

Objs	Policies	Comments	WHO	AONB Response
Strongly agree	Strongly agree	personally I like the emphasis on getting people back enjoying inland Dorset		Support
Agree	Agree		0	n/a
Agree	Agree	See comment 9.1 - Support for the project delivered by the Litter Free Coast and Sea team is welcomed. Tourism; through temporary campsites and increased visitor pressure can also impact on water quality in rivers and the coast.		Support
0	0	I haven't got anything to say in relation to the transport elements in the plan other than being in support of promoting active travel to access the AONB wherever possible		Support
Strongly agree	Strongly agree		0	n/a
Agree	Agree	Developing the notion of discovery though enquiry and curiosity through remote access		Action planning
Strongly agree	0	Re 9.2.3 Opportunities and Pressures: I wonder whether working to make Dorchester more clearly the hub of a more "joined-up" tourism offer inland might not be a significant contribution in future years to taking tourism pressure off the coastal areas to some extent.		Too specific; policy framework would support this
Agree	Agree	Section 9.2 ('Exploring, Understanding, Engaging') is of particular interest to the LAF, and we welcome the acknowledgment in section 9.2.1 that 'The AONB's high quality landscape and heritage makes a substantial contribution to people's physical health and mental wellbeing, providing opportunities for physical activity, social interaction, relaxation and inspiration.' The 5th paragraph of that section should include reference to the England Coast Path (which will supersede the South West Coast Path in due course, and already does so in part). In section 9.2.2 (Significance), we suggest adding an additional bullet point: • Public rights of way and access (which would cover the England Coast Path, other named and promoted routes within the AONB, the rights of way network and open access land (as defined under the Countryside and Rights of Way Act).		Amendments made
		In section 9.2.3 (Pressures). We note the comment about high levels of bus-pass usage causing problems for the long-term economic sustainability of services but we are concerned that doesn't tell the full story (bullet point 2). During the life of the current AONB Plan rural bus routes have all but disappeared in Dorset: the county council now subsidises only key inter-town routes; the rest are being left to sink or swim on a commercial basis. Many routes are therefore only surviving on the strength of bus-pass use (for which the companies do receive some remuneration).		Amendments made
		We suggest adding to bullet point 6 a reference to the fact the rights of way network is fragmented and that often walkers and riders (both on horse and on bicycle) are forced on to busy country roads, often alongside traffic travelling at the national speed limit.		Amendments made
		The LAF fully supports and welcomes the policies set out in EU1 and EU2 and hopes that with policies such as EUE2c (support measures to improve connectivity and functionality of the public rights of way network, including long distance routes, to meet local and visitor needs) and EUE2d (develop, support and promote integrated sustainable access and travel options in the AONB) in place, that the AONB will be able to tap into funding sources to meet the shortfalls in funding being met by Dorset County Council (and shortfalls likely to be met by its successor authority, Dorset Council). For example, in parts of the county, multi-user trails are being developed as a way of opening up routes which will be usable by a wide range of members of the community, and a few years ago external funding was found to allow a previously very boggy stretch of the Priest's Way to be upgraded, so as to allow school children to use it on a daily basis.		Support
Strongly agree	Strongly agree		0	n/a
Agree	Disagree	• Unfortunately, there is inadequate provision for the practical, local management of visitor numbers and impacts based on an actual and up-to-date (and regularly updated) evidence base, including the direct involvement of the local Parish / Town Council. • The emerging LPPs in the August 2018 LP Review, particularly ECON9, ECON10 and ECON11 might be amended to include specific provision to set up, and annually update a review of visitor numbers, and impacts on local communities, where the local communities are directly involved through the Parish / Town Council. • AMP Policy EUE2 needs and additional entry on the list which makes specific provision for the management of visitor numbers and the impact on local communities, with the involvement of the Parish / Town Council.		Some comments for Local Plan process, some will be covered by new 9.2.5, some action
		Paragraph 9.2.1: The parish council agrees that local communities have a fundamental role in safeguarding the future of the AONB and welcomes all efforts to help local residents to enjoy, understand and appreciate the importance of the area.		Support

