



Alternative Submitted Sites Consultation Summary

West Dorset, Weymouth & Portland Draft Local Plan

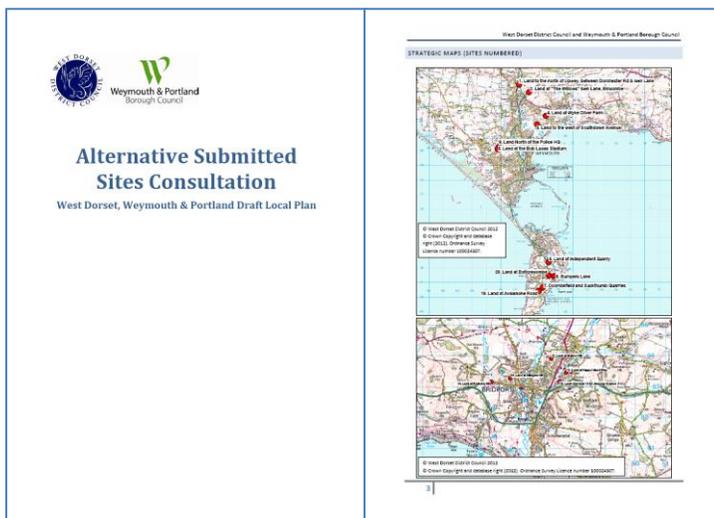
Introduction

Since 2007, West Dorset District Council and Weymouth & Portland Borough Council have been gathering research and information to identify the issues and needs of their respective areas in order to update their local plans. In June 2011, the two councils agreed to prepare a joint Local Plan covering West Dorset and Weymouth & Portland. This will replace each authority's existing adopted Local Plan. The work has taken forward previous research and consultation, supplemented where necessary by new research and evidence. An informal stage of consultation took place in 2011 to provide people with a further chance to influence the new local plan and comment on potential development sites.

In June 2012, formal consultation took place on a pre-submission draft of the Local Plan. The draft plan contained a series of strategic housing and employment allocations across the plan area of West Dorset and Weymouth & Portland. Over 2,000 representations from approximately 900 respondents were received, and a small proportion of those respondents suggested new 'Alternative' development sites either in addition to or in place of land identified in the draft Plan.

The Councils' adopted Statements of Community Involvement (SCI) require further consultation to be undertaken where alternative/objection sites have been raised during the pre-submission stage in order to allow the public the opportunity to express their opinions.

Some of the sites put forward by developers/landowners were located within existing Defined Development Boundaries. These sites were not included in the alternative sites consultation as within these boundaries, development would normally be permitted and will have been taken into account. Consultation focused on those sites located outside the defined development boundary where sufficient information had been provided to identify the exact extent of the proposed site (for example a clearly marked area on an OS base map) and where a potential land use had been given. The 'Alternative Submitted Sites Consultation Paper' sets out the sites as well as the views of the individuals and organisations who submitted them.



How we consulted

The Alternative Sites consultation offered the public an opportunity to have their say on these sites. Comments on the Alternative Sites were welcomed between the 8th November and the 20th December 2012.

A statutory notice (right) was published in the Dorset Echo; All 'View From' newspapers and the Blackmoor Vale at the commencement of the consultation. A press release was also issued by the council.

Over 600 people were consulted using a database containing stakeholders who had expressed an interest in being informed of

**West Dorset, Weymouth & Portland
Draft Local Plan Alternative Sites consultation**

During June and July and July 2012, West Dorset District Council and Weymouth and Portland Borough Council consulted on a pre-submission draft of the Local Plan. That consultation process raised a number of Alternative Sites for consideration. The Councils now have a duty to consult with the public on these Alternative Sites. These sites have not been proposed by the council and are not included in the draft Local Plan.

To view the Alternative Sites and to tell us what you think of the sites visit www.dorsetforyou.com/newlocalplan/westweymouth. Copies of the Alternative Sites consultation document are available for inspection at the above Offices between 8.30am and 5pm Monday to Thursday or 8.30am to 4.30pm Fridays, and also at local libraries. If you prefer, you can e-mail your comments to s.policy@westdorset-weymouth.gov.uk or in writing to:

Local Plan Alternative Sites Consultation West Dorset District Council Stratton House 58/60 High West Street Dorchester DT1 1UZ	or: Local Plan Alternative Sites Consultation Weymouth & Portland Borough Council Council Offices North Quay Weymouth DT4 8TA
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Your comments should be about Alternative Sites only and should clearly reference the site on which you are commenting.
Consultation on the Alternative Sites will close on the 20 December 2012.

consultations relating to planning policy. The database also included statutory consultees, town and parish councils and adjoining local local authorities.

Respondents were encouraged to respond using a paper comments form, completing a form for each individual site. Respondents also had the option to reply by writing a standard letter or email. Whichever option was chosen, respondents were asked to indicate clearly whether they supported or objected to the site giving their reasons.

Copies of the Alternative Sites consultation document and comments form were placed on deposit at the Council Offices in Weymouth and Dorchester. Copies of the consultation document were also placed on deposit in local libraries for the duration of the consultation period. All the consultation material was made available online on the draft Local Plan homepage www.dorsetforyou.com/newlocalplan/west/weymouth.

Who responded?

After the consultation closed, the findings were collated and analysed by Planning Officers. Approximately 1,200 people responded. Appendix 1 shows the quantity of responses per Alternative Site and a summary is given of the comments received. Key stakeholders who responded include the Environment Agency; Natural England; English Heritage and Dorset County Council. These have been summarised alongside the findings of the general public.

