, better manage pedestrian flows and encourage pedestrians to visit St Michael's and its environs and to fully exploit in an imaginative way the town's rope and net making heritage, making use of digital information, through smart phone apps etc.

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Section number/ location on page	Comments from the parish councils	Response/edit made
Economy - general	<p>Bothenhampton and Walditch:</p> <ul style="list-style-type: none"> • The Plan Intentions are wholeheartedly endorsed. • It was felt that the Policies must set benchmarks against which future development proposals can be measured. • References to specific areas such as Vearse Farm and St Michael's should not be made. These Policy criteria alone should be sufficient to support, modify or reject any development proposals that are proposed for these areas. • In addition to a Seaside quarter consideration should also be given to a Colmers Hill quarter given the iconic status of the hill and the developments that have taken place in Symondsburry in recent years. 	<p>Should be referred to – we can achieve much more by being specific, as these areas have development plans. For instance Vearse Farm master planning process has already been helped by the NP process and input</p> <p>OK</p>
Economy - general	<p>Bradpole:</p> <ul style="list-style-type: none"> • Agree with "K" comments. • Comment K2 should allow for the comprehensive mixed-use development as identified in BRID 5 of the 2015 Local Plan • The Pymore site application remains current but with no date for commencement (updated April 2017). • We are aware of some local instances where vacant units have been difficult to occupy other than by a change of use away from light industrial employment use. • We support the identification of "quarters" together with the need to upgrade & enhance the "St Michael's Quarter", which features heavily in this section, as a place to live, work & visit. 	<p>OK</p> <p>OK</p> <p>Noted</p> <p>Noted</p>
Economy - general	<p>Symondsburry: Sustainable tourism is a very important factor in the Symondsburry parish and plans for the protection of Eype village and the coastal area attached should be inserted in some way. Though</p>	<p>The Local Plan contains quite detailed land-use policies on tourism under the economy section and we haven't seen a need to exceed these (and don't need to repeat what is already in</p>

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	many benefit from the increase in tourism, it can be detrimental to the wellbeing of those who live in the area and the council would welcome further discussion on this.	the LP) – happy to discuss if there are further land-use based ideas however.
Economy E1	Bridport: Does there need to be more reference to businesses/trading centres outside the Bridport parish?	Trading estate report – all 12 in NP area are referred to and reported and will be available in the evidence documents
Economy E1/2	Symondsburry: The council queried if Crepe Farm Industrial Estate had been taken into consideration. This is a growing development which needs both encouragement to provide appropriate buildings and monitoring to ensure that the rural area is not spoiled. References to possible development at Vearse Farm were approved. In agreement with the rest of the policies.	As above – included in the evidence base
Economy E2	Bridport: Plan Intention – could be difficult to “promote development of infrastructure(to) .. support higher skilled, professional and better paying sectors”..	Agreed – LEP involvement is really needed for this – refer to Econ development
Economy E3	Allington: Need to look for other car parking sites as well as retaining the ones there as there are currently not enough	Transport group – covered town centre car parking and protection of these, plus consideration of additional parking on outskirts of town
Economy E3	Symondsburry: Access to Bridport Town Centre is vital to those in our parish and most need to use their cars as there is no public transport for the majority of the parish; the provision of parking is therefore vital and possible plans to turn the Ropewalk carpark into retail development would be negative. Better use of the bus station and east of the Ropewalk carpark is to be supported.	OK
Economy E3	Bridport: Vibrant town centre – whilst recognise that the need for retention of car parks is important, there is also a need to provide for and support other transport	Agreed – see transport

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Section number/ location on page	Comments from the parish councils	Response/edit made
	modes – bus, cycling etc.	
Economy E4	Symondsburry: These are town matters, but anything that improves the flow of pedestrians and traffic is to be supported.	OK
Economy E4	Bridport: Reference to digital information could include support for town centre Wi-Fi. Also are there still pockets within the NP area that do not have superfast broadband access	Beyond the remit of the NP (not land use based), but can be included as an aspiration/project as it would make a v positive difference to the economy

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Transport

<p>Objective - Transport:</p> <p>Improve access to services around the town for local residents, and reduce reliance on the car</p>
<p>T1 SUPPORTING ALTERNATIVES TO THE CAR</p>
<p>Context/justification: Bridport is a busy, thriving town and is a centre for shopping and services for the surrounding villages and further afield. In the summer months, and especially on market days, traffic can be particularly heavy leading to major congestion, increased pollution and extended journey times.</p> <p>Improving public transport and alternatives to the car have been identified through local consultation as a high priority for the area and this aligns with national planning guidance and the strategic priorities in the Local Plan.</p>
<p>Plan intention: To make it easier to walk, cycle and use public transport in and around the Neighbourhood Plan area, with the aim of reducing reliance on the car.</p>
<p>Policies: (draft)</p> <ul style="list-style-type: none"> • Proposals for development to provide or improve cycle or pedestrian routes and associated facilities will be supported • Proposals for new development which are likely to generate increased movement by people or vehicles are required to: <ol style="list-style-type: none"> i. provide for pedestrian movement as a priority; ii. make appropriate connections to existing footpaths, cycle paths, rights of way and bridleways to improve connectivity in and between settlements; iii. enable safe and convenient access to be provided for all people including the disabled; and iv. make possible or do not hinder the provision of improvements to public transport and of facilities for car clubs and electric vehicles.
<p>T2 ROAD SAFETY AND TRAFFIC MANAGEMENT</p>
<p>Context/justification: Bridport already has a busy traffic network and any new development within the area is likely to have further impact on our roads, including increasing the volume of traffic, creating areas of congestion and making it a challenging experience for pedestrians trying to navigate across busy roads.</p>

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Better traffic management and improved road safety were put forward through the early community consultation as priorities to help improve movement around the area for everyone, particularly if there is going to be an increase in the local population.

In addition, national and local planning policies place the 'pedestrian first' and this Plan wants to strengthen consideration of this hierarchy in any planning and highways decisions:

Pedestrians

Cyclists

Public transport users

Specialist service vehicles – e.g. commercial, waste etc.

Other motor traffic

Plan intention: To safeguard and improve pedestrian safety and traffic flow in Bridport town and the surrounding parishes

Policy (draft): Development proposals should ensure:

- i. there is safe access onto the adjacent roads and this should not adversely affect existing pedestrian movement;
- ii. the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve access and connectivity;
- iii. proposals would not result in on-street parking but should provide adequate parking for residents and visitors, and preferably include proposals that would reduce any on-street parking that may exist within the area concerned;
- iv. proposals should not lead to a significant increase in speed or the volume of traffic travelling through the area on roads that do not have sufficient capacity; and
- v. residential and environmental amenity is not adversely affected by traffic

Proposals that cannot meet the above requirements will not be permitted.

Community aspiration: To support a comprehensive re-evaluation of traffic speeds, infrastructure and signage in the area, including the A35, to help improve safety for pedestrians, cyclists and car users.

T3 BRIDPORT TRANSPORT HUB

Context/justification: The bus station in Bridport has seen a decline in use by local bus companies and a lack of investment in its maintenance. The site is well used by visiting coaches however due to the suitability of the coach bay parking and easy access to the town centre. There is a concern that without a re-focus on the use of the site, its further decline will threaten the future of

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the site and it could be lost to other uses. The Local Plan makes reference to the opportunity to create a community-based transport hub at the bus station and there is a local wish to see the site being brought back into full use as the main stopping area for commercial buses and taxis (removing congestion from parking on the main street) and also becoming a safe and secure site for the storage of bicycles. This would lead to greater use and viability of the site and will create a safer and more welcoming feel to the area for visitors on arrival to the town. It would also support the national, local and neighbourhood area policy of supporting sustainable transport options by providing a suitable facility.

Plan intention: To safeguard and revitalise use of the bus station as a local transport hub, including encouraging local bus companies to use the hub between journeys when appropriate.

Policy: Bridport Bus Station is designated for retention and enhancement as a local transport hub.

T4 CAR PARKS

Context/justification: Whilst it is the local ambition to reduce the overall reliance on the car where appropriate alternatives can be found, there is recognition that as a market town with a large, rural catchment for services and shopping, many people are dependent on private transport. During the summer and at other peak times such as market days and seasonal town events, central car parks often become full. Any loss of central car parking could therefore impact on the sustainability and viability of Bridport as good access to parking is essential to accommodate visitors, shoppers and local service users.

To ensure Bridport maintains its reputation as a popular town for shopping and visiting, it is essential to protect existing car parks, specifically those at Rope Walks, the Bus Station, Wykes Court, South Street and East Street. Options to boost the capacity of edge of town car parking for peak times on a temporary basis should also be considered.

