



West Dorset and Weymouth & Portland councils - housing delivery review

Prepared for

West Dorset & Weymouth and Portland councils

February 2015



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1 Introduction

West Dorset District and Weymouth & Portland Borough councils have commissioned BNP Paribas Real Estate to provide an independent analysis of the anticipated delivery of housing sites over the Local Plan period.

This assessment has been undertaken by Anthony Lee MRTPI MRICS, RICS Registered Valuer, a senior director in the Residential Consulting Division at BNP Paribas Real Estate. He has extensive experience of assessment of the viability and deliverability of residential and mixed use developments on behalf of local authorities, developers, registered providers and landowners. He was a member of the working group under the Chairmanship of Sir John Harman which produced '*Viability testing local plans: Advice for planning practitioners*' (June 2012).

1.1 Background

The Local Plan is at Examination stage, with hearings held from 25 November to 9 December 2014. During the hearings, the Council advises that the Inspector raised concerns regarding the councils' assessment of their housing delivery over the whole plan period to 2028 and also over the first five years of the plan to 2019.

The councils have therefore commissioned this report to assess the anticipated rate of delivery on existing allocated sites, committed sites and allocations proposed in the plan. The Council's assessment of anticipated delivery is set out in the Strategic Housing Land Availability Assessment ('SHLAA') Update 2014 ref: CD/SUS9 and Chapter 3 of the Submission version of the Local Plan ref: CD/SP6.

1.2 Report structure

The subsequent sections of this report are structured as follows:

- **Section 2** outlines the Council's assessment of delivery, including its housing trajectory;
- **Section 3** reviews housing delivery, with reference to macro-factors, district/borough specific factors; and delivery trends;
- **Section 4** reviews the delivery of individual sites and reflects on the prospects for achieving the timescales for delivery identified by the Council in its housing trajectory; and
- **Section 5** sets out our conclusions.

1.3 Disclaimer

In accordance with PS 1.6 of the RICS Valuation – Professional Standards (January 2014 Edition) (the 'Red Book'), the provisions of VPS 1 to VPS 4 are not of mandatory application and accordingly this report should not be relied upon as a Red Book valuation.

This report is addressed to West Dorset District Council and Weymouth & Portland Borough Council only and should not be reproduced without our prior consent.

2 The Council's assessment of delivery

The councils' assessment of housing delivery is set out in its SHLAA Update 2014 and in Chapter 3 of the Submission version of the Local Plan.

The updated version of Chapter 3 of the Submission version of the Local Plan, dated July 2014, notes that 13,175 new homes and 60 hectares of employment land will be required over the plan period (2011 to 2028). The distribution of development will be influenced by the needs and sizes of existing settlements; the benefits of concentrating development which are most sustainable in terms of access to employment, facility and transport; the availability of land; and the environment constraints of the areas.

The Plan notes that the main development opportunities will be met by existing commitments and strategic allocations at the following locations, which will provide circa 7,300 new homes, equating to 55% of housing units required.

Table 2.1: Strategic allocations and commitments – Submission version of the Local Plan July 2014

| Settlement | Location | Housing units | Policy reference |
|------------|-----------------------------------|---------------|------------------|
| Weymouth | Weymouth Town Centre | 600+ | WEY1 |
| | Markham & Little Francis | 320 | WEY10 |
| | Land south of Louviers Road | 100 | WEY11 |
| | Land at Wey Valley | 320 | WEY12 |
| | The Old Rectory, Lorton Lane | 30 | WEY13 |
| | Littlemoor Urban Extension (part) | 150 | LITT1 |
| Portland | Osprey Quay | 69 | PORT2 |
| | Former Hardy Complex | 384 | PORT3 |
| Chickerell | Putton Lane area | 250 | CHIC1 |
| | Chickerell Urban Extension | 850 | CHIC2 |
| | Land at Rashley Road | 50 | CHIC3 |
| Littlemoor | Littlemoor Urban Extension | 350 | LITT1 |
| Dorchester | Poundbury phases 3 and 4 | 1183 | DOR1 |
| | Weymouth Ave Brewery site | 521 | DOR6 |
| | Red Cow Farm | 54 | DOR7 |
| | Land south of St George's Road | 50 | DOR8 |
| | Land at Allington Avenue | 50 | DOR9 |
| Crossways | Land at Crossways | 500 | CRS1 |
| Bridport | Vearse Farm | 760 | BRID1 |
| | Land off Skilling Hill Road | 40 | BRID2 |
| | Land east of Bredy Vet's Centre | 40 | BRID3 |
| | St Michael's Trading Estate | 93 | BRID5 |
| Beaminster | Land north of Broadwindsor Road | 120 | BEAM1 |
| Lyme Regis | Woodberry Down | 90 | LYME1 |
| Sherborne | Barton Farm | 279 | SHER1 |
| | Former Gas Works site | 30 | SHER4 |