Approximately half of the consultation responses received related to objections to the Alternative Site at Happy Island Way in Bridport. The majority of these responses were received in the form of a standard letter containing a series of bullet points. There were a number of variants to the standard letter. Other sites receiving a particularly strong level of opposition included the amenity land north of the A35 in Dorchester and the land at Drimpton.

The sport and leisure accommodation proposal at Coombefield and Suckthumb Quarries received the most public support of any alternative site. Portland Town Council has started work to prepare a Neighbourhood Plan for the island.

Appendix 1 – Alternative Sites Consultation Summary

Alternative Site	Quantity of Responses, Key Stakeholders?	Summary of main issues raised
<p>Land to the North of Upwey, between Dorchester Rd & Icen Lane, Weymouth</p>	<p>Object: 26 (including: Weymouth Civic Society; Upwey Society; Dorset Wildlife Trust; Highways Agency; Dorset AONB; Winterborne Farrington Parish Council);</p> <p>Support : 2;</p> <p>Neutral: 4 (Natural England; Dorset County Council; Environment Agency; Wessex Water)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – DCC raise no objection in principle on highways grounds but note that traffic management and pedestrian facilities may require third party land. The site is remote from services and schools. Old Station Road and Icen Lane are not suited to additional traffic due to height and width limitations. Archaeological evaluation would be needed. In terms of education, at least a three form entry school would be required if brought forward with other allocations. – The Highways Agency have concerns due to the proximity to the A354 and potential impact on the strategic road network where it meets the A35. ○ Natural England considers that the land to the east of the railway line, which includes the Ridgeway SNCI and a number of small hedged fields, is likely to be constrained by wildlife interests. The proposed development would be contrary to the Dorset AONB designation and the land should remain protected from development. Natural England note that there may be scope for some development in the southern parts of the proposed allocation, but careful consideration would need to be given to the views from elsewhere in the AONB, and appropriate landscaping with the eastern and northern margins would be necessary. ○ DCC and the Environment Agency confirm the presence of Surface Water Flooding issues. An Ordinary Watercourse is noted. ○ Wessex Water requires additional foul water improvements to safeguard water quality. ○ Winterborne Farrington Parish Council noted that further residential development off the Dorchester Road would be contrary to DCC investment in traffic calming measures and echoed many of the other comments (below). <p>Other comments</p> <ul style="list-style-type: none"> – Dorset AONB team note that the site does not relate well to any existing development. Sites outside the AONB designation should be prioritised. – The access roads to the site are narrow and restricted and further development would create traffic congestion.

Alternative Site	Quantity of Responses, Key Stakeholders?	Summary of main issues raised
		<ul style="list-style-type: none"> – There are potential surface water drainage issues. – The Upwey Society considered that development would detract from the special character of the Upwey Conservation Area – Further development would put pressure on existing local services such as schools, healthcare and retailing. – Loss of wildlife corridor. Dorset wildlife Trust object to the part of the site which falls on the Ridgeway SNCI. – Proximity of Weymouth Relief Road would lead to amenity concerns i.e. noise, vibration. – The size, shape and position of the site combined with its positioning in relation to the railway line with few crossing points results in a lack of permeability and accessibility to local facilities.
<p>Land at the 'Willows' Icen Lane, Bincombe</p>	<p>Object: 9 (including Natural England; Weymouth Civic Society; Highways Agency; Dorset AONB, Winterborne Farrington Parish Council);</p> <p>Support: 0;</p> <p>Neutral: 3 (Dorset County Council; Environment Agency; Wessex Water)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – Natural England considers this allocation would be unsound. The proposed site is within the AONB and development should only be permitted in exceptional circumstances. This could set a precedent for further encroachment into the AONB. – The Highways Agency has concerns due to the proximity to the A354 and potential impact on the strategic road network where it meets the A35. – Winterborne Farrington Parish Council objected to the northward expansion of Weymouth into the AONB. ○ DCC raise no objection in principle on highways grounds noting that the site has good vehicular and cycle access to the Weymouth Relief Road. However, improvements to Icen Lane would be required. The site is not within primary school walking distance but within reasonable distance of facilities in Littlemoor. Archaeological evaluation would be needed. In terms of education, this site (along with Land at Wyke Oliver Farm) would put further pressure on Bincombe Valley school which could not expand to a three form entry on its current site. ○ DCC and the Environment Agency confirm the presence of Surface Water Flooding issues. Two ordinary watercourses noted. ○ Wessex Water note that foul water disposal may require improvements to the existing sewer network. ○ Surface water flooding confirmed by the Environment Agency.