Plan intention: To protect central car parking capacity and explore options for temporary peak-time/overflow car parking on the town edge

Policies (draft):

- Development proposals that result in a loss of public parking provision in Bridport will not be supported unless it is replaced with a comparable provision within reasonable distance of its former location
- All new business development should have adequate parking spaces in line with Dorset County Council's [non-residential parking guidance](#) to provide for the needs of the business and their customers

Section number/ location on page	Comments from the parish councils	Response/edit made
Transport - general	<p>Bothenhampton and Walditch:</p> <ul style="list-style-type: none"> • The Plan Intentions are wholeheartedly endorsed. • Development of cycle and footpath networks radiating from the town centre is vital if people are to use their cars less. Pay to park your cycle and get your money back plus 40p when you shop at Waitrose. • Boris bike scheme. • Crossing the A35 is a serious barrier to pedestrians and cyclists entering the town from Bothenhampton and Walditch. • The viability of a narrow gauge railway linking West Bay and Bridport was questioned. Park and ride with regular shuttle buses was felt to be a more realistic option. • Slow moving traffic in the town is a serious health hazard due to vehicle emissions. Traffic needs to be kept moving. • Pedestrians are the lifeblood of the town centre. Any measures to make the pavement experience more positive are to be commended. • Why do taxis have to sit with engines running polluting the pavements? • The successful development of the bus station as a transport hub is dependent on the coordination of timetables and connectivity. • The demographic and geography of the area is such that it is unreasonable to expect older people to walk or cycle significant distances. • More intelligent use of signage to manage large vehicles and direct visitors to little used car parks. 	<p>Many of these will be projects/aspirations rather than policies, but still important to acknowledge if of importance to the area as a whole.</p> <p>Not sure the 'Boris-bike' would work in our locale, but could be considered as a project if there is demand.</p> <p>This has now been moved to 'aspiration' to test public support for the idea (outside of the Neighbourhood Plan process).</p>
Transport - general	<p>Bradpole:</p> <ul style="list-style-type: none"> • We are supportive of the intentions and agree with "K" comments. 	<p>Amended transport proposals reflect that ANY development in the area needs to address connectivity and parking.</p>

Section number/ location on page	Comments from the parish councils	Response/edit made
	<ul style="list-style-type: none"> • Whilst the Vearse Farm project will be well placed for connectivity to the town centre by paths & cycleways etc. this is not so for some of the more outlying habitations in the Plan area. • Whilst it may be a considered aim to "reduce the reliance on the car" we cannot escape the fact that many people rely on the convenience of their own car, particularly in the outlying areas, and if the Plan is to be supported by those areas at referendum this has to be taken into account. The intention to maintain, and possibly extend, car parking facilities reflects this. 	
Transport T1/2	Symondsby: Better traffic flow to be encouraged and any research into new schemes would be good. Speed limits to be researched further. Consideration of a park-and-ride schemes, possibly at Broomhills. Any public transport enhancement would be supported.	Park and ride/public transport would be a project/aspiration
Transport T1	Allington: We agreed with but asked for reintroduction of more buses not less, to improve the public transport	Public transport would be a project/aspiration – as it wouldn't be a planning or land use matter unless linked to new development, which the amended transport policies now reflect
Transport T2 i.	<p>Allington: Access and movement - don't agree with turning town hall junction back to what it was before, as it used to cause chaos when it was like this.</p> <p>Remove pedestrian crossing from traffic light sequence - Don't agree with this - everyone is used to it now and it is working well. If you put in a separate traffic light system out of sequence then this will cause more congestion.</p> <p>Remove traffic light controlled pedestrian crossing and island and replace with zebra crossing - Don't agree with this - they have done this before and it didn't work (this is why it was replaced).</p>	Highways improvements/alterations would be an aspiration unless connected to new development. The community can respond to this aspiration in the consultation.

Section number/ location on page	Comments from the parish councils	Response/edit made
	Replace zebra crossing in East Street - Don't agree with this - that used to also cause hold ups, removing it was one of the best solutions they came up with.	
Transport T2 4.	Allington: Nil parking on double yellows turning right out of North St against traffic - Don't agree with this - this actually helps disabled parking, otherwise disabled will park outside of the bank on the left hand side which will cause chaos..	The amended transport proposals no longer include this as a policy as this is a very specific highways issue and would need to be taken forward as a project/aspiration IF there is community support (outside the Neighbourhood Plan)
Transport T2 ii & iii.	Allington: These are combined. Put in a mini roundabout at the junction of South St and East St. Don't agree with this - if you do this then what will you do with the traffic control from West St. Also T2 3 - pedestrianisation of South St - don't agree with this. This will cause many issues with stuff having to go round bypass and West Bay rd., South St. Hassle for emergency vehicles and could put lives at risk. Same with Gundry Lane. Also businesses in South St will suffer. Also if you were going to pedestrianise South Street then you don't need a mini roundabout at the junction of South St and East St.	The amended transport proposals no longer include this as a policy as this is a very specific highways issue and would need to be taken forward as a project/aspiration IF there is community support (outside the Neighbourhood Plan) There is to be a separate consultation on South Street in due course.
Transport T2 5.	Allington: Re-introduce 3 parking places outside of the post office. Don't agree with this - they can only do this if they get rid of the crossing, and we don't agree with taking away the crossing.	The amended transport proposals no longer include this as a policy as this is a very specific highways issue and would need to be taken forward as a project/aspiration IF there is community support (outside the Neighbourhood Plan)
Transport T2 6.	Allington: Re-introduce the parking places lost on the south side of west street - Don't agree with this - haven't really lost anything as the only way to reintroduce them is to get rid of the crossing which we don't agree with.	The amended transport proposals no longer include this as a policy as this is a very specific highways issue and would need to be taken forward as a project/aspiration IF there is community support (outside the Neighbourhood Plan)
Transport T2 7.	Allington: strictly control the delivery bays in East St	The amended transport proposals no longer

Section number/ location on page	Comments from the parish councils	Response/edit made
	including a restriction on car parking and removing the pedestrian crossing - we don't agree with moving the pedestrian crossing.	include this as a policy as this is a very specific highways issue and would need to be taken forward as a project/aspiration IF there is community support (outside the Neighbourhood Plan)
Transport T2 Project	Allington: Don't agree that this is needed –wasted money	Not clear which project is being referred to (there are two), but assume it is the review of speeds and signage. This has been included in the consultation as an aspiration (not policy) to see what the community view is.
Transport T2	<p>Bridport:</p> <ul style="list-style-type: none"> • Not support the proposals for town centre (how it was before - crossings etc) (1-7). • Flashes on double yellow lines in appropriate places would be supported and there are a number of other areas in the town where flashes would be needed. The Town Council looked at these and will send the details through. • Pedestrianisation of South Street is something that will be subject to consultation by the Town Council. • 20 mph speed limit in the town centre is also something that is being looked at by the Town Council. 	<p>The amended transport proposals no longer include these as policies as highways matters fall outside the remit of the NP, unless linked to new development</p> <p>The Transport Group are aware that there is a proposal to trial the pedestrianisation of South Street. This is course is welcomed by the Group as a first, and we are delighted!</p>
Transport T3	Allington: Don't agree with taxis being based at bus station/community based transport hub. Do need to maximise the use of the bus station but really need to bring the shuttle buses back in use. We feel we need more public transport, more shuttle buses as transport being cut left, right and centre. Don't agree with using bus park as a transport hub. We want more buses not less. Bridport has a lot of visitors, removing a bus station will result in less buses and visitors; we want to encourage people to come not discourage.	Shuttle bus and other public transport provision would be a project/aspiration (not a land-use policy). There seems to be a misunderstanding about the transport hub – it is primarily about protecting the bus station, reinvigorating its use and making it a pleasant place for visitors to arrive at.
Transport T3	Symondsby: Excellent plan to develop the bus	No edit required

Section number/ location on page	Comments from the parish councils	Response/edit made
	station.	
Transport T3	Bridport: Transport Hub - This proposal is supported. The Town Council wants to see the bus station retained and used as a community transport hub. The Town Council is currently looking at this including its future management. Re-introduction of free coach parking on market days and possible re-location of the taxi rank to the bus station should be looked at as well.	No edit required
Transport T4	Symondsburry: As mentioned before, car parking spaces are vital.	No edit required
Transport T4	Bridport: Car Parks – should also refer to option to provide local hoppla bus services across the neighbourhood plan area. The Transport group did a lot of work initially on options for hoppla bus routes and this should be included with the Draft Intentions, as this work influenced the decision by the Town Council to undertake the community bus feasibility project.	This would not be a land use/planning matter, but could be identified in the aspirations
Transport T5	Symondsburry: With development of Vearse Farm, access from Symondsburry could be easier with the proposed cycle routes.	No edit required
Transport T5	Bridport: Cycle and Footpath – support the proposals to enhance the network.	The Group proposed a new cycle-way in the vicinity of Crepe Farm, Symondsburry.

ENVIRONMENT & HERITAGE

Environment & Heritage

Objectives - Environment and Heritage:

To enhance and protect our AONB status, the conservation areas and the Jurassic Coast.

To maintain, protect and enhance the unique nature, heritage, important features, character and environmental assets of the Neighbourhood Plan Area.

EH1 GREEN CORRIDORS, HILLS AND SKYLINES

Context/justification: The Neighbourhood Plan area is located completely within the Dorset Area of Outstanding Natural Beauty (AONB) and, as such, special consideration must be given to any development which will have an impact on the landscape. Three landscape features are of particular importance because of the way in which they describe the distinctive local landscape character and have shaped the historic pattern of development around Bridport. These are: the green river corridors of the Asker, Brit and Simene; the undeveloped slopes of Allington, Coneygar, Hyde and Watton hills; and the green (often wooded) skylines of those relatively flat-topped hills. There is support from the local community to protect these areas from development which would harm local landscape character. Where there is a strong case for development, mitigation measures should be put in place to minimise impact on the landscape and the views into and out of the Plan area. Typical views of the undeveloped hill slopes and skylines are shown on a map.

Plan intention: To respect and, where appropriate, enhance the green river corridors, undeveloped hills and the green skylines of the area

Policy:

EH2 APPROPRIATELY SCALED DEVELOPMENT

Context/justification: A notable feature of the built environment in the Plan area is the low skyline and absence of any building which could be described as even approaching 'high rise'. Almost every building around and throughout the town, including its centre, has a height of no more than three storeys. There are a few exceptions including two buildings in East Street opposite the Town Hall and The Strand flats in West Allington which are four storey. Any future development needs to be appropriate in scale to its immediate setting and to the area as a whole, including views into and out of the town and villages; no building should exceed four storeys. [include photos of buildings as per the evidence base].