During the first five years of the Plan, the Council has calculated the requirement to be 5,471 housing units. This is calculated as follows:

Table 2.2: Five year housing land requirement

| Requirement | Calculation |
|--|---|
| Annual housing requirement as at April 2014 | 775 units per annum |
| Plan period requirement: 17 years @ 775 per annum | 13,175 units over plan period |
| Five year requirement 2014 to 2019: 20% buffer for under-delivery Housing shortfall since 2011 (completions total 1,504, but 2,325 units should have been delivered (i.e. 3 x 775 per annum) | 775 x 5 = 3,875 units 20% of 3,875 = 775 2,325 units required less 1,504 delivered = 821 unit shortfall |
| Total housing requirement over five years | 3,875 base requirement + 775 buffer + 821 shortfall = 5,471 units |

The Council's housing trajectory provides the Council's estimate of delivery of housing from all sources. This is summarised in Table 2.3. Against a five year housing requirement of 5,471 units (including a 20% buffer and addressing historic shortfalls), the Council's housing trajectory suggests delivery of 5,662 units, which satisfies the requirement.

Table 2.3: Housing trajectory

| | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 |
|---------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Live (extant) permissions | 771 | 771 | 550 | 329 | 329 | 173 | 173 | 173 | 173 | 173 | 173 | 173 | 173 | 173 |
| Local Plan allocations | 0 | 0 | 130 | 559 | 637 | 400 | 440 | 440 | 440 | 390 | 170 | 140 | 0 | 50 |
| Large identified sites | 0 | 134 | 267 | 401 | 534 | 267 | 263 | 263 | 263 | 236 | 174 | 174 | 174 | 174 |
| Minor identified sites | 0 | 0 | 0 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Rural exception sites | 0 | 16 | 16 | 16 | 16 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Rural conversions | 0 | 0 | 0 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Neighbourhood plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| Total per annum | 771 | 921 | 963 | 1398 | 1609 | 945 | 981 | 1009 | 1009 | 932 | 650 | 620 | 480 | 530 |
| Total first five years | 5,662 | | | | | - | | | | | | | | |
| Whole plan total | 12,818 | | | | | | | | | | | | | |

3 Review of housing delivery

The councils have requested a review of their assessment of delivery of housing on the major sites over the first five years of the plan and over the plan period. This review considers the following factors:

- Current market conditions in the housing market;
- Macro factors affecting the housing market;
- Identified demand in the area; and
- Recent delivery and trends following the housing market recession between 2008 and 2012.

Before considering the factors above, we identify in Table 3.1 (overleaf) the councils' current assessment of the likely rates of delivery on each of the major sites, comprised of Local Plan allocations and large committed sites.

3.1 Current housing market conditions

The historic highs achieved in the UK housing market by mid-2007 followed a prolonged period of real house price growth. However, a period of 'readjustment' began in the second half of 2007, triggered initially by rising interest rates and the emergence of the US subprime lending problems in the last quarter of 2007. The subsequent reduction in inter-bank lending led to a general "credit crunch" including a tightening of mortgage availability. The real crisis of confidence, however, followed the collapse of Lehman Brothers in September 2008, which forced the government and the Bank of England to intervene in the market to relieve a liquidity crisis.