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		<p>Other comments</p> <ul style="list-style-type: none"> – Dorset AONB team considers this site alone does not relate well to the existing settlement. Considered alongside policy LITT1, the site lies beyond the acceptable northern limit of potential development. – Weymouth Civic Society considered the site extended too far into the AONB. – Development may result in flooding and surface water drainage issues – Adverse impact on wildlife. – A visually prominent site. – The access roads to the site are constrained, i.e due to the Weymouth Relief Road and nearby Railway Bridge. Only narrow access via Icen Lane. – The site is poorly located to Weymouth Town Centre, and there are few local employment opportunities.
<p>Land to the West of Southdown Avenue, Weymouth</p>	<p>Object: 28 (including Natural England; RSPB; Dorset Wildlife Trust; Highways Agency);</p> <p>Support: 2; (including Dorset AONB)</p> <p>Neutral: 3 (Dorset County Council; Environment Agency; Wessex Water)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – Natural England considers that this proposal represents a significant intrusion into the Lorton Valley; has a detrimental impact on rural character and will result in a reduction in ecological connectivity. It would not ensure a ‘no net loss’ to biodiversity. – The Highways Agency have concerns due to the proximity to the A354 and potential impact on the strategic road network where it meets the A35. ○ DCC note that part of the site was identified as Green Infrastructure and was compulsory purchased as part of the Weymouth Relief Road. DCC raise no objection in principle on highways grounds however the site is not within primary school walking distance or good walking distance of facilities at Overcombe. Vehicular access to main road facilities, through the existing estate is approximately 1mile. The south site may require third party land to gain access and the area of this site is currently poorly served by public transport. Archaeological evaluation would be needed. In terms of education this development is likely to put further pressure on St. John’s Primary requiring it to two form entry. DCC note potential for surface water flooding. ○ The Environment Agency confirms the site is adjacent flood zone 2/3. May be at further risk due to sea level rise and increased storminess. ○ Wessex Water note the existence of a public foul main crossing the site north to south, this would be a constraint on building and tree planting. Foul water disposal may require improvements to the existing sewer network.

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		<p>Other comments</p> <ul style="list-style-type: none"> - RSPB consider that land identified for a country park should be identified within the Lorton Valley Country Park irrespective of any development allocation. - Site should be subject to appropriate environmental assessment, given biodiversity interest and proximity to Lodmoor SSSI. - There are concerns over the suitability of access roads, i.e. surface quality and width. Fears over capacity of road network on the Overcombe Estate to absorb further development. - Would result in the loss of a greenfield site and incursion into green gap. - Steeply sloping site with potential surface water run-off issues. - Adverse impact on wildlife, particularly on the RPSB nature reserve. - Dorset Wildlife Trust objected due to the proximity to the SSSI and Lorton Valley Nature Park. + Dorset AONB team note that this site should not result in any significant landscape and visual impacts to the AONB. The principle of development is supported in terms of reducing the pressure for development that affects the AONB. + Provides more flexible and responsive housing supply than option LITT1. + Provides additional dwellings in a location that would not affect the AONB. + Delivers a significant amount of green infrastructure to link to the Lorton Valley Nature Park. + Provides a sustainable and permanent land use to prevent the coalescence of adjacent areas.
Wyke Oliver Farm, Weymouth	<p>Object: 8 (including Natural England; Weymouth Civic Society; Dorset Wildlife Trust; Highways Agency);</p> <p>Support: 1;</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> - Natural England are concerned by the extent of development westwards into the Lorton Valley, resulting in the narrowing of wildlife corridor/open gap. It would not ensure a 'no net loss' to biodiversity. Less harm if development were limited to eastern half of the proposed allocation. - The Highways Agency have concerns due to the proximity to the A354 and potential impact on the strategic road network where it meets the A35. o DCC raise no objection in principle on highway grounds but note that pedestrian and cycle links should be provided between the two proposed sites and to link both sites to

Alternative Site	Quantity of Responses, Key Stakeholders?	Summary of main issues raised
	<p>Neutral: 4 (Wessex Water; Dorset County Council; Environment Agency; Dorset AONB)</p>	<p>the local schools. Archaeological evaluation would be needed. In terms of education provision, this site (along with Land at “the Willows” Icen Lane) would put further pressure on Littlemoor / Bincombe Valley beyond which could be accommodated on sites through expansion of existing school premises.</p> <ul style="list-style-type: none"> ○ DCC and the Environment Agency note that the site includes a number of ordinary watercourses and that there is potential for surface water flooding. ○ Wessex Water note the need to undertake capacity improvements to foul sewerage. They also note major public foul and foul sewers running across the site. These would be a constraint on building and tree planting. Foul water disposal may require improvements to the existing sewer network. <p>Other comments</p> <ul style="list-style-type: none"> – Proposal encroaches into an open gap and could lead to coalescence of Littlemoor and Preston. Weymouth Civic Society objected to the loss of the open gap. – Concerns over the high volumes of traffic in the Overcombe Estate which would increase as a result of this alternative site. – Development may result in flooding and surface water drainage issues. – Concerns over adverse impact on wildlife and biodiversity. – Proposal would detract from the special landscape qualities and visual impact of the area. – Dorset Wildlife Trust objected to the potential loss of greenspace/amenity area. + Provides additional dwellings in a location that would not encroach in the AONB. + Delivers a significant amount of green infrastructure to link to the Lorton Valley Nature Park. + Provide a sustainable and permanent land use to prevent the coalescence of adjacent areas. ○ Dorset AONB notes the proximity to the AONB designation and importance of preserving the open gap for recreation and biodiversity, linking with the Lorton Valley Country Park.
<p>Land at the Bob Lucas Stadium formerly known as the Wessex Stadium,</p>	<p>Object: 14 (including Chickerell Town Council; Weymouth</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> ○ DCC have no objection in principle but improvements to cycle and pedestrian links with Southill, Chickerell and at Wessex Roundabout will be required. There may be a