Plan intention: To protect the views into and out of the area from inappropriately placed/scaled development

Policy:

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EH3 RESPECTING THE CHARACTER AND STYLE OF BUILT AREAS

Context/justification: Paragraph 58 of the NPPF refers to excellence in design, especially where it helps establish a 'strong sense of place' and to 'create attractive and comfortable places to live, work and visit'. There are six Conservation Areas in the Neighbourhood Plan area and the character of the built environment in the town and villages, with its mix of architectural styles, must be protected from adverse impact from any new development. More than this, new development should ideally contribute positively through sympathetic, attractive design and appropriate landscaping where appropriate, including appreciation of the existing density, footprint, separation and scale of buildings in the surrounding area.

Plan intention: To protect the unique physical characteristics of the town and parishes including their heritage features and building styles/materials

Policy:

EH4 GREEN BUFFERS

Context/justification: Consultations plus existing parish plans have shown that there is strong support for keeping separation between settlements, which is seen as key to protecting the natural setting and preserving the distinct characters of the individual settlements. Some gaps are under development pressure and risk being lost. Others, in open countryside, are better protected by Local Plan policies.

Four areas which are under pressure and have been identified as having local importance are:

Bridport and Pymore;

Bradpole (Sir John Colfox Academy) and Pymore;

Bothenhampton/Bridport and Walditch (e.g. Lower Walditch Lane area); and

Bridport (West Allington) and Symondsburry

Plan intention: To maintain the identity of the individual settlements in the area by protecting existing green gaps from development

Policy:

EH5 LOCAL GREEN SPACES

Context/justification: Bridport and its surrounding settlements enjoy an abundance of 'green spaces' – from village greens to wooded hill-tops, from river-walks and meadows to orchards and play areas. These provide the town, in particular, not only with its 'lungs' but offer also, in several cases, views towards the surrounding countryside, keeping the urban environment in touch with its rural context. Green spaces offer residents opportunities for informal recreation, for tranquillity, and for everyday encounters with wildlife. The importance of such contact for psychological wellbeing is now widely understood and these areas are highly valued by the people of Bridport and adjacent parishes.

Each of the green spaces named under this policy has been assessed

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positively to ensure that it meets the criteria required for a Local Green Space designation. They can be seen on the accompanying map.

Plan intention: To ensure that these valued green areas are protected against inappropriate development.

Policy: Local Green Space designation – list and explanation.

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Section number/ location on page	Comments from the parish councils	Response/edit made
Environment and Heritage	<p>Bothenhampton and Walditch:</p> <ul style="list-style-type: none"> • The Plan Intentions are wholeheartedly endorsed. • Maintenance of the green corridors, hills and skyline was viewed as critical to the visual beauty of the town and the movement of wildlife. • Whilst it was agreed that it is important to maintain the physical characteristics and heritage aspects of the area, it is equally important to sensitively facilitate the creation of a 'heritage' that reflects the present for future generations. 	Noted
Environment and Heritage	<p>Bradpole:</p> <ul style="list-style-type: none"> • We support the intentions expressed in this section which largely meets the requirements of our own 2016 Environmental & Heritage report. • Both in the early NP public consultations and in our own Parish Plan the retention and safeguarding of our green environment was the prime concern of respondents. 	Noted
Environment and Heritage	<p>Bridport: Would like to see more reference to the heritage of the town centre including wording in respect of shop design and signage particularly that there be no internal illumination of shop front/signs in the high street or prominent signage that is not in keeping with the conservation area or that would impact on the town centre's heritage and listed buildings. The Town Council would like to see a policy added on this.</p>	Agreed – now included in consultation summary
Environment and Heritage EH1	<p>Symondsburry: Green corridors are very relevant to Symondsburry and the links with our neighbouring villages.</p>	Noted
Environment and Heritage EH2/3	<p>Symondsburry: This policy is very relevant to West Cliff, but does not appear to have been mentioned. Many of the houses in West Cliff have covenants, protecting the view of houses, and supposedly preventing</p>	Agreed - At Symondsburry's request we have included not only measures to protect West Bay, but also the character and architectural aspects of both Eype and Symondsburry itself

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Section number/ location on page	Comments from the parish councils	Response/edit made
	developments which would increase the heights of houses. As a parish council, we have had to fight several applications, and some reference to this in the NP would greatly strengthen the preservation of this area. The characters of both Eype and Symondsbury, both with considerable architectural interest, are important to be observed in any planning debate.	
Environment and Heritage EH4	Symondsbury: We support the maintenance of buffers between Symondsbury and West Allington, and the small strip between Eype and West Cliff should also be maintained.	Noted

Climate Change

<p>Objective – Climate Change: To alleviate the impact of climate change, develop renewable energy and encourage efficient waste management.</p>
<p>CC1 'CLIMATE SMART' LIFESTYLE CHOICES</p>
<p>Context/justification: The impacts of climate change are already being felt across the world and the scientific consensus is that without urgent action they will increase in frequency and severity over the coming years. In the 2015 Paris Agreement, governments have agreed to take action to limit global warming, further reinforcing the commitments made in the UK's own 2008 Climate Change Act. This implies changes to the way our economy and society are run, and requires action by the authorities, by industry, and by ordinary citizens. People need to find it easier to make low-carbon and climate-smart choices in the way they heat their homes, what they consume and how they travel.</p> <p>Research shows that people's concern about climate change is on the rise, and peaks particularly in the aftermath of storms and floods. As these become more frequent, more and more people will want to embrace greener lifestyles that might contribute to slowing down climate change.</p>
<p>Plan intention: To make it easier for people to adapt to 'climate smart' lifestyles</p> <ul style="list-style-type: none"> • Recycling • Alternative energy options • Use of sustainable materials • Travel options
<p>Policy: see below</p> <p>Project: to encourage good practice and promote model developments that demonstrate building that supports a sustainable lifestyle</p>
<p>CC2 RENEWABLES</p>
<p>Context/justification: There are two ways to reduce our carbon footprint – consuming less energy, and generating as much energy as possible from renewable sources that do not require us to burn oil, gas or coal. Small scale renewable energy has the potential to be generated and distributed locally. Roof-top solar installations, district heating from biomass, and generating energy from waste are examples of the types of technology that could</p>

CLIMATE CHANGE

benefit the Bridport area.
Plan intention: To support community-led initiatives for renewable and low carbon energy, such as Community Generation Companies,
Policy: To require all new developments to install renewable energy generation capacity equivalent to {10% or 20%} of the ongoing energy consumption of the housing.
Project: To encourage developers to work in partnership with community energy groups to develop and manage such capacity.
CC3 ENERGY EFFICIENCY IN NEW BUILDINGS
Context/justification: The Climate Change Act 2008 sets a long-term target to cut emissions by 80% emissions by 2050 and 5-year carbon budgets on track to that target. Due partly to economic recession and partly the phasing out of older coal-fired power plants, the UK is currently meeting its carbon budgets, but is not on track to meet the fourth, which covers the period 2023-27. To meet that will require reducing emissions by at least 3% a year, with more measures in future than are currently in place (especially bearing in mind the recent policy reversals on energy efficiency and renewable energy). West Dorset emissions are above the national average, due to its predominantly rural nature, with people having to travel further to go to work, schools, shops and other services. In addition West Dorset has high numbers of detached, older dwellings, which require more energy to heat. Houses account for 37% of Dorset's carbon emissions (B,D&P energy efficiency strategy 2009). While planning authorities cannot impose standards for sustainability on new housing beyond that specified in national Building Regulations, Bridport can nevertheless become a leader and pioneer in the move to a low carbon economy. Cheap construction in the name "affordability" is a false economy, condemning future occupants, those most needing their housing to be truly affordable, to high running and maintenance costs. Even affordable housing where costs have to be kept low can have high sustainability standards, as shown by the Symene community buildings next to the Bridport medical centre. There is an increasing demand for homes which are cheap to run, and planning can encourage new homes to be more sustainably built. The Home Quality Mark, an independent voluntary code for house builders developed by the Buildings Research Establishment, may assist this process
Policy intention: To promote energy-efficient housing and commercial building stock
Policy: To require all new development to meet energy efficiency standards

Comment [k3]: HOUSING AND COMMERCIAL (ECONOMY) GROUP OVERLAP.

CLIMATE CHANGE

equivalent to Code for Sustainable Homes Level 4

Comment [k4]: OVERLAP WITH HOUSING – IS LEVEL 4 HIGHER THAN NATIONAL STANDARD?