		<p>Paragraph 9.2.3: Opportunities – The parish council welcomes bullet point 3 which reads “Promotion of inland walking (e.g. Wessex Ridgeway) and cycling routes to spread visitor economic benefits inland and reduce the pressure on the coast, though some inland routes are poorly maintained” and is interested to read bullet point 7 which reads: “Dorset Countryside are developing support for parishes to manage and prioritise maintenance of their own Public Rights of Way (PROW), including monitoring user impact on routes through fixed point photography”. To date we have seen little evidence of this; we frequently report problems on our rights of way network but the response from DCC is slow and many problems, particularly with ploughing and cropping of paths are not dealt with. Giving parish councils support to deal with problems themselves would be helpful. Parish councils could be added to the list of bodies in bullet point 14.</p> <p>Pressures – Second bullet point; the parish council would welcome any effort to encourage use of public transport and so to reduce the use of private cars. The better and more reliable the services, the more people will use them. The fact that many users do use their bus-passes when travelling on buses serves to illustrate the fact that there is a sector of the community which relies on buses to travel.</p>		Amendments made
		EUE4: The parish council welcomes these policies which will help local people to be actively engaged in conserving and enhancing the AONB.		Support
Strongly agree	Strongly agree	BTC strongly supports policies; EUE1 ‘Opportunities to experience and access the landscape for health & wellbeing benefits are plentiful’ and EUE2 ‘High quality sustainable tourism and access is widely available.’		Support
Agree	Agree	<p>We welcome the recognition that the natural environment provides outstanding health and wellbeing opportunities. Concern about the environmental impacts of pharmaceuticals is growing and the use of medicines by people continues to increase. There are three potential sources of pharmaceuticals in the environment: Patient use, improper disposal and point sources from the production of medicines. The main route by which pharmaceuticals enter the aquatic environment is through the discharge of treated effluent from sewage treatment works (STWs). As conventional sewage treatment processes do not typically remove these compounds, a high proportion pass into the environment. The estimated cost of adding treatment processes to remove pharmaceuticals from STWs in the Wessex Water region is in excess of £2 billion, along with additional energy and chemical costs.</p> <p>We are therefore supportive of measures (including those in EUE1) to create a healthier region and would recommend that any new policy consider steps to reduce health inequalities by ensuring that the wider determinants of health are addressed in an integrated and co-ordinated way. This should take a systematic approach to improving the mental and physical health of all people within the AONB and surrounding areas through promotion of a more active and healthy lifestyle for all and enable people to make healthy choices.</p>		Support
0	0	There is some inconsistency in level of detail between the sections, for example 9.1.3 opportunities and pressures for The Working Landscape, is a relatively short high level list, compared with 9.2.3 on Exploring, Understanding, Engaging which has more elaboration and examples given. This could give the impression that there are fewer opportunities and pressures in the first section, which is not the case, so either 9.1.3 needs some fleshing out or 9.2.3 some cutting down, possibly both.		Amendments made
Strongly agree	Strongly agree	More of the types of actions and projects that the AONB has led on for the last few years, such as Stepping into Nature, Wild Purbeck, South Dorset Ridgeway		Action planning
Strongly agree	Strongly agree	9.2.3: We’d recommend reordering the opportunities to bring similar opportunities together (e.g. there are health and wellbeing opportunities throughout this section).		Amendments made
		9.2.3: We recommend including reference to self-care health benefits (i.e. being in nature is good for health and wellbeing) and well as the therapeutic green-care aspects (i.e. targeted interventions). There could be mention of the health services’ Prevention at Scale agenda within the Sustainability and Transformation Plan, within this section (although it is mentioned elsewhere).		Amendments made
		Continued community engagement and nature and wellbeing activities		Action planning
Disagree	Disagree	Regarding traffic pressure, visitor numbers, 'staycations', transport infrastructure and opportunities for local businesses, there's an important point that needs to be highlighted. The area is desperately lacking adequate road access from the east. The A31 from Bere Regis to Wimborne is renowned for its severe congestion, especially during seasonal holidays. This has a significant negative impact on travel time for local people commuting to work or delivering services/goods to the wider area; it deters potential visitors and acts as a major disincentive to entrepreneurs considering investment, because locations are simply out of reach. Asides from these socio-economic effects, the congestion itself is a major environmental blight on the periphery of the area. There's also a spill-over effect onto parallel routes, which are usually rural lanes. Excellent relief roads were constructed around Bere Regis, Tolpuddle and Puddletown, but that was over twenty years ago. They were designed in a way that's sympathetic to the environment, well screened and landscaped. The solution is of course beyond the scope of the AONB Plan but nevertheless, I believe the constraint is worthy of inclusion due to its significance.		Not relevant to plan