The combination of successive shocks to consumer confidence and the difficulties in obtaining finance led to a sharp reduction in transactions and a significant correction in house prices in the UK, which fell to a level some 21% lower than at their peak in August 2007 according to the Halifax House Price Index. Consequently, residential land values fell by some 50% from peak levels. One element of government intervention involved successive interest rate cuts and as the cost of servicing many people's mortgages is linked to the base rate, this financial burden has progressively eased for those still in employment. This, together with a return to economic growth early in 2010 (see November 2014 Bank of England GDP fan chart (Figure 3.1), showing the range of the Bank's predictions for GDP growth to 2017) has meant that consumer confidence has improved to some extent.

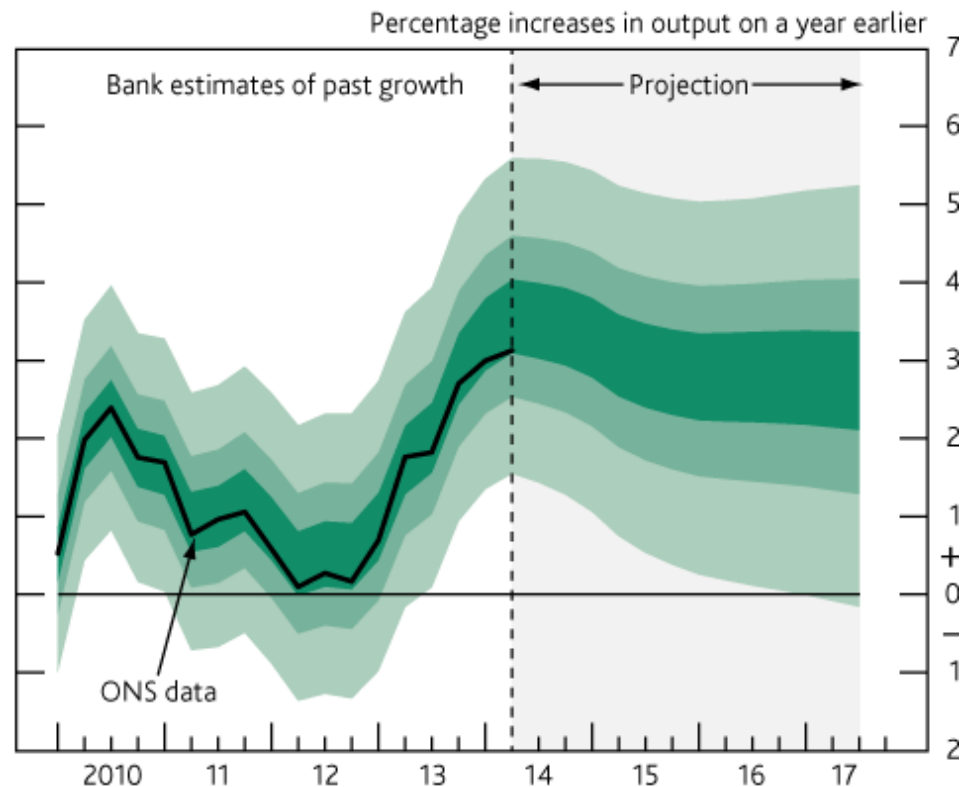
Throughout the first half of 2010 there were some tentative indications that improved consumer confidence was feeding through into more positive interest from potential house purchasers. Against the background of a much reduced supply of new housing, this would lead one to expect some recovery in prices. However, this brief resurgence abated with figures falling and then fluctuating in 2011 and 2012, with the Halifax House Price Indices showing a fall of 0.6% in the year to March 2012. The Halifax attributed some of the recovery during that period with first time buyers seeking to purchase prior to the reintroduction of stamp duty from 1st April 2012. The signs of improvement in the housing market towards the end of 2012 continued through 2013 and into 2014, however in the last quarter of 2014 the pace of the improvement has been seen to moderate.