DRAFT

Section number/ location on page	Comments from the parish councils	Response/edit made
Climate Change - general	<p>Bothenhampton and Walditch:</p> <ul style="list-style-type: none"> • The Plan Intentions were fully endorsed. • It was felt that Energy Efficiency in New Building could be incorporated into the Housing section. • The use of greener transport needs to be expanded for both the environmental and health benefits. • If we are serious about green energy generation why are there no wind turbines on the surrounding hills as you see in equally beautiful areas such as Cornwall? 	<ul style="list-style-type: none"> • Thanks • Agreed. There is also a need to incorporate the energy efficiency requirements for commercial buildings • Accepted. What proposals should we be considering? • The government has put in place a set of criteria which make it almost impossible to develop onshore wind at any meaningful size. Proposals are often fiercely contested (c.f. Alaska in Purbeck). There does not appear to be an appetite within the community to champion such a divisive issue.
Climate Change - general	<p>Bradpole:</p> <ul style="list-style-type: none"> • We support the intentions here and believe that the public consultation will also be positive. • In due course certain assertions may require evidence and there will be a need to ensure that policies are not seen as over-restrictive pre-planning criteria contrary to Housing White Paper 2.26. If it is to receive the support of an examiner. 	<ul style="list-style-type: none"> • Thanks • All assertions have been evidenced and the evidence base is available for inspection. It has yet to be seen when and how the proposals of 2.26 will take effect. Housing reply: Bradpole's comment is a valid point and will need to be born in mind when we develop the 'Bridport Design Criteria' mentioned later. 2.26 Tackling unnecessary delays caused by planning conditions We will tackle unnecessary delays caused by planning conditions by taking forward proposals, through the Neighbourhood Planning Bill, to allow the Secretary of State to <u>prohibit conditions that do not meet the national policy tests</u>, and to ensure that pre-

Section number/ location on page	Comments from the parish councils	Response/edit made
		<p><u>commencement conditions can only be used with the agreement of the applicant.....</u></p>
Climate Change - general	Symondsbury: The council are wholly supportive of the policies. Edwards Close, the Symene CLT development, is a prime example of carefully planned building.	<ul style="list-style-type: none"> • Thanks
Climate Change - general	Bridport: Support proposals and additional areas that could be included would be specific policies that would support measures to reduce heat loss in listed buildings such as double glazing and also that make it easier to install photo voltaic panels on listed buildings.	<ul style="list-style-type: none"> • Any proposal to influence the criteria for listed building consent would be of concern to the Environment and Heritage group who seek to contain the adverse impact of new development. <p>For the Climate Change group: "heat loss in listed buildings such as double glazing and also that make it easier to install photo voltaic panels on listed buildings."</p> <ul style="list-style-type: none"> • This is an excellent point – we could try including in the Housing Section? [JT: Not done – something for Climate Group]
Climate Change CC3	Allington: Policy should be level 5 not level 4	<ul style="list-style-type: none"> • The government has precluded a call for energy performance measures beyond CSH level 4 equivalent (ref evidence base).

Housing

Objective – Housing:

To provide housing that the community needs, of high quality, accessible to services and affordable, in appropriate locations.

Context/Justification: Source Document

A detailed, evidence based Housing Needs Assessment [HNA] has been prepared which provides input to the housing aspects of the Neighbourhood Plan.

The HNA primarily assesses housing **need** for households lacking their own housing or living in housing which is inadequate or unsuitable, who are unlikely to be able to meet their needs without some assistance. It does not address housing demand, which is market driven and largely taken up by wealthy incomers.

It should be noted that coincident with the finalisation of the HNA the 2017 Housing White Paper 'Fixing our broken housing market' was issued. At the same time the Local Plan is being updated. The potential influence of the White Paper on the HNA has been assessed but this is not possible for the Local Plan.

A key point to note is that the HNA does not (indeed cannot) propose changes to the number of houses planned within the Local Plan. However, it is noted that the planned number is based on a methodology option that generates the largest number. The 2017 White Paper stresses that councils will be held to account for their performance against targets and, with build-out rates still slow, this could have a number of negative consequences.

According to the NPPF any policies developed in the HNA must 'align' with the Local Plan and WDDC (who in turn have to comply with government policy) have been adamant that this requirement be met. Furthermore policies must be 'land use' relevant. These constraints frustrate the ability to develop policies that will effect real change. The HNA has therefore generated proposed Policies and proposed Aspirations. The latter provide wider opportunity to effect change and in some case may even become Policy once the 2017 White Paper become law.

Proposed Policies are grouped in four areas

- Housing affordability
- Supporting balanced population growth
- New home quantity and types

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<ul style="list-style-type: none"> Housing design
<p>Plan intention - Housing Affordability: To make housing more affordable for those in need.</p>
<p>Context/Justification: The average ratio between house price and household income makes it impossible for most local residents to afford to buy for open market and government defined “Affordable” homes. Private rental offers a poor alternative, with poor security of tenure and often requiring public subsidy. More open-market housing does not contribute to most local peoples' housing needs. What are needed are more low cost but good quality homes, particularly to rent or acquire on shared equity schemes, and the 35% Affordable Housing target to be met.</p> <p>The Local Plan target of 35% Affordable Homes, whilst improving with time, still fails to be met (23% in 2015) due to 'lack of developer viability'. The Government's prospective “Starter Homes” scheme is not useful to the Bridport Area.</p> <p>The Local Plan makes no commitment to building 'social rented' housing (as part of the Affordable Housing quota) needed to help those people on the Housing Register. The demand for Social Housing at the start of 2016 already exceeded the planned development of Social Housing over the Neighbourhood Plan planning period.</p> <p>Resolving the affordability gap requires imaginative means of financing and building new lower-cost homes, adopting novel innovative approaches if necessary, to bring them within reach of a larger number of residents.</p> <p>The use of Affordable Homes Exceptions Sites has the potential to provide significantly more “Affordable Homes”.</p> <p>For many the cost of housing and the associated stress and insecurity lead to ill health.</p> <p>The 2017 White Paper requirement for 10% 'affordable home ownership units' threatens the provision of much needed affordable rented housing.</p>
<p>POLICY H01: HOUSING AFFORDABILITY</p>
<ul style="list-style-type: none"> If a developer proposes to provide less than 35% Affordable Housing by claiming impaired viability, their claim shall be open to full financial and technical scrutiny by parish/town councils and the public. Where non-viability threatens the 35% target for Affordable Housing the developer shall demonstrate that all options, including modern methods of construction, have been applied to the fullest extent practicable. Starter Homes should not be counted as Affordable Housing. Until such time that the need for social-rented affordable housing has been reduced to a level that is as low as reasonably practicable the

HOUSING

proportion of "Affordable-Rented Housing" defined in the Local Plan shall consist of at least 50% Social Rented housing.

- Facilitate the allocation of Affordable Homes Exception Sites as a means of increasing Affordable Housing numbers by enabling the expeditious processing of planning applications.
- Allow Affordable Homes Exception Site development to include a proportion of open-market homes to help fund the development and provide the viability necessary to build the Affordable Homes.
- The 2017 White Paper requirement that 10% of houses built (for developments over 5 houses) shall be 'affordable home ownership units' (i.e. Intermediate Housing) shall be reduced proportionally should non-viability result in the reduction of the Local Plan target of 35% Affordable Houses. (i.e. the 30% and 70% split between Intermediate and Affordable Rented housing shall be maintained).

Plan Intention - Support Balanced Population Growth: Halt the tendency for age distribution to become excessively biased towards older residents.

Context/Justification: Local people, (including younger locals) cannot compete on the open market with wealthy incomers (retirees, second home and holiday home owners) and need access to more affordable homes and better access to finance through alternative financing models. The consequent out-migration of younger families results in a shortage of working-age adults to take up employment. The Local Plan's strategy of building more housing in the hope of attracting this category of buyer is poorly thought out and does not attack the problem at source.

Intervention is required to halt the tendency for age distribution to become excessively biased towards older residents.

To maximise support for balanced population growth, further initiatives (which can not become Policies) are recommended to become **aspirations** (see below).

Plan Intentions: New Home Quantity, Types and Tenure: Ensure that the optimal mix of house types and tenure are built to match identified housing need.

Context/Justification: A projected type mix has been made for both non-social rented and social rented housing using recognised methodologies. Where there is a development of mixed Affordable Houses and open-market houses the two types should be fully integrated.

In view of the counter-productive pressure the meeting of inflated targets will bring to local authorities (see above) the 2014 SHMA should be re-worked based on a more representative methodology as soon as possible. (This can only be an Aspiration – see below).

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<p>The Local Plan does not mandate that priority should be given to those with a Local Connection to buy or rent Affordable Housing.</p>
<p>POLICY H02: HOUSING TYPES, SIZES AND BALANCED COMMUNITIES</p>
<ul style="list-style-type: none"> • The different types and sizes of new dwellings shall be in the proportions defined in the HNA or as subsequently reassessed by Planning Officers applying the same principles used for the Neighbourhood Plan. • Affordable housing would be integrated with open market housing such that any quality and location differences are indiscernible. • A “local connection” is required for access to all Affordable Housing, including Intermediate Housing.
<p>Plan Intention - Larger Housing Developments: Ensure larger housing developments take account of a wide range of aspects that have the potential to impact, positively or negatively, the communities affected (including the new occupants)</p>
<p>Context/Justification: Developments of 30 houses or over are essentially creating a new community. Planning applications will be expected to include (for example through the associated Master or Management Plan and Design & Access statement) details as described in the Policy below:</p>
<p>POLICY H03: LARGE HOUSING DEVELOPMENTS (30 HOMES OR GREATER)</p>
<p>Planning Applications shall be accompanied by Master Plans detailing:</p> <ul style="list-style-type: none"> • How integration of communities will be supported. • Future asset management • The variety of house size, form and tenure • The Green Travel Plan and eco standards • Large developments shall be subject to a full-scale community consultation on the exact nature of the proposed plans. • Inclusion of serviced plots for custom build, either on an individual basis or for a duly constituted self-build group to organise a collective self-build construction programme. A minimum of whichever is higher of 5% or 2 of the dwelling plots shall be offered. • Where serviced plots have been made available and marketed appropriately at a reasonable price for a minimum of one year and have not sold, the requirement on the site shall lapse. • A management plan detailing how it is intended to aid integration of the new community with the wider NP area population.
<p>Plan Intention - Housing Development Design: Ensure and enable a full, open community review and approval of design proposals.</p>
<p>Context/Justification: The 2017 White Paper supports greater involvement of the community in the review and approval of design proposals (this is for the development concept as a whole, not just the houses). As well as reinforcing</p>