Alternative Site	Quantity of Responses, Key Stakeholders?	Summary of main issues raised
Weymouth/Chickerell	<p>Civic Society; DJ Properties; Betterment Properties);</p> <p>Support: 4; (including Highways Agency; Dorset AONB)</p> <p>Neutral: 3 (Dorset County Council; Wessex Water; Environment Agency)</p>	<p>requirement to make some modifications to the geometric design of to the roundabout to give capacity and greater safety. Would result in the loss of a community/recreational facility. In terms of education provision, this site would result in pressure on both Chickerell and Southill Primary – this will re-enforce the need to relocate Chickerell Primary to a 3 form entry site but expansion would still be required at Southill Primary. There is no capacity to expand at Conifers Primary. DCC note that the site adjoins an ordinary watercourse and is susceptible to surface water flooding.</p> <ul style="list-style-type: none"> ○ Wessex Water note a combined public sewer running west to east, which would be a constraint on building and tree planting. Foul water disposal may require improvements to the existing sewer network. + The Highways Agency is generally supportive of development in Chickerell due to proximity of local employment centres. – Chickerell Town Council has objected, on the grounds that the site is isolated from the rest of Chickerell, that further residential development is not needed here, that it would involve the loss of recreational land, and would harm the green gap and wildlife corridor. <p>Other comments</p> <ul style="list-style-type: none"> – The site is located well outside the development boundary, isolated from Chickerell and not easily accessible on foot to the town centre. – Further residential development in this location is not needed. – Contrary to previous “rejected site” recommendation in SHLAA. – Would require the relocation of the football club to provide an alternative suitable replacement of equal or better value. – Weymouth Civic Society are opposed the loss of land with recreation value. + Dorset AONB note that this site should not result in any significant landscape and visual impacts on the AONB. The principle of development is supported in terms of reducing the pressure for development that affects the AONB. + Close proximity to existing employment land (Granby) and local services. + Brownfield site, causing less detrimental impact on landscape and biodiversity. + Would take development pressure off Chickerell.
Bumpers Lane, Portland	Object: 7 (including	Statutory Consultees

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	<p>Natural England; Dorset Wildlife Trust; Dorset County Council);</p> <p>Support: 2 (including Stone Firms Ltd);</p> <p>Neutral: 4 (including Environment Agency; Highways Agency; Wessex Water; English Heritage)</p>	<ul style="list-style-type: none"> – Natural England notes that the Silklake Quarries SNCI forms a small part of the site but this has been cleared and no longer supports biodiversity interests. Natural England suggests that the remainder of the Silklake Quarry SNCI be included in the Portland Quarries Nature Park to secure safe public access and provide biodiversity enhancements. – DCC raise no objection on highways grounds but the cumulative impact of development on the transport capacity on Portland should be noted. The Minerals Planning Authority would object to this site as a housing allocation primarily due to the access to the current and likely future working areas of the quarry being via Bumpers Lane. The possibility of industrial archaeological remains associated with the former quarry should be assessed. In terms of education provision, this site combined with all the other developments on Portland could be accommodated through the expansion of existing school – either at the Isle of Portland Aldridge Community Academy or St. George’s Primary. DCC note that there is potential for surface water flooding. ○ The Highways Agency has reduced concern over the impact on the strategic road network, because of the distance of the site from the A35. ○ Wessex Water note foul water disposal may require improvements to the existing sewer network. ○ English Heritage notes that the site is adjacent to a conservation area – a heritage asset. ○ The Environment Agency confirms that surface water management will be required. <p>Other comments</p> <ul style="list-style-type: none"> – Development of this site would encroach into an Important Open Gap, damaging local wildlife and natural habitats. – Dorset Wildlife Trust note that the proposal would encroach into an area designated SNCI. Limestone Grassland habitats may be lost and would need taken into account. – Not well related to the existing built-up area. May result in backland or tandem development which can be difficult to integrate with the existing settlement pattern. – There is insufficient employment land on Portland to support further residential development. – The site provides part of an important east-west wildlife corridor for insects and

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		<p>migratory birds.</p> <ul style="list-style-type: none"> - Inadequate vehicular access for level of development proposed. + Part of the site is within an existing built-up area. + Development provides a better opportunity to enhance/manage the SNCI. + Within walking distance of Easton and good access to local schools and the transport network. + Available and deliverable within the next 5 years.
Coombeheld and Suckthumb Quarries, Portland	<p>Object: 3; (including Dorset County Council)</p> <p>Support: 61;</p> <p>Neutral: 3 (Environment Agency; Highways Agency; Wessex Water)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> - DCC unable to determine likely level of traffic generation due to unclear proposed use. Minerals Planning Authority objects to the allocation due to potential sterilisation of the resource and the potential for the allocation to prejudice the use of this and other permitted mineral sites. Conflict with Review of Minerals Permissions (ROMP). DCC note significant archaeological remains. And note potential for surface water flooding. o The Environment Agency confirms that surface water management will be required. o The Highways Agency have reduced concern over the impact on the strategic road network, because of the distance of the site from the A35. o Wessex Water note foul water disposal may require improvements to the existing sewer network. <p>Other comments</p> <ul style="list-style-type: none"> + Would support the local economy by creating jobs and investment on the island. + Would provide local people with access to recreational/community facilities. Particularly for young people. - Concern over increased traffic on the island. - Concern over the loss of Important Open Gap.
Land at Independent Quarry, Portland	<p>Object: 3; (Dorset County Council; Natural England; Dorset Wildlife Trust)</p> <p>Support: 1 (Crown Estate);</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> - Natural England notes the planning condition to restore to nature conservation uses. This site is regarded as a strategically important location, that once restored would strengthen ecological connectivity. Restoration of green infrastructure would be a pre-requisite to development. Compensatory measures may be necessary. Natural England considers this allocation would be unsound. - DCC raise no objection in principle on highways grounds. The proposed use