		9.2.3 Indeed the Wessex Ridgeway footpath is worthy of promotion and investment in signage. It's not widely known, even amongst the local community.		Support
Strongly agree	Strongly agree	I would like to see the development of a digital hub which goes beyond the Dorset AONB and 'Dorset for you' web presence. A web based resource that might be the first port of call for individuals and groups wishing to engage with the landscape of the AONB. This would essentially be a knowledge based resource that enabled and empowered local communities (and visitors) on engagement with many aspects of exploring, understanding etc.. Most importantly it might be editable (in part) allowing users to upload information about projects, gatherings, events, opportunities.		Action planning
Strongly agree	Strongly agree	Opportunity for Electric bike network for encouraging inland transport		Action planning
		A key function of the AONB is "Leisure and Recreation". Access is poor and the public is concentrated into small areas. Public transport is non-existent in most areas and what services do exist are totally inadequate. Car parking is very limited, particularly away from "honey pots", so it is difficult to find parking places that are sensible for accessing the footpaths and bridleways that appear on the OS maps. Further, the maintenance of signage on footpaths is poor, many footpaths/gates/styles are in disrepair and many landowners do not reinstate footpaths after cultivation. There are few places for snacks/meals outside towns and pubs are closing. The lack of transport and amenities are also an issue for local workers (see below).		Leisure and recreation are not key functions of the AONB nor its partnership, however they are addressed by many actions which are supported by this policy framework.
Strongly agree	Strongly agree	With regards to the section on Cultural legacy – the incredible range of creative and collaborative projects developed in partnership with multiple partners including cultural and arts organisations in the last Framework should be highlighted more in this opening section as they are now part of a rich legacy of contemporary creative work inspired by the landscape. In the last sentence, "The strong arts community in Dorset etc etc etc" we feel should read "also provides a creative way for engaging hard to reach audiences etc etc".		Amendments made
		To add to the Opportunities list – 9.2.3 Bullet 1 – an example of social prescribing would be the highly successful Stepping into Nature programme, lead partner AONB. Bullet 2 – Links to walks also includes developing creative guides to walks and exploring the landscape such as artist led creative guides to South Dorset Ridgeway Field Guide by Amanda Walwark Bullet 3 – include the use of reciprocal marketing to help promote inland walking Bullet 4 – A year-round offer should also cater for both visitors and local communities alike Bullet 9 – Interpretation should also include artist led approaches including temporary, site specific and permanent interpretative materials Bullet 10 – Digital content has already happened and may be worth name checking in terms of downloadable music apps e.g. "Satsymph"		Amendments made
		Additional bullet points to possibly include • Improve public realm and visitor experience at sites such as improving car parks etc through an artist led regeneration approach e.g. Blackdowns • Building a sense of place and increasing social capital in local communities through creative collaborations inspired by the landscape		Amendments made
Agree	Agree	We also suggest that if not already covered, Allotments and community orchards need to be added to the list of valued features, making a contribution to Biodiversity and green corridors in urban areas. Allotments provide local people of all ages with the opportunity to grow their own food and to enjoy the exercise and social intercourse which are part of the activity all year round. As such they make a significant contribution to the promotion of healthier lifestyles and to the improvement of physical and mental wellbeing. (comment also in TWL)		Amendments made
		EUE2a Develop and support inland visitor experiences compatible with the purposes of AONB designation to spread economic benefits and reduce pressure on the coast. An important policy for us.		Support
		EUE4a Support and encourage opportunities for parish and town councils, community groups, businesses and individuals to conserve and enhance the AONB. We are not sure how this can be delivered but feel it could be of particular value to our Parish Council.		Support
Agree	Agree			