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<p>recognised good practice methodologies (Building for Life, HAPPI principles) the intent is to develop a Bridport Design Statement that details the design expectations that must be met.</p>
<p>POLICY H04: HOUSING DEVELOPMENT DESIGN</p>
<ul style="list-style-type: none"> • New built development will be expected to have high standards of design and to reflect the guidance of the Bridport Design Statement [To be developed]. Proposals for new housing will also be assessed against the 12 objectives in the guidance published in the latest edition of "Building for Life"¹, and should obtain the Building for Life quality mark with at least nine "green" levels. • Proposals of innovative design will be encouraged. Development proposals that are poorly designed and would not improve the character, quality, or function of the area will be opposed. • Include the demonstration of meeting HAPPI principles as a requirement (not a preference) in Local Plan Policy HOUS5 for Residential Care Accommodation planning applications.
<p>ASPIRATIONS</p> <p>Aspirations aim to inform, or to suggest, courses of action that would make a significant difference to the standard of living of many residents. Many of the HNA Aspirations are now reflected in the 2017 White Paper.</p>
<p>Plan Intention: Create a more realistic number of houses planned for over the period.</p>
<p>Context/Justification: In view of the counter-productive pressure the meeting of the current SHMA'S inflated targets will bring to local authorities (see above) the 2014 SHMA should be re-worked based on a more representative methodology as soon as possible.</p>
<p>ASPIRATION HA01: Re-work SHMA</p>
<ul style="list-style-type: none"> • Re-work the SHMA based on a more representative methodology as soon as possible.
<p>Plan Intention: Foster a more balanced age spread and cater for the aged</p>
<p>Context/Justification: The predicted rise in the proportion of people beyond retirement age means that the need for support for the elderly will increase. Even those that are relatively wealthy (of whom Dorset has a large proportion) may require special needs housing.</p> <p>More needs to be done to facilitate the move of older people into smaller homes thus freeing up properties for younger generations. By the same token, more needs to be done in new housing developments to make homes</p>

¹ http://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%202012_0.pdf

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more suitable for older and less able people.
ASPIRATION HA02: Ageing Population
<ul style="list-style-type: none"> • Gear housing developments to foster development of a balanced age spread. • Require a proportion of homes (if not all) to be suitable for future adaption to cater for the aged and less able. • Facilitate downsizing as a potential for freeing up housing stock. • Investigate the need for bridging the move from family home to sheltered home. • Include the requirement for Building Regulations “Access to and Use of Buildings”, Part M Volume 1 Category 2 standard to be applied for all new housing developments.
Plan Intention: Promote innovative approaches to achieving sustainability
Context/Justification: Similar to HA03 the adoption of innovative approaches to home development can benefit a range of sustainability issues an should be encouraged
ASPIRATION: HA03: Innovation and Sustainability
<ul style="list-style-type: none"> • Planning applications containing innovative approaches to the construction of energy efficient homes are encouraged and will be favourably considered that demonstrate: <ul style="list-style-type: none"> ○ The sustainable use of resources ○ Design features compatible with sustainable lifestyles
Plan Intention: Promote more energy efficient home design that will economically benefit occupants in the long run.
<p>Context/Justification: Innovative developments which are proven to be cost effective at achieving zero-carbon targets are expected to have application within the Neighbourhood Plan area to alleviate the affordable and low cost housing shortage, reduce long term environmental impacts, and reduce life time running costs.</p> <p>Notwithstanding the relatively recent relaxation of government standards, there is a need to promote more energy efficient and innovative home design and address claims of cost uplift.</p>
ASPIRATION: HA04: <u>Aspire to Zero-carbon Housing</u>
<ul style="list-style-type: none"> • Initiate studies to investigate “zero-carbon” house designs for application in the Neighbourhood Plan area. • Encourage “zero-carbon” house designers to bid for pilot projects with the NP Area. • Promote innovative forms of finance that consider the lower running costs and life-time affordability of energy efficient houses

Comment [k5]: ENVIRONMENT SECTION HAS A MORE PRESCRIPTIVE STATEMENT [TO REQUIRE ALL NEW DEVELOPMENTS TO INSTALL RENEWABLE ENERGY GENERATION CAPACITY EQUIVALENT TO {10% OR 20%} OF THE ONGOING ENERGY CONSUMPTION OF THE HOUSING] AND ALSO ASPIRATIONAL STATEMENTS. SOME RATIONALISATION NEEDED HERE.

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<ul style="list-style-type: none"> Promote the philosophy that developments should be required to minimise running costs by maximising energy efficiency in new homes
<p>Plan Intention: Control the growth of second or holiday homes.</p>
<p>Context/Justification: Approximately 5% of the Neighbourhood Plan area's houses are second homes or holiday homes. This is a significant proportion of the housing stock. Second homes owners tie-up property and their purchasing power means that potential local purchasers can be priced out of the market. Holiday homes, whilst supporting the tourist industry, similarly tie-up property. A lot of people raised concerns about second homes in the consultation.</p>
<p>ASPIRATION: HA05: Second and Holiday Homes</p>
<ul style="list-style-type: none"> A policy to curtail growth of Second Homes and Holiday Homes would benefit the Bridport Area, and the Local Authority is asked to consider introducing such a policy. Or, significantly increase council tax and put the money to building social housing.
<p>ASPIRATIONS ADOPTED/ADAPTED FROM WORK BY BRIDPORT LOCAL AREA PARTNERSHIP, BLAP.</p>
<p>Plan Intention: Establish a Housing Database to improve assessment of and monitoring of housing need</p>
<p>Context/Justification: At present reliance must be made on ONS data and other formal sources and also on applying proportional analysis of West Dorset wide data and forecasts. More local-specific data will both increase confidence in analysis, allow better local focus and greater efficiency in finding solutions. WDDC should define the concepts of 'need' and 'want' and introduce a new Housing Database that captures all aspects of need and supply in both the private and public sector to give greater clarity to targeting need.</p>
<p>ASPIRATION: HA06: HOUSING DATABASE</p>
<ul style="list-style-type: none"> Establish a new Housing Database that captures all aspects of housing need and supply in both the public and private sector to enable greater clarity in identifying and addressing housing need.
<p>Plan Intention: Private tenants should have longer secure tenancies. Private landlords register their properties in a council run registration scheme</p>
<p>Context/Justification: Private tenants should have longer secure tenancies, as is normal in the rest of the EU and as per the 2017 White Paper for (new) Build-to-Rent schemes. All private landlords should be required to register their properties in a council run registration scheme to enforce the same standards as the social housing sector. A key priority is for rented</p>

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<p>accommodation to be made affordable through subsidy. Therefore main interventions should focus on increasing supply and affordability of rented accommodation.</p>
<p>ASPIRATION: HA07: PRIVATE RENTED ACCOMMODATION</p>
<ul style="list-style-type: none"> All private landlords should be required to register their properties in a council run registration scheme to enforce the same standards as the social housing sector. Increase the supply and affordability, through subsidy, of rented accommodation.
<p>Plan Intention: The Council makes use of land it owns by selling it cheaply for building Affordable Housing</p>
<p>Context/Justification: High land prices are a major factor in deterring development. The Council must make use of public assets in the form of land it owns within current development boundaries by selling such land at peppercorn cost solely for building affordable housing, unless there is a clear and specific reason not to. The land subsidy should be 'locked in' for perpetuity.</p>
<p>ASPIRATION: HA08: PUBLIC ASSETS</p>
<ul style="list-style-type: none"> The local Council must make use of public assets in the form of land it owns within current development boundaries by selling it at peppercorn prices for affordable housing development.
<p>Plan Intention: Secure land at lower cost for Affordable Homes such that development is viable</p>
<p>Context/Justification: Extending development boundaries is, in the main, a massive financial benefit to developers and landowners if planning permission is granted. This makes the land too expensive to build genuinely affordable rented accommodation.</p> <p>A solution would be to offer landowners the option to sell suitable land to the Council at a premium above its agricultural value on the understanding that only Council-owned land may fall within extended boundaries, [thus enabling Affordable Housing, or lower cost housing, development over and above the 35%].</p>
<p>ASPIRATION: HA09: CONTROL OF LAND PRICES</p>
<ul style="list-style-type: none"> Since extending development boundaries is, in the main, a massive financial benefit to landowners the local Council should offer landowners the option to sell suitable land to the Council at a premium above its agricultural value on the understanding that only Council-owned land may fall within extended boundaries. If no organisation wishes to develop the site for this purpose it could be sold to a private development company and ring-fence

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the profit for Affordable Housing subsidies.
Plan Intention: Maintain 'Green Corridors'
Context/Justification: A Development Boundary extension almost inevitably means loss of greenfield land, generally within the AONB. Where this occurs, the retention of Green Corridors should be a priority.
ASPIRATION: HA10: EXTENSION OF DEVELOPMENT BOUNDARY
<ul style="list-style-type: none"> Should a Development Boundary be extended then, to compensate for the loss of greenfield land, the extension will be coupled with the retention of Green Corridors.
Plan Intention: Income gained from the sale of social housing to be used towards Affordable Housing. Sales should be avoided if replacement due to land shortage should be avoided.
Context/Justification: The prospect of tenant purchase of housing association property will effectively remove these houses from the stock of social housing forever. Income thus gained must be used to help fund affordable housing (in accordance with Government policy). Where the supply of residential land is scarce such sales should be avoided wherever possible.
ASPIRATION: HA11: SALE OF HOUSING ASSOCIATION HOMES
<ul style="list-style-type: none"> To compensate for the fact that the tenant purchase of housing association property reduces the social housing stock forever, use the income gained from such sales to help fund affordable housing (in accordance with Government policy). Where the supply of residential land is scarce sales of Housing Association homes should be avoided wherever possible.
Plan Intention: support local authority intervention to secure lower purchase costs using the credible threat of a Compulsory Purchase Order as a last resort.
<p>Context/Justification: The high cost of land is a chief threat to developer viability. Land is inherently scarce thus developers compete with each other to pay over the odds for it and are incentivised to hold on to the land waiting for its value to rise.</p> <p>The high cost of land squeezes down the size and quality of homes, and erodes the 35% target for Affordable Homes,</p> <p>Simply put, the cost of land ensures it doesn't become rational for developers to build the homes we need, when we need them.</p>
ASPIRATION: HA12: LAND PURCHASE COSTS

HOUSING

- To ensure that the cost of land does not preclude the need for affordable homes and to empower private house builders support local authority intervention to secure lower purchase costs using the credible threat of a Compulsory Purchase Order as a last resort.