Alternative Site	Quantity of Responses, Key Stakeholders?	Summary of main issues raised
	<p>Neutral: 3 (Environment Agency, Highways Agency; Wessex Water)</p>	<p>(residential) would conflict with the Mineral Planning Authorities current aim of achieving restoration of this now disused quarry for nature conservation and public amenity. The MPA would object to the site allocation should the access conflict with use of the access to the masonry works. In terms of education provision, this site combined with all the other developments on Portland could be accommodated through the expansion of IPACA or St. George’s Primary. DCC note the potential for surface water flooding.</p> <ul style="list-style-type: none"> ○ The Environment Agency confirms that surface water management will be required. ○ The Highways Agency notes the site proximity from the strategic road network and have reduced concern over the impact on the strategic road network. ○ Wessex Water note foul water disposal may require improvements to the existing sewer network. <p>Other comments</p> <ul style="list-style-type: none"> – There is insufficient employment land on Portland to support further residential development. – Within an area of Local Landscape Importance. – Close proximity to SSSI and SAC, development would have a detrimental effect on these designations. – Dorset Wildlife Trust note that a condition/S106 agreement exists to restore the quarry for public amenity and nature conservation, and; – The site provides part of an important east-west wildlife corridor for insects and migratory birds. <p>+ Development could create and enhance new open spaces + No strategic on-site constraints.</p>
<p>Land North of Police HQ, Chickerell</p>	<p>Object: 4; (including Weymouth Civic Society);</p> <p>Support: 3 (including Dorset AONB; Highways Agency);</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> ○ Natural England has no site specific reasons to regard this as unsound, as the proposal provides significant areas of landscaping and wildlife corridors. The landscaping should focus on the creation of species rich limestone grassland. ○ DCC raise no objection in principle on highways grounds but improvements to cycle and pedestrian links with Southill, Chickerell and at Wessex Roundabout will be required. There may be a requirement to make some modifications to the geometric

Alternative Site	Quantity of Responses, Key Stakeholders?	Summary of main issues raised
	<p>Neutral: 4 (Dorset County Council; Natural England; Environment Agency; Wessex Water)</p>	<p>design of the roundabout to give capacity and greater safety. In terms of education provision, this site would result in pressure on both Chickerell and Southill Primary – this will re-enforce the need to relocate Chickerell Primary to a 3FE site but expansion would still be required at Southill Primary. There is no capacity to expand at Conifers Primary. DCC note surface water management issues.</p> <ul style="list-style-type: none"> ○ The Environment Agency note documented flooding problems with ordinary watercourse in Southill. ○ Wessex Water notes the presence of a water main which crosses through part of the site and that foul water disposal may require improvements to the existing sewer network. + The Highways Agency are generally supportive of development in Chickerell due to proximity of local employment centres. <p>Other comments</p> <ul style="list-style-type: none"> – Weymouth Civic Society noted a preference for the retention of this site as employment land to support the growth of Chickerell. – Not within easy walking distance of local services, due to topography. – Site access is constrained. + Dorset AONB note that this site should not result in any significant landscape and visual impacts on the AONB. The principle of development is supported in terms of reducing the pressure for development that affects the AONB. + The site is not within the AONB, there is no ecological interest on the site and the site has planning permission which recognises its development potential. + Could form logical part of the Chickerell Urban Extension, or redevelopment of the Bob Lucas Stadium. + Good accessibility to the highway network and nearby employment land.
<p>Amenity Space North of the A35, Weymouth Road, Dorchester</p>	<p>Object: 150 (Including Highways Agency; Dorchester Town Council);</p> <p>Support: 2 (Crossways</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> ○ Natural England recommends that any allocation preserves a requirement for providing an area of enhanced public open space within the site. ○ Surface water flooding confirmed by the Environment Agency. ○ DCC raise no objection in principle but suggest there should be no direct access via the B3147 or the A35. Archaeological evaluation would be appropriate. In terms of

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	<p>Parish Council; Dorchester Civic Society);</p> <p>Neutral: 5 (Dorset County Council; Natural England; Environment Agency; Wessex Water; Dorset AONB)</p>	<p>education provision, this could be delivered through the extension of Prince of Wales, if it is not extended to accommodate existing proposed housing, while another ½ FE would have to be found at St. Mary’s Charminster. DCC note that the area is at risk of surface water flooding.</p> <ul style="list-style-type: none"> ○ Wessex Water requires additional improvements to safeguard water quality. – The Highways Agency have major concerns relating to development in this location due to proximity with the Stadium Roundabout. <p>Other comments</p> <ul style="list-style-type: none"> – Area of land suffers from surface water flooding and drainage issues which will be exacerbated by further development. – The Castle Park estate is already congested and further housing will add to existing traffic congestion. – Potential for impact on local scheduled ancient monuments. – Concern at the loss of play area and amenity space. – Development would further reduce opportunities for residential car parking. – Access and road safety concerns – Concerns over impact on local school places. – Loss of greenfield site ○ Dorset AONB note that this site should not result in any significant landscape and visual impacts but note that the site is visible from within the Dorset AONB.
Land North of Dorchester	Object: 11; (including Dorset County Council; Natural England; Highways Agency; Dorchester Town Council; Dorchester Civic Society; Stinsford Parish Council; Charminster Parish Council)	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – Natural England considers that the proposal would have significant consequences for local landscape. Allocation would result in a significant increase in disturbance within the River Frome floodplain. – DCC have major concerns as to the likely impact on the on the local highway network and the practicality of footway and cycle links. Site not within easy reach of schools and services by sustainable modes. DCC are concerned that development in this area would have a significant negative impact on the character of the surrounding landscape and the setting for Dorchester. The existing settlement pattern and relationship with Charminster and Stinsford would be adversely affected. Lots of known archaeology. In

