

LODERS NEIGHBOURHOOD PLAN – NOVEMBER 2015

Submission Consultation - Representations summary

Rep #	Respondent	Summary										
1	Richard Brown, Landscape Planning Officer Dorset AONB	<p>Thank you for consulting the Dorset AONB Team. We welcome the production of the draft Loders Neighbourhood Plan and its recognition of the relationship of the Plan with Dorset AONB. Considering the approach of the draft Plan to protection of valued features and the control of future development, the AONB Team is satisfied that this is unlikely to produce significant effects on Dorset AONB, as long as high quality design can be achieved within the incremental growth that will occur.</p> <p>Section 3.2 makes reference to ‘special qualities’, which are said to be described within section 2 of the draft Plan. While recognising that section 2 covers various features and characteristics that are important to the area’s identity, it does not explicitly identify the special qualities of the area. Should there be a desire to produce a list of ‘special qualities’, there may be merit in considering links with the ‘special qualities’ of Dorset AONB, which are:</p> <table border="1"> <thead> <tr> <th>Special Quality</th> <th>Comprising</th> </tr> </thead> <tbody> <tr> <td>Contrast and diversity – a microcosm of England’s finest landscapes</td> <td> <ul style="list-style-type: none"> • A collection of fine landscapes • Striking sequences of beautiful countryside that are unique in Britain • Uninterrupted panoramic views to appreciate the complex pattern and textures of the surrounding landscapes • Numerous individual landmarks • Tranquillity and remoteness • Dark night skies • Undeveloped rural character </td> </tr> <tr> <td>Wildlife of national and international significance</td> <td></td> </tr> <tr> <td>A living textbook and historical record of rural England</td> <td> <ul style="list-style-type: none"> • An exceptional undeveloped coastline • A rich historic and built heritage </td> </tr> <tr> <td>A rich legacy of cultural associations</td> <td></td> </tr> </tbody> </table> <p>Elsewhere there may be opportunities to strengthen the references to Dorset AONB and highlight where the designation relates to your policies and objectives. Should you wish to strengthen the legislative and policy</p>	Special Quality	Comprising	Contrast and diversity – a microcosm of England’s finest landscapes	<ul style="list-style-type: none"> • A collection of fine landscapes • Striking sequences of beautiful countryside that are unique in Britain • Uninterrupted panoramic views to appreciate the complex pattern and textures of the surrounding landscapes • Numerous individual landmarks • Tranquillity and remoteness • Dark night skies • Undeveloped rural character 	Wildlife of national and international significance		A living textbook and historical record of rural England	<ul style="list-style-type: none"> • An exceptional undeveloped coastline • A rich historic and built heritage 	A rich legacy of cultural associations	
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		<p>context relating to Dorset AONB, the following points may be incorporated:</p> <ul style="list-style-type: none"> • AONBs are designated under the National Parks and Access to the Countryside Act 1949. The purposes of the AONB designation were updated and confirmed by the Countryside Commission in 1991. The primary purpose of the designation is to conserve and enhance natural beauty of the area. In pursuing the primary purpose, account should be taken of the needs of agriculture, forestry, other rural industries and the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment. • The Countryside & Rights of Ways Act 2000 confirmed the significance of AONBs and created improved arrangements for their management. Section 85 placed a statutory duty on all ‘relevant authorities’ to have regard to the purpose of conserving and enhancing natural beauty when discharging any function affecting land in AONBs. Section 89 places a statutory duty on local planning authorities to act jointly to produce a Management Plan for each AONB in their administrative area. The Management Plan is regarded as a material consideration. • The National Planning Policy Framework (NPPF) states, at section 115 that: “Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty...”. <p>A final observation relates to the term ‘protect and enhance’, which is used on two occasions within the draft Plan. While we are not opposed to the use of this term, we would recommend it is replaced with ‘conserve and enhance’ in order to be consistent with the primary purpose of the AONB designation.</p>
2	David Stuart, Historic Places Adviser Historic England	<p>Thank you for your consultation on the Lodders Neighbourhood Plan.</p> <p>We were consulted on a draft of the Plan in the spring of this year and a copy of our response is attached. This confirmed that we had no specific comments we wished to make on the Plan at that stage and having reviewed the document in light of the Submission consultation I can confirm that there is no change in our position.</p> <p>We wish the community and its Plan best wishes for a successful outcome.</p> <p><u>Previous Response</u></p> <p>First of all we must congratulate your community on the preparation of a Plan which so fully draws upon the historic character of its area to inform its policies. There is clearly a great deal of understanding of what makes the area special and this is very much valued locally. The detailing of policies to ensure that heritage assets will be protected and enhanced in ways which respond to their individual and collective significance is a very positive and commendable feature and certainly appears consistent with statutory advice on the</p>