Table 3.1: The councils' assessment of rates of delivery on Local Plan allocations and large committed sites; SHLAA July 2014

| Ref | Location | Net units | Residual units | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2021/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 |
|-------|--|-----------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| BEAM1 | Land North of Broadwindsor Rd | 120 | 120 | - | - | 40 | 40 | 40 | - | - | - | - | - | - | - | - | - |
| BRID1 | Vearse Farm | 760 | 760 | - | - | 60 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | - | - | - | - |
| BRID2 | Land off Skilling Hill Road | 40 | 40 | - | - | - | - | - | - | - | - | - | - | - | 40 | - | - |
| BRID3 | Land east of Bredy Vets Centre | 40 | 40 | - | - | - | 20 | 20 | - | - | - | - | - | - | - | - | - |
| BRID5 | St Michaels Trading Estate | 93 | 93 | - | - | 30 | 33 | 30 | - | - | - | - | - | - | - | - | - |
| CHIC1 | Putton Lane | 250 | 59 | - | - | - | 30 | 29 | - | - | - | - | - | - | - | - | - |
| CHIC2 | Chickerell Urban Extension North | 350 | 350 | - | - | - | 21 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 42 | - | - |
| CHIC2 | Chickerell Urban Extension East | 470 | 470 | - | - | - | 28 | 55 | 55 | 55 | 55 | 55 | 55 | 56 | 56 | - | - |
| CHIC3 | Land off Rashley Road | 50 | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | 50 |
| CRS1 | Land at Crossways | 500 | 500 | - | - | - | - | - | 30 | 100 | 100 | 100 | 100 | 70 | - | - | - |
| DOR4 | Charles Street, Dorchester | 69 | 51 | - | - | - | 51 | - | - | - | - | - | - | - | - | - | - |
| DOR8 | Land off Allington Avenue | 50 | 50 | - | - | - | - | 50 | - | - | - | - | - | - | - | - | - |
| DOR9 | Land south of St Georges Road | 50 | 50 | - | - | - | 50 | - | - | - | - | - | - | - | - | - | - |
| LITT1 | Littlemoor Urban Extension | 500 | 500 | - | - | - | 30 | 60 | 70 | 90 | 90 | 90 | 70 | - | - | - | - |
| LYME1 | Woodberry Down | 90 | 44 | - | - | - | - | 44 | - | - | - | - | - | - | - | - | - |
| PORT2 | Osprey Quay | 69 | 30 | - | - | - | 30 | - | - | - | - | - | - | - | - | - | - |
| SHER4 | Former Gasworks | 30 | 30 | - | - | - | 30 | - | - | - | - | - | - | - | - | - | - |
| WEY10 | Markham and Little Francis | 320 | 140 | - | - | - | 30 | 60 | 50 | - | - | - | - | - | - | - | - |
| WEY12 | Land at Wey Valley | 320 | 320 | - | - | - | 50 | 50 | 50 | 50 | 50 | 50 | 20 | - | - | - | - |
| WEY13 | The Old Rectory, Lorton Lane | 30 | 30 | - | - | - | 15 | 15 | - | - | - | - | - | - | - | - | - |
| | Poundbury, Dorchester Phases 3 and 4 | 1183 | 1183 | - | - | - | 58 | 58 | 110 | 110 | 110 | 110 | 117 | 120 | 130 | 130 | 130 |
| | Hardy Complex, Weymouth | 554 | 348 | - | - | 100 | 100 | 148 | - | - | - | - | - | - | - | - | - |
| | Barton Farm, Sherborne | 279 | 279 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Brewery Square, Dorchester | 168 | 168 | - | 50 | 50 | 68 | - | - | - | - | - | - | - | - | - | - |
| | Former Eldridge Brewery Site, Dorchester | 162 | 162 | - | 50 | 50 | 62 | - | - | - | - | - | - | - | - | - | - |

| Ref | Location | Net units | Residual units | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2021/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 |
|-----|--------------------------------------|-----------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Destiny Fields, Weymouth | 162 | 162 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Land South of Louviers Rd, Weymouth | 100 | 100 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Former Fire Stn North Quay, Weymouth | 43 | 43 | - | 43 | - | - | - | - | - | - | - | - | - | - | - | - |

Figure 3.1: Bank of England Fan Chart



Source: Bank of England

Both the Halifax and Nationwide continue to report on the moderation of the annual pace of price growth in their December 2014 House Price Index Updates. Robert Gardiner, Nationwide's Chief Economist identifies that "the annual pace of house growth continued to soften in November, falling from 9.0% to 8.5%, marking the third consecutive month where annual growth has moderated."