Alternative Site	Quantity of Responses, Key Stakeholders?	Summary of main issues raised
	<p>Support: 25 (including Crossways Parish Council)</p> <p>Neutral: 4 (Wessex Water; Environment Agency; Dorset AONB; English Heritage)</p>	<p>terms of education provision, this alternative site would require an additional 1.5 FE to be found in Dorchester, this could be delivered through the extension of the Prince of Wales School and St Mary’s Charminster. DCC note that the area is susceptible to surface water flooding and significant overland flow north/south.</p> <ul style="list-style-type: none"> – The Highways Agency consider this option to have the most impact on the strategic road network, noting serious constraints from Cuckoo Lane to Stinsford roundabout, as well as Max Gate and Stadium Roundabout junctions. The Agency suggests that this site is marginally preferable to the development proposed at Crossways. Necessary mitigation could include dualling the A35 between Cuckoo Lane and Stinsford. – English Heritage notes that the site is adjacent to several heritage assets. ○ Wessex Water note the existence of a number of water mains crossing the site, these would be a constraint on building and tree planting. Wessex Water also notes the need for significant improvements to ensure no increased risk from sewer flooding and no deterioration in water quality to the existing environment. ○ The Environment Agency confirms flood zones and surface water drainage either within or adjacent the site. <p>Other comments</p> <ul style="list-style-type: none"> + In comparison to development at Crossways, this site is closer to existing amenities and employment land, and would reduce amount of traffic on more rural roads. ○ Dorset AONB note that this site should not result in any significant landscape and visual impacts but note that the site is visible from within the Dorset AONB. Comprehensive landscape mitigation and enhancement scheme would be necessary. – No natural boundary to development, could set a precedent for further expansion northwards/westwards. – Concern over increased traffic congestion at Stinsford Roundabout. – Concern that the village of Chraminster would be absorbed by this growth option.
<p>Land at Watton Hill, Allington, Bridport</p>	<p>Object: 11 (including Natural England; Bridport Town Council; Allington Parish Council;</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> ○ DCC have no objection to small scale development served from Pyemore Lane. Any additional vehicular movements or vehicle access to Dodhams Lane would be strongly opposed. DCC note that further development up the hillside will create a significant

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	<p>Highways Agency);</p> <p>Support: 0;</p> <p>Neutral: 5 (including Dorset County Council; Environment Agency; Wessex Water; Dorset AONB; English Heritage)</p>	<p>landscape and visual impact. DCC note the presence of fluvial flood zones 2 & 3.</p> <ul style="list-style-type: none"> ○ Wessex Water note that foul water disposal may require improvements to the existing sewer network. ○ English Heritage notes that the site is adjacent to a medieval field system – a heritage asset. ○ The Environment Agency confirms that due to the steeply sided and elevated site, the management of surface water run-off as a result of any development proposal will be an important consideration <p>– Natural England note that the site is within the AONB and that given the availability of other areas of land within the plan area is not consistent with the NPPF and should be regarded as unsound.</p> <p>– The Highways Agency has reservations due to the proximity to the A35 and the impact on the strategic road network.</p> <p>– Allington Parish Council and Bridport Town Council noted that this proposal could lead to increased flood risk, and the access would be unsuitable.</p> <p>Other comments</p> <ul style="list-style-type: none"> – The site is visible from many public vantage points. – The site has an informal recreation value, e.g. walking. – Restricted access to site. ○ Dorset AONB note that the site is within the AONB but recognised the limitations on meeting housing need from areas outside the designation. Overall concern with the extent to which Watton Hill is covered. Parts of the site feel remote from the existing settlement.
<p>Land at Allington Hill, Allington, Bridport</p>	<p>Object: 6 (including Natural England; Highways Agency; Dorset AONB);</p> <p>Support: 0;</p> <p>Neutral: 4 (Dorset</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> ○ The Environment Agency confirms that due to the steeply sided and elevated site, the management of surface water run-off as a result of any development proposal will be an important consideration. ○ DCC have no objection to small scale development off some of the existing cul-de-sacs but this may involve third party land. Road access from Park Road is wholly unsuitable for access to additional development. DCC note that further development up the hillside will create a significant landscape and visual impact. DCC also note overland

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	County Council; Environment Agency; Wessex Water; English Heritage)	<p>flows and surface water runoff.</p> <ul style="list-style-type: none"> ○ Wessex Water notes that capacity improvements are likely to require local upsizing works or relief sewers. ○ English Heritage notes that the site is adjacent to a conservation area – a heritage asset. – Natural England note that the site is within the AONB and that given the availability of other areas of land within the plan area is not consistent with the NPPF and should be regarded as unsound. – The location of Bridport adjacent to the A35 is a concern for the Highways Agency. <p>Other comments</p> <ul style="list-style-type: none"> – Dorset AONB note that the site is within the AONB but recognise the limitations on meeting housing need from areas outside the designation. Dorset AONB considers that further development would significantly compromise the character of the open hill top. – Would have a dominant and adverse impact on the character and the AONB. – Topography would require significant landscaping. – The site is popular for informal recreation and wildlife. – The site is visible from a wide area due to its elevation.
Land at Ryeberry Hill, Bridport	Object: 4 (including Natural England; Highways Agency; Dorset AONB); Support: 0; Neutral: 2 (Wessex Water; Environment Agency)	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – Natural England note that the site is within the AONB and that given the availability of other areas of land within the plan area is not consistent with the NPPF and should be regarded as unsound. – The location in Bridport adjacent to the A35 is a concern for the Highways Agency. ○ Potential flood risk from the river Simene. The Environment Agency confirms that the site is part within flood zones 2 & 3 and that more vulnerable development is not considered appropriate within the floodplain of the River Simene. The remainder of the site is elevated and steep, the management of surface water run-off as a result of any development proposal will be an important consideration. ○ DCC has no objection in principle but enhancements to pedestrian facilities and traffic calming measures would be required. ○ Wessex Water note the presence of public foul and water mains, these would be a