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		<p>historic environment contained in the National Planning Policy Framework (NPPF).</p> <p>The Plan does not otherwise raise any particular issues upon which we feel the need to comment. We are therefore happy to defer to the Planning and Conservation team at West Dorset District Council to provide specific and on-going advice on the particular points you have raised and the Plan preparation process generally.</p>
3	<p>Gill Smith, Senior Planning Officer Dorset County Council</p>	<p>Thank you for consulting Dorset County Council on the Submission Draft Loders Neighbourhood Plan. We are pleased to have been consulted on the Plan and offer the following comments for the Neighbourhood Plan Group's consideration:</p> <p>Flood Risk</p> <p>We are encouraged that flooding is included and considered, albeit briefly, within the Overview (S.2 / p5) section of the document.</p> <p>However we offer the following recommendations;</p> <p>s.3.2 – acknowledges sustainable development but fails to highlight either flood risk or surface water management directly.</p> <p>s.3.4 and s.3.5 – fail to reference flood risk or surface water management directly. The corresponding policies H1 and B1 should be amended to acknowledge and highlight these potential concerns and areas of consideration for new development.</p> <p>Whilst we appreciate that specific sites or allocations are not given within the Neighbourhood Plan, the scale of fluvial and surface water flooding seen within the parish in recent years warrants the inclusion and consideration of these issues.</p> <p>Transport Planning</p> <p>Loders sits on the National Cycle Network Route 2 (NCN2). It would be useful to refer to that in the transport context of the plan. The aspiration to bring more services and shops into the neighbourhood in order to reduce the need to travel for villagers is positive and cyclists on NCN 2 would be a useful additional source of custom to help make businesses more viable. While the short stretch between Bridport and the villages is hilly which might deter some from cycling, it does offer the chance to reduce the number of car trips by allowing people who so choose to cycle into Bridport.</p>
4	<p>Bharath Devaiah, South Network Strategy Team SGN</p>	<p>Thank you for letter dated 22nd September 2015, asking for comments on proposed developments as part of</p> <p><u>Loders Neighbourhood Plan Submission Consultation</u></p> <p>As per your Loders Neighbourhood Plan, Submission Draft: June 2015 document:</p> <p>"SGN have assessed the impact of your proposed 10 houses over a planned period to 2027, and based on the</p>

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		<p>spread of development, majority of expansion are anticipated in the village and in the peripheral areas of the parish we can conclude that on the whole, our gas infrastructure will not be significantly affected by the levels of growth proposed."</p> <p>While information obtained through the provision of Neighbourhood Plan on your Website is important to us, it only acts to identify potential development areas.</p> <p>Our principle statutory obligations relevant to the development of our gas network, arise from the Gas Act 1986 (as amended), an extract of which is given below:-</p> <p>Section 9 (1) and (2) which provides that:</p> <p>9. General powers and duties</p> <p>(1) It shall be the duty of a gas transporter as respects each authorised area of his:-</p> <p>(a) to develop and maintain an efficient and economical pipe-line system for the conveyance of gas; and</p> <p>(b) subject to paragraph (a) above, to comply, so far as it is economical to do so, with any reasonable request for him –</p> <p>(i.) to connect to that system, and convey gas by means of that system to, any premises; or</p> <p>(ii.) to connect to that system a pipe-line system operated by an authorised transporter.</p> <p>(1A) It shall also be the duty of a gas transporter to facilitate competition in the supply of gas.</p> <p>(2) It shall also be the duty of a gas transporter to avoid any undue preference or undue discrimination -</p> <p>(a) in the connection of premises or a pipe-line system operated by an authorised transporter to any pipe-line system operated by him; and in the terms of which he undertakes the conveyance of gas by means of such a system.</p> <p>We would not therefore develop firm extension or reinforcement proposals until we are in receipt of confirmed developer requests.</p> <p>As SGN is the owner and operator of significant gas infrastructure within the area and due to the nature of our license holder obligations;</p> <ul style="list-style-type: none"> • Should alterations to existing assets be required to allow development to proceed, then the alterations will require to be funded by a developer. • Should major alterations or diversions to such infrastructure be required to allow development to proceed this could have a significant time constraint on development and as such any diversion

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		<p>requirements should be established early in the detailed planning process.</p> <p>We would therefore request that where the Council are in discussions with developers, via the Local Plan, these early notification requirements are highlighted.</p> <p>Additionally, SGN are aware of the advances being made in renewable technologies, especially those related to the production of bio-methane. Should any developer be proposing to include such technology within their development, then we would highlight the benefits of locating these facilities near existing gas infrastructure.</p> <p>Again where the Council are in discussions with developers, via the Local Plan, we would hope that these early notification requirements are highlighted.</p>
5	Gaynor Gallacher, Business Support NDD South West Highways England	<p>Thank you for providing Highways England with the opportunity to comment on the Loders Neighbourhood Plan submission draft. Having reviewed the document, we are satisfied that the proposed policies are unlikely to lead to development that will cause a severe impact on the A35, which runs through the south of the plan area. We therefore have no specific comments to make, but in general terms we welcome the focus of the proposed policies to enable limited growth to reflect local needs and support sustainable community facilities, which should help reduce the need for out-commuting.</p> <p>We have noted that under Section 2 Overview reference is made to the findings of a Parish Survey where a key local transport issue was safety concerns about the Uploders junction with the A35. Although the reported collision data for the junction over the last few years has not indicated a current safety problem, we would nonetheless be concerned about any new development that would significantly increase turning movements at this junction. To that end we also welcome their proposed policy B1 which seeks to restrict business development that would lead to an increase in traffic through the plan area. We also note under Section 4 Monitoring and Review, that the Parish Council will continue to liaise with the relevant highways authorities concerning identified traffic issues and we welcome the ongoing community engagement and feedback that will provide.</p>
6	Graham White, Wayleave Officer SSE	I refer to your letter dated 22 September in respect of the above and would advise that Loders does not fall in the area covered by SEPD.
7	Peter Smith, Chair Western Area Transport Advisory Group	<p>WATAG would be please to advise any of the Towns or Parishes on public transport issues.</p> <p>We have a number of members who would be happy to join subject working parties.</p> <p>Please do not hesitate to contact us on this email address or phone 01308 424646.</p>
8	Martyn Dunn, Development Coordinator	Not our area.

LODERS NEIGHBOURHOOD PLAN – SUBMISSION CONSULTATION SUMMARY OF RESPONSES (SEPTEMBER - NOVEMBER 2015)

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	South West Water	
9	Graham Paisley, Network Development Planner Scottish and Southern Energy	There are no comments I wish to make.