This view is shared by Halifax's Housing Economist Martin Ellis who comments that "Annual price growth in the three months to November slowed further, to 8.2% from 8.8% in October."

However in light of this, both reports make reference that despite this fall in annual growth, house prices have increased from October to November by 0.3%.

It is noted that both reports also make reference to a decline in mortgage approvals. The Halifax report states that "The volume of mortgage approvals for house purchases fell in October to 59,426. Approvals have now fallen 22% from 76,574 in January 2014". Similarly the Nationwide report identifies that "the number of mortgages approved for house purchase in September was almost 20% below the level prevailing at the start of the year and 27% below the long term average."

Despite this, both reports comment positively about the market through indicating that a stronger economy should underpin activity. They both make reference to the labour market; Halifax states that "the housing market continues to be supported by a strengthening economy, rising employment levels, low mortgage rates and the first gain in real earnings." In the same way

the Nationwide reports “in particular, the labour market has continued to improve, with employment rising strongly and unemployment rate falling sharply.” This is coupled with increased consumer confidence in spending and hence resulting in “healthy rates of retail sales growth” as reported in the Nationwide report.

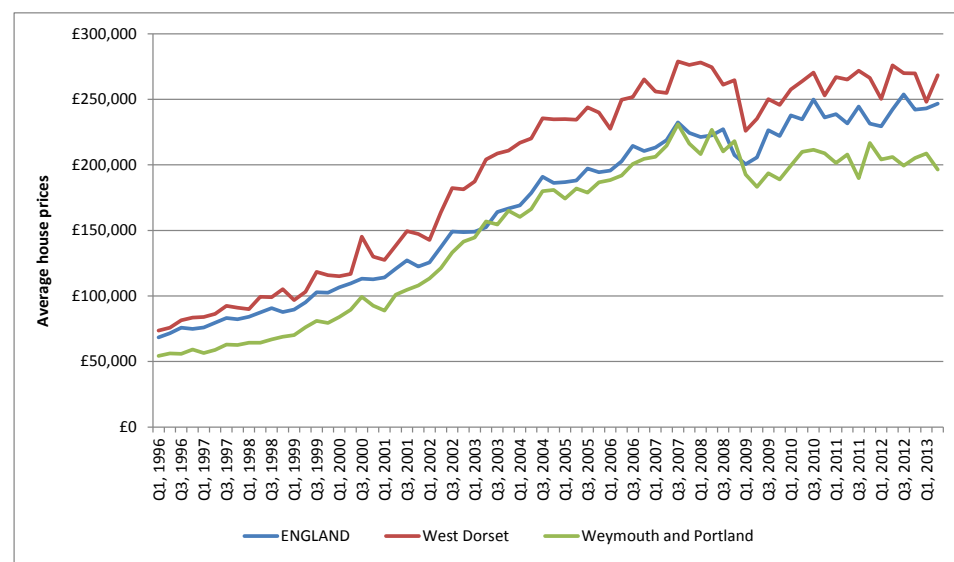
Of interest although the housing market may have moderated and annual price growth softened, both reports refer to the further ‘affordability’ of house prices. The nationwide report states that “affordability does not appear overly stretched” and that “historically low mortgage rates have helped mitigate against the fact that house prices have been outstripping income growth.” Taking a different approach to affordability the Halifax report focuses supply and demand stating that “the prospects of higher interest rates and the deterioration in affordability over the past year are expected to be key factors curbing demand.”

Nevertheless, as reported by Halifax, private housing completions are up by 10%, showing signs of revival and helping to bring demand and supply into better balance and ultimately “curbing upwards pressure on house prices” for the