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		<p>constraint on building and tree planting. Wessex Water note that foul water disposal may require improvements to the existing sewer network.</p> <p>Other comments</p> <ul style="list-style-type: none"> – Dorset AONB note that the site is within the AONB but recognise the limitations on meeting housing need from areas outside the designation. Dorset AONB considers that the existing ribbon development compromises the integrity of the settlement edge and that further development would exacerbate this. – Development in this location could have an adverse effect on the character of the immediate area and the AONB.
<p>Land at Happy Island Way, Bradpole, Bridport</p>	<p>Object: 620 (including Natural England, Highways Agency; Bridport Town Council; Alington Parish Council; King Charles Estate Residents Association)</p> <p>Support: 1;</p> <p>Neutral: 5 (Dorset County Council; Environment Agency; Wessex Water; Dorset AONB; Dorset Wildlife Trust)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – Natural England note that the site is within the AONB and that given the availability of other areas of land within the plan area, the development of this site is not consistent with the NPPF and should be regarded as unsound. – The location in Bridport adjacent to the A35 is a concern for the Highways Agency. – Bridport Town Council and Alington Parish Council objected on the basis that the site was in a flood plain and it should be retained as part of a green corridor. ○ DCC note a lack of direct link between the site and the nearest bus stop, but have no objection in principle on highways grounds, subject to some traffic calming measures and modifications. Archaeological evaluation may be appropriate. ○ The Environment Agency confirms that the site is part within flood zones 2 & 3. The majority is in Flood Zone 1 and is elevated and steep, the management of surface water run-off as a result of any development proposal will be an important consideration. ○ Wessex Water note the presence of a public foul rising main which would be a constraint on building and tree planting. Wessex Water note that foul water disposal may require improvements to the existing sewer network. <p>Other comments (including Residents Association Report)</p> <ul style="list-style-type: none"> – Development would be out of character with the AONB. The visual impact will worsen. – The site provides an important element of open countryside which cuts through the built up areas of Bradpole and Bridport.

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		<ul style="list-style-type: none"> – There is the potential for damage to wildlife stocks in the River Asker. – The sloping site is clearly visible from many vantage points. – Happy Island is an amenity area of considerable local importance. – There is a strong opposition to Greenfield development in the Bradpole Parish Plan. – Development would increase the speed of surface water run-off, adding to flood risk. – Land closest to the river provides protection from surface water run-off, which would be lost to development. – The site should be protected under draft policy ENV3: Green Infrastructure Network. The town of Bridport already has adequate provision of housing land, there is no need for this development option. – Already adequate housing provision being made in Bridport. Allocation of this site is unnecessary. ○ Dorset AONB note that the site is within the AONB but recognise the limitations on meeting housing need from areas outside the designation. Dorset AONB acknowledge that the site appears a logical extension to the existing settlement. A comprehensive landscape mitigation and enhancement scheme will be necessary. ○ Dorset Wildlife Trust note that this development must provide a very wide buffer from the river edge.
Land Opposite 13-93 Jessopp Avenue, Bridport	<p>Object: 10 (including: Natural England; Bridport Town Council; Dorset Wildlife Trust; Allington Parish Council; Highways Agency);</p> <p>Support: 1;</p> <p>Neutral: 5 (Dorset County Council; Environment Agency; Dorset AONB; Dorset</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – Natural England note that the site is within the AONB and that given the availability of other areas of land within the plan area is not consistent with the NPPF and should be regarded as unsound. – The location in Bridport adjacent to the A35 is a concern for the Highways Agency. ○ The Environment Agency confirms that part of the site is within Flood Zone 3. ○ DCC raise no objection in principle on highways grounds. Access via Jessopp Avenue may require third party land. DCC consider that flood risk and surface water management are duly considered. <p>Other comments</p> <ul style="list-style-type: none"> – Site within the AONB. – Forms part of an important green corridor and should form part of the Green

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	Wildlife Trust)	<p>Infrastructure Network.</p> <ul style="list-style-type: none"> – Likely to damage wildlife and increase flood risk (site too close to riverbank). – An important site for informal recreation. + Could be a suitable location for a small number of dwellings avoiding development near the river. + Negligible visual impact. ○ Dorset Wildlife Trust note that this development must provide a very wide buffer from the river edge. ○ Dorset AONB note that the site is within the AONB but recognise the limitations on meeting housing need from areas outside the designation. There is concern at the negative landscape and visual impact within the undeveloped flood plain.
Land behind the Little Chef, Winterborne Abbas	<p>Object: 2 (including Natural England);</p> <p>Support: 1 (including Dorset AONB);</p> <p>Neutral: 3 (Dorset County Council; Environment Agency; Highways Agency)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – Natural England note that the site is within the AONB and that given the availability of other areas of land within the plan area is not consistent with the NPPF and should be regarded as unsound. ○ The Environment Agency confirms that the site is very close to Flood Zones 3 & 2 and area at risk of surface water flooding. ○ DCC have no objection in principle on highways grounds, but note the impact on the A35. In terms of education provision, the proposed development could be absorbed by existing capacity at Winterborne Abbas. ○ The Highways Agency note that the village of Winterborne Abbas is considered one of the more sustainable in the area and doesn't envisage significant concerns due to the level of development proposed. ○ Wessex Water note the presence of a public water main, this will be a constraint on building and tree planting. <p>Other comments</p> <ul style="list-style-type: none"> + Dorset AONB considers this to be a logical space for development within the perceived settlement boundary of Winterborne Abbas. The site is well hidden from the wider landscape due to the enclosed nature of the valley. A comprehensive landscape mitigation and enhancement plan is necessary. – Concern over further development following recent flooding events in Winterborne