DRAFT

Section number/ location on page	Comments from the parish councils	Response/edit made
Housing - general	<p>Bothenhampton and Walditch:</p> <ol style="list-style-type: none"> 1. The Plan Intentions were fully endorsed. 2. Proposed Policies grouped under four areas is sensible. 3. Whilst the intentions are commendable they will be difficult to achieve/enforce in a 'market' based housing economy e.g. older people moving into the area and a local connection. Is the St Ives model an appropriate solution? 4. Housing design and build quality to support climate change is very important. 5. Many of the intentions are dependent on national legislation; as such developers will be able to use case law to circumvent local planning aspirations. 6. That said it does not mean we should lower our intention standards. 	<ol style="list-style-type: none"> 1. Noted 2. Noted 3. We have considered St. Ives model (including increase in Council Tax) but concluded that whilst there is a problem with holiday & 2nd homes the impact is not as severe as St. Ives (except perhaps for West Bay). The number of holiday & 2nd homes has not been quantified through survey but is estimated as 5%. 4. Noted: Given the constraint that the NP must align with the LP and NPPF etc. it is difficult, if not impossible, to go beyond current government policy. The NP should describe the fact that there is a will in the NP Area for zero-carbon housing but is constrained by the rules for developing NPs. 5. Yes, as reflected in point 4 6. Agree – refer last sentence in point 4.
Housing - general	<p>Bradpole:</p> <ol style="list-style-type: none"> 1. Although we have yet to see the review from WDDC* we generally support the intentions but more detail will be required on how these are to be achieved. We note that although housing needs have been identified in terms of type, size, (see White Paper 1.53) cost etc., there are no indications as to the actual numbers required other than an implication that the Local Plan figures are "inflated". *Please circulate to parishes when received. 2. There is reference to a "Bridport Design Statement" of 	<ol style="list-style-type: none"> 1. The numbers Local Plan figures are viewed as inflated and a separate report has now been made to demonstrate this (Appendix to this document). The number relates to a total which would be a mix of open-market housing and the LP aimed percentage of Affordable Homes. The HNA [2.3.3 Version 10e] describes the number needed to address the current

Section number/ location on page	Comments from the parish councils	Response/edit made
	<p>which we have no knowledge and cannot therefore comment other than to ask whether this applies to Bridport town only. Our residents have expressed their own wishes regarding design so if the "Statement" is to cover the whole Plan area each individual parish should be consulted.</p>	<p>waiting list for social housing. The 35% 'aim' in the Local Plan is unlikely to be met on all developments thus creating an expectation shortfall. We cannot quantify the numbers of local people not on the LA waiting list who are simply seeking to have access to genuinely affordable homes, but, given that average incomes mean many people simply cannot afford to buy at open-market prices, the demand is there.</p> <ol style="list-style-type: none"> <li data-bbox="1136 634 1694 995">1. The HNA generally avoids using actual new home numbers because intrinsically, the population of the Plan Area is static (in fact, more people die and leave than are born). Demand for new homes is imposed via the Local Plan, whose figures are not controlled by us and which is liable to change from time to time. However, because the HNA promotes the need of those housed unsuitably, more definite numbers are quoted for that category. <li data-bbox="1136 1027 1694 1206">2. The 'Bridport Design Statement' is a concept that is under development (using other NP as a prime source) and will, of course, apply to the NP area. The draft, when produced, will be circulated Parishes etc. for comment.
Housing	<p>Bridport:</p> <ol style="list-style-type: none"> <li data-bbox="436 1239 1121 1315">1. Like to see reference to housing for essential key workers. Would the local connection requirement mitigate against provision for key workers? 	<ol style="list-style-type: none"> <li data-bbox="1136 1239 1694 1315">1. An important point. Affordable Homes (government defined)

Section number/ location on page	Comments from the parish councils	Response/edit made
	<p>2. Reference to community involvement in larger developments supported.</p> <p>3. HNA has a lot of very useful data and on second home ownership it would be useful if this information was available for each parish.</p> <p>4. Overall the Housing Needs Assessment was welcomed and an impressive piece of work.</p>	<p>are only available for people with a 'local connection'; this is already defined in the Local Plan. Essential workers may be deemed to be with 'local connection'. However we are not sure that they, or any people deemed to have 'local connection', can be prioritised in any way.</p> <p><i>The HNA mentions 'essential workers'. We will check on this aspect (both points) and ensure the appropriate emphasis. [JT: Now covered]</i></p> <p>2. Noted</p> <p>3. Agree, but we have not carried out a survey to quantify 2nd home ownership. (Refer also comments above on this subject).</p> <p>4. Noted with thanks.</p>
<p>Housing affordability context/justification</p>	<p>Allington: Needs to be affordable to the local community not affordable nationally. Do not want them to use S106 agreements instead of 35% 'affordable' houses. Also need social rented.</p>	<p>Agree. However, the government have defined 'affordability' (generally 80% of market purchase or rental costs) which is not really genuinely affordable for most would be purchasers/renters. The Housing Need Assessment calls for more innovative approaches to create genuinely affordable (lower cost but good quality) homes but this is not something we can make as a policy. In fact we are tied to the Local Plan policy in this area, which is very frustrating.</p> <p><i>I'm not sure what is meant by: 'Do not want them to use S106 agreements instead of 35%' Need to clarify.</i></p>

Section number/ location on page	Comments from the parish councils	Response/edit made
		We have developed a policy on social rented.
Housing H1/2	Symondsburry: The council is in agreement with the policy here, and has similar concerns about the enforceability of both the number and 'affordability' of new schemes, particularly in Vearse Farm. Edwards Close is an example of a community project which included shared equity properties, but SCLT was resistant to 'open-market' housing. Schemes to prioritise access to social housing for local residents is important, though there must also be provision for those bringing skills here (eg. Nurses, teachers) who would be unable to buy or rent 'open market' housing.	Noted. Edwards Close is referred to positively in the HNA. See also comments above on those coming here to do essential work.
Housing HS2	Bridport: aspiration for balanced population growth will be difficult to achieve.	Agree
H3/4	Symondsburry: The Council would be keen to support a Design Statement for Bridport. It would also be keen to promote initiatives such as Building for Life and HAPPI (Housing our Ageing Population). There is inevitable need for housing for older folk, and it will be vital to ensure these sorts of policies are included in Vearse Farm plans or elsewhere. The greater involvement of the community in larger housing developments must not be just lip service.	Noted with thanks.
Housing - Aspirations	Bradpole: 1. Note: We are unsure as to how "aspirations" can be included in a Development Plan document which, by its nature, needs to be precise, well defined, and unambiguous. This will become clearer as the Plan evolves. 2. ASP HA01 Re-work SHMA. Is this acceptable to WDDC? 3. ASP HA02 Ageing population. Could some of this	1. <i>I'm not sure what is being referred to in 'Development Plan Document' is this a document produced by the developer? Need to clarify.</i> WDDC informed us as follows (my underlining) : "Although some of your aspirations cannot be implemented through the neighbourhood plan as they are <u>not land use related</u> , there is nothing from

Section number/ location on page	Comments from the parish councils	Response/edit made
	<p>be in the draft intentions doc? White paper 4.43 refers to this but also acknowledges that there is no easy fix as the interests of the individual who wishes to remain in their locality where their friends are and for other reasons has to be respected.</p> <p>4. ASP: HA03: Innovation and Sustainability. OK and ties in with the outgoing Government's intentions to use more innovative house building.</p> <p>5. ASP: HA04: Aspire to Zero-carbon Housing. Concur with K17</p> <p>6. ASP: HA05: Second and Holiday Homes. An unevicenced statement for WDDC to consider. Effect on local economy considered?</p> <p>7. ASP: HA06: Housing Database. A comment on the present system for WDDC to consider.</p> <p>8. ASP: HA07: Private rented accomodation. OK but why no mention of leasehold / ground rent scam controls to protect the vulnerable? White Paper 4.37</p> <p>9. ASP: HA08: Public Assets. Which "Local Council" is this referring to? White Paper 1.27</p> <p>10. ASP: HA09: Control of Land Prices. Repeats previous. A reasoned opinion that will require Government support to enable councils to buy land for low cost homes.</p> <p>11. ASP: HA10: Extension of Development Boundary. There are to be no changes to development boundaries in the evolving plan but this aspiration relates to possible changes in future decades.</p> <p>12. ASP: HA11: Sale of Housing Association Homes. Agree with context, should there be 100% retention of proceeds to invest in replacements to at least maintain the social housing stock? At the present</p>	<p>stopping the parish/town councils from adopting them as their own policies and using them to try to influence what goes on in the area. They would however be given little weight in planning decisions."</p> <p><i>We will probably include this proviso in the NP such that the intent and spirit of the Aspirations are communicated to those in the NP area and are not lost. [JT: Now covered in next version of Draft Intentions]</i></p> <p>2. Probably not – but we can demonstrate this is the case (see Appendix at the end of this document). In their response to our Draft Intentions WDDC pushed back on this criticism. We are still considering how to tackle this.</p> <p>3. ASP HAO2 says '<u>Facilitate downsizing as a potential for freeing up housing stock.</u>' The reference is under the White Paper heading 'Empty Homes' 4.43, see end of this document for full text. <i>Does the author mean 'taken from the Aspirations and placed in the Policy section?'</i> Unfortunately this issue does not relate to a 'Land Use' issue so cannot be a Policy. WDDC ask 'how will this be done' our response will probably be that it can only be done if someone can provide funds.</p> <p>4. Noted</p> <p>5. K17?</p>

Section number/ location on page	Comments from the parish councils	Response/edit made
	<p>time we are awaiting the outcome of an election which will determine policy in this area for the years to come.</p> <p>13. ASP: HA12: Land Purchase Costs. Dependent upon Government policy. CPO's could be used for redundant / derelict sites White Paper 1.24 & possibly ransom strips but not more generally as the idea of paying someone less than market value for their assets is not a simple fix. The 2017 Neighbourhood Planning Act refers to CPO's</p>	<p>6. Positive or negative effect on local economy? Either way, the fact that without houses employees have to move elsewhere, including essential workers is seen as a threat to Bridport's economic health.</p> <p>7. Noted. WDDC say it is the government's job. We refute this and cite an example where a Local Authority has implemented controls.</p> <p>8. <i>Good point – this is a phenomenon that has emerged since starting the HNA – we will do our best to include.</i></p> <p>9. WDDC responded by saying: “The Council as a whole make decision as to how to dispose of its assets. I believe that achieving best price is no longer an obligation and other factors can be taken into account. This is not something that the Neighbourhood Plan can achieve.” <i>We therefore have to review this Aspiration.</i> White Paper 1.27 starts: 1.27 In addition, we propose to ensure all authorities can dispose of land with the benefit of planning permission which they have granted to themselves. We will also consult on extending</p> <p>10. HA08 is land 'owned' by the council, HA09 is about privately owned land. However, WDDC say of this Aspiration: “We don't think this is possible. It is effectively nationalizing developable</p>

Section number/ location on page	Comments from the parish councils	Response/edit made
		<p>land. It is extremely unlikely that a land owner would be willing to do this as there would be no value to them but the loss of an asset....."</p> <p>11. Yes – for future possibilities.</p> <p>12. Noted – We have ascertained that money <i>from sale of HA homes gets ploughed back into HA funds so, yes, we agree with 100% of proceeds being re-invested.</i></p> <p>13. Noted We will also check the 2017 Neighbourhood Planning Act</p>
HA4	Symondsbury: Zero-carbon as an aspiration is fine, but there must be considerations with regard to cost and practicalities. But nothing should now be below the old Code 4.	Noted, refer zero-carbon related comments above. (Need to check on 'old Code 4').
HA5	Allington: Don't agree with policy to curtail	Noted. We would like to know the reason for this comment please.
HA5/6	Symondsbury: This is of concern to our council as there are a number of second homes/holiday lets in our area. Any ways to monitor this and to ensure that new housing does not go too far down this path are to be encouraged.	Noted
HA10/11	Symondsbury: Very supportive of both these policies	Noted
HA11	Symondsbury: The council support this and would also like to add that schemes such as Edwards Close must be protected from sale. Policy needs to enforce their protection.	Noted. I need to check/confirm if sales of Affordable Homes a la Edwards Close include re-sale controls.

COMMUNITY FACILITIES

Community Facilities

Objectives – Community Facilities:

To protect our excellent community facilities including education, health, cultural, sport and leisure facilities. To increase their range and availability where these bring benefits to our community. To make sure that these facilities are accessible to all, including those living in the more rural parts of the plan area.

CF1 PROTECTION AND ENHANCEMENT OF COMMUNITY LEISURE FACILITIES

Context/justification: Bridport Leisure Centre is the primary indoor sports facility in the town. The Leisure Centre is well used locally, by all age groups, but it requires improvements to cater for the growing needs of the town and surrounding villages, especially in light of the large housing development planned at Vearse Farm and the pressures that this is likely to place on a number of local services. In addition, indications suggest that financial support from the District Council for the management of the swimming pool could be under threat.

In order to safeguard the Leisure Centre, which is run by a charitable trust on a non-profit basis, any new sport or leisure developments in the Neighbourhood Plan area must not undermine its commercial viability.

Plan intention: To safeguard and where possible expand the range of sport and leisure provision in the Bridport area, focusing particularly on boosting use of the Leisure Centre.

Policy:

CF2 PROTECTION AND ENHANCEMENT OF SPORTS AND PLAY AREAS

Context/justification: The area is well provided for with its number of outdoor sports pitches for rugby, football and cricket and tennis courts offering residents formal and informal sporting opportunities. Alongside these are 16 playing fields, parks and community amenity areas which are valued by the communities that surround them. There is a local wish to see that these areas are safeguarded and where possible, enhanced, particularly for users of different physical abilities. [maps of locations]

COMMUNITY FACILITIES

Plan intention: Existing playing fields and sporting facilities within the Plan area should be retained and where possible enhanced to the benefit of the local area. If an existing facility comes forward for redevelopment for non-recreational use, and it is shown that the site or facility is not surplus to requirements, the applicant will be required to provide alternative provision within the Plan area before the existing facilities are lost.

Policy:

PROVISION OF STORAGE FACILITIES TO BE MADE AVAILABLE TO LOCAL COMMUNITY AND VOLUNTARY ORGANISATIONS

Context/justification: Whilst the Neighbourhood Plan area are considered to be well provided for in terms of its community buildings and halls, the need for additional storage space is not always possible within existing sites. The Space Needs Survey undertaken by Bridport Local Area Partnership (BLAP) has identified this need for several years and it would seem that a shared facility may be the most viable way to meet this need. Whether an existing building or part of a building can be adapted, or else purpose-built storage capacity be incorporated into a larger development site, it is important that the facility is accessible for vehicles to load and unload.

Project: To provide a shared storage facility for local community and voluntary groups

SUPPORT FOR A NEW INDOOR SKATE/YOUTH LEISURE VENUE

Context/justification: In 2016, the indoor skate park, the Trick Factory, closed due to its lease ending. A facility that was popular particularly with the younger people in the town, there has been an ongoing search for a suitable replacement venue since. If one is found that is in an appropriate location (accessible and not too close to residential areas due to potential noise), it should be supported as a social and recreational facility for young people.

Project: To support the development of a new indoor skate park, if a suitable venue can be found

COMMUNITY FACILITIES

Section number/ location on page	Comments from the parish councils	Response/edit made
Community Facilities	<p>Bothenhampton and Walditch:</p> <ul style="list-style-type: none"> • The Plan Intentions were fully endorsed. • Physical activity is important in maintaining health and wellbeing. • It should be regarded as an investment and not a drain on resources. • Youth Leisure should be seen as an integral part of any community facility. Where young and old mix together incidents of inappropriate behaviour are reduced. • Development of a Youth Leisure Venue with indoor skate park is supported. • This use of the term 'Trick Factory' in the title is inappropriate. 	'Trick Factory' now removed from title
Community Facilities	<p>Bradpole:</p> <ul style="list-style-type: none"> • We support the expressed objectives and have already taken action within Bradpole Civil Parish to safeguard community areas in line with our Parish Plan. • The Vearse Farm project will, in time, provide for greater use of community facilities for instance in "boosting use of the Leisure Centre" and may lead to the need for enhanced healthcare facilities which will benefit all. 	No edit required
Community Facilities	Bridport: Could more be added on health provision?	Not as a stand alone item (beyond NP remit) but can include a requirement to ensure capacity is available for new development, probably best under housing
Community Facilities	Bridport: There is a lot of information that the Town Council and BLAP holds that also could feed into this section	This has been drawn upon (referenced in the evidence report which will be made available for the public consultation)
CF1	Symondsburry: In firm agreement this policy with particular reference to the Leisure Centre.	No edit required
CF storage facility	Symondsburry: Storage facilities are important and	No edit required

COMMUNITY FACILITIES

Section number/ location on page	Comments from the parish councils	Response/edit made
project	facilities for youth engagement in sport in particular to be developed.	

DRAFT

General parish council feedback:

Allington: Housing Needs Assessment – a housing needs survey should be undertaken on ANY large development of 15 units plus
Do Allington mean 'full consultation' rather than a 'Housing Need Survey'. Comment needs clarification.

Bothenhampton and Walditch: As a result of the discussion that took place a greater appreciation of the complex matrix of factors that impact on future development was gained. It is clear that a decision under one of the headings has implications for aspects under another heading. Whilst it is convenient for the purposes of producing a deliverable set of policies to use the headings it is important not to lose sight of the domino effect of any decision made can have on other areas.

Noted.

We could include this point in the planned Bridport Design Statement.

There will need to be an overarching statement /policy under which all other policies sit.

This is planned.

Bradpole:

MAPPING:

Including those subsequently received in May 2017.

Re Defined Development Boundaries: KG confirmed at the JCC meeting 25 April 2017 that there is no intention to change existing defined development boundaries.

Re Land Use: There is no map. Steering Group Minutes of 26 April 2017 confirms there will be no additional development site allocations over those allocated in the 2015 Local Plan.

We have no other comments relating to mapping other than to say they have been well presented.

Page 2 The notes on this page are understood and our response is constructed with those constraints in mind.

LAND USE

It is noted that there are no draft intentions from the Land Use group although part of their remit is contained within the Environment Group's allocation of sites for protection as well as in other groups' work.

The Steering Group has agreed that as there is no evidence for more housing there is no need to allocate further development sites. We concur with this, noting that some non-allocated sites are already being developed. We will continue to be alert to, and discuss with landowners, any future sites that may become available within the Civil Parish that could meet the need for the modest level of low cost homes expressed by our residents.

However, to meet the need for Affordable Homes the development of Affordable Home exception sites are, WDDC advise (and we

concluded) the only way the need for affordable homes is going to be met (at least in part).

Summary

Very useful content representing much input from the various participants.

It is fully understood that this is the first time the work of the Neighbourhood Plan Working Groups has been brought together by the Steering Group and summarised in one place and is in "a raw form". It is also understood that these draft intentions are to inform the public in a forthcoming consultation* and do not constitute a draft Plan which would need to be clear and unambiguous for planning purposes.

*The content of these "intentions" will have to be significantly reduced for a concise public consultation whilst retaining the key points. We understand that this will be the case.

Noted

We are anxious to ensure that our response is delivered in a timely manner so that the June 2017 public consultation may proceed.

We have therefore not commented on the HNA as on page 3 it states:

"Our HNA sets out draft housing planning Policies, but to resolve the Bridport Area's difficulties requires a wider set of actions which fall outside of the remit of a Neighbourhood Plan."

However we understand that this document is being reviewed by WDDC and shall be happy to comment upon it once we have had sight of the response form WDDC.

WDDC comments on HNA awaited (June 5 2017).

In accordance with the decision of the Joint Councils please provide a copy of the consultation document to Bradpole Parish Council prior to despatch to our residents.

APPENDIX:

Housing White Paper Policies referred to above

1.24 We must make as much use as possible of previously-developed ('brownfield') land for homes – so that this resource is put to productive use, to support the regeneration of our cities, towns and villages, to support economic growth and to limit the pressure on the countryside.

1.27 In addition, we propose to ensure all authorities can dispose of land with the benefit of planning permission which they have granted to themselves. We will also consult on extending their flexibility to dispose of land at less than best consideration and welcome views on what additional powers or capacity they need to play a more active role in assembling land for development ...

1.53 To help ensure that effective use is made of land the Government proposes to amend the National Planning Policy Framework to make it clear that plans and individual development proposals should:

make efficient use of land and avoid building homes at low densities where there is a shortage of land for meeting identified housing requirements;

address the particular scope for higher-density housing in urban locations that are well served by public transport that provide scope

to replace or build over low-density uses (such as retail warehouses, lock-ups and car parks); or where buildings can be extended upwards by using the 'airspace' above them;

2.26 We will tackle unnecessary delays caused by planning conditions by taking forward proposals, through the Neighbourhood Planning Bill, to allow the Secretary of State to prohibit conditions that do not meet the national policy tests, and to ensure that pre-commencement conditions can only be used with the agreement of the applicant.

4.37 In particular, ground rents with short review periods and the potential to increase significantly throughout the lease period may not be offering a fair deal. We are absolutely determined to address this.

We will therefore consult on a range of measures to tackle all unfair and unreasonable abuses of leasehold. Any comments relating to the White Paper should be dealt with in the current consultation process on an individual but not group basis and should not be part of a NPD.

4.43 Helping older people to move at the right time and in the right way could also help their quality of life at the same time as freeing up more homes for other buyers. However there are many barriers to people moving out of family homes that they may have lived in for decades.....

Bridport: Overall the Town Council welcomes the intentions document as a basis for consultation and the Town Council looks forward to having further opportunities to feed in comments as part of that process.. Whilst the Land Use work is not included, the Town Council has previously commented on the site assessment document that it produced and which was a detailed and thorough assessment of site options. It recognises and is very grateful for all the hard work put in by the working groups and all members of the Steering Group.

Symondsbury: Symondsbury Parish Council considered this document at their Parish Meeting. No members of the public were present. The document had been circulated previously to all members of the Council. They would like to congratulate the Steering Group on their plans and admired the depth of their research.

Appendix:

Comments on the 2014 Strategic Housing Market Report
G.Crawford, for Bridport Area Neighbourhood Plan housing working group, 23rd May 2017.

NB: "PBA" – Peter Brett Associates, the consultants responsible for the SHMA.

Part 1 Section 4 – Demographic Projections

The first part of the SHMA scrutinised deals with the number of new homes believed to be needed. PBA quote six projections for the number of new *households* (not houses) per annum in the "Plan Area" (West Dorset, Weymouth & Portland), from different sources: 615, 572, 484, 507, 621, 709. A "conversion factor" is necessary to turn this into a number of new homes required per annum, using calculations which we are not competent to challenge but which include an assumption about the number of homes vacant, second or holiday homes (SHMA Part 1 4.43 *et seq*).

The table below shows the results for three of the scenarios above for a 20 year period.

Table 4-1 Dwelling conversion for the PBA population projections

	2011-31					
	Households (000s)	Homes (Census) (000s)	Homes (Woodhead) (000s)	Homes Per Year (Census)	Homes Per Year (Woodhead)	Homes Per Year (PBA)
2007-12 Trends						
West Dorset	7.3	8.1	7.9	404	395	400
Weymouth & Portland	2.4	2.6	2.5	130	127	129
Local Plan Area	9.7	10.7	10.4	534	522	529
2001-11 Trends						
West Dorset	9.5	10.6	10.3	529	517	523
Weymouth & Portland	2.9	3.2	3.1	158	154	156
Local Plan Area	12.4	13.7	13.4	686	670	679
2001-07 Trends						
West Dorset	11.0	12.2	12.0	612	598	605
Weymouth & Portland	3.2	3.4	3.4	172	168	170
Local Plan Area	14.2	15.7	15.3	785	766	775

Source: PBA

PBA have selected the highest possible scenario, 775, as their recommendation for an annual build rate, of which 605 would be for West Dorset.

In summary (SHMA Part 1 Sec 6.43) PBA recommend increasing the rate of housing delivery above recent trends in line with their "2001-07 Trends" projection (the highest). The justification is to 'top up' the declining (and ageing) local population and secure the workforce. It necessitates attracting more inward migration to solve the presumed shortage on workforce.

The Conclusions (SHMA Part 1 Sec 7) includes these statements:

"...We have shown that since 2007 house building (and migration) fell in this area probably as a direct result of the credit crunch and recession. If projected forward the period from 2007 is unlikely to represent a true reflection of housing need over the plan period.

"We have tested a number of higher projections. The longer term, 10 year projection (01-11 Trends) includes both 'boom and bust' in its trend period and broadly covers an economic cycle. This suggests 621 households per annum (679 dwellings) should be provided. However on closer examination meeting this projection is unlikely to provide any growth in the local labour force; at least using the conservative economic activity rate assumptions we have adopted.

"The higher PBA projection (01-07 'pre-recession') provides for an increase in migration flows to levels seen in the 'boom' period. This flow of migration results in a small increase in local labour. This requires 709 households per annum (this equates to 775 dwellings).

"For this reason we recommend housing need figure for the joint plan area of 775 dwellings per year."

Part 2 Section 5 – Affordable Housing Need

The second part of the SHMA scrutinised calculates the number of "Affordable" dwellings needed.

A number of statements are made:

(Sec 5.6) The table shows that there are 1,562 households currently in unsuitable housing or lacking their own housing in West Dorset and the most common reason for unsuitability is overcrowding. (Sec 5.7) Some of these households in unsuitable housing are likely to be able to afford alternative accommodation in the market sector without requiring subsidy.

(Sec 5.8) These households in unsuitable housing or lacking their own housing are therefore tested for their ability to afford market housing in their authority area using the standard base affordability test.

(tables follow, showing as a percentage how many are assumed to be unable to afford market housing)

(Sec 5.9) Overall, 74.8% (1,169 households) of unsuitably housed households or households lacking their own housing in West Dorset are unable to afford market housing and are in current need.

(a number of adjustments follow, being summarised in Table 5.11 which gives a "gross annual supply" requirement of 362 Affordable Homes for West Dorset)

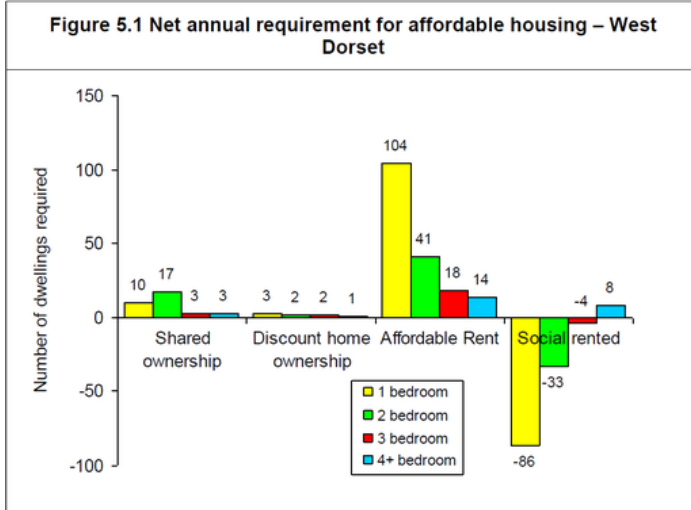
(Sec. 5.36) The standard assumption that no more than 25% of household income should be spent on rent should be altered to 30% because it's "the most suitable for West Dorset". This means more people would be able to afford to rent a home than previously thought and the number of new Affordable Homes per annum drops from 362 to 300.

(Sec 5.40) Single people under 35 are expected to share. That removes a further 34 from the total per annum.

(Sec 5.41) Private rented accommodation (using Local Housing Allowance) is being used as Affordable Housing, providing 161 new properties per annum – so those can also be removed from the total.

(Sec 5.43) Taking all the above into account, the real requirement is 104 Affordable Homes per year for West Dorset.

A further set of calculations and tables derive the gap between supply and demand of different sizes and types of affordable home. The outcome is a graphical representation (Sec 5.54) of the shortfall (upwards columns) and surplus (downward) of each. (The sum of all of the columns is 104 shortfall).



The section concludes that since there is a surplus of Social Rented homes, they should be converted into Affordable Rented instead.

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