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Land at Drimpton	<p>Object: 119 (including Natural England; Dorset AONB);</p> <p>Support: 9 (including Highways Agency);</p> <p>Neutral: 5 (Wessex Water; Dorset County Council; Environment Agency; English Heritage; Somerset County Council)</p>	<p>Abbas.</p> <p>Statutory Consultees</p> <ul style="list-style-type: none"> - Natural England note that the site is within the AONB and that given the availability of other areas of land within the plan area is not consistent with the NPPF and should be regarded as unsound. o The Environment Agency confirms that the site is part in Flood Zones 3 & 2, more vulnerable development is not considered appropriate within the floodplain of the River Axe. Remainder of site in Flood Zone 1. o DCC notes that the village of Drimpton does not have many services or facilities. There is also a lack of footways and poor visibility on many junctions. Access would be required off Oxhayes and Marksmead. In terms of education provision, there is spare capacity at Broadwindsor Primary. The site adjoins an ordinary watercourse and contains associated flood zones. o English Heritage notes that the site is adjacent to a conservation area – a heritage asset. o English Heritage notes that the site is adjacent to a listed building – a heritage asset. - Somerset County Council consider that the need for any significant additional housing in Drimpton would need to be clearly evidenced, and need to play a complimentary role in the proposals for the neighbouring market towns of Chard and Crewkerne. + The Highways Agency note the distance of the site from the strategic road network and are encouraged by the provision of employment land which would assist in reducing trip numbers. <p>Other comments</p> <ul style="list-style-type: none"> - Dorset AONB has strong concerns for the principle of such a large scale site. Development would alter the dispersed character of the existing settlement. Possible scope for more sensitive small scale development here. - The amenities in the village are very poor, i.e. no shop, small public house and . Nearest primary school facility is in Broadwindsor. - There is limited public transport provision in the village. - There are concerns over increased traffic generation and the suitability of existing roads to cope with this increase.

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Land at Bottomcombe, Portland	<p>Object: 3 (including Dorset Wildlife Trust);</p> <p>Support:2;</p> <p>Neutral: 5 (Wessex Water; Natural England; Dorset County Council, Environment Agency; English Heritage)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> ○ The Environment Agency confirms that surface water management will be required. ○ DCC have no objection in principle on highways grounds but footway links would be necessary. An assessment of industrial archaeology is needed. The Minerals Planning Authority would not object to this allocation. ○ The Highways Agency notes the site proximity from the strategic road network and have reduced concern over the impact on the strategic road network. ○ Wessex Water note that foul water disposal may require improvements to the existing sewer network. ○ English Heritage notes that the site is adjacent to a conservation area – a heritage asset. ○ Natural England has no site specific reasons to regard this allocation as unsound given the proposals for managing and protecting the adjacent Bottomcombe SNCI. Natural England recommends the SNCI is included within the Portland Quarries Nature Park to secure safe public access and appropriate biodiversity enhancements. <p>Other comments</p> <ul style="list-style-type: none"> – Dorset Wildlife Trust were concerned over the potential conflict with SNCI which has already experienced some damage. The SNCI should be handed over to an appropriate management body. – The site forms part of an Important Open Gap which should be preserved.
Land at Avalanche Road, Portland	<p>Object: 29; (including Dorset County Council)</p> <p>Support: 0;</p> <p>Neutral: 3 (Wessex Water; Highways Agency; Environment Agency)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> – DCC question the sustainability of the location as there are no local amenities or schools. Part of the site is subject to minerals planning permission and may conflict with sensitive land uses such as residential development. ○ The Environment Agency confirms that surface water management will be required. ○ The Highways Agency notes the site proximity from the strategic road network and have reduced concern over the impact on the strategic road network. ○ Wessex Water notes that capacity improvements are likely to require local upsizing works or relief sewers.

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		<p>Other comments</p> <ul style="list-style-type: none"> - Traffic congestion and high levels of on-street parking are common in this location. Further development would add to this problem. - Development in this area would harm the character of the Important Open Gap. - Development of this site would result in the loss of open space and could impact on the views across the island and the World Heritage Site.
Land at Charminster Farm, Charminster	<p>Object: 3 (including Charminster Parish Council)</p> <p>Support: 1</p> <p>Neutral: 4 (Dorset County Council; Dorset AONB; Wessex Water; Environment Agency)</p>	<p>Statutory Consultees</p> <ul style="list-style-type: none"> o The Environment Agency confirms that surface water management will be required. o DCC have no objection in principle on highways grounds but footway, cycleway and traffic calming may be required. Education provision is subject to the nature of development at other alternative sites. o Wessex Water note the presence of a public water main which crosses the site, this will be a constraint on building and tree planting. Wessex Water note that foul water disposal may require improvements to the existing sewer network. - Charminster Parish Council objected on the basis that the site should be considered in the wider context of a neighbourhood plan, taking into account factors such as school provision. <p>Other comments</p> <ul style="list-style-type: none"> o Dorset AONB considers that this site should not result in any significant landscape and visual impacts due to its location within the existing settlement. + Would support local housing needs. + This site would help broaden the distribution to development in the spatial strategy, by helping to meet local needs in larger villages. + The site is the most suitable development option in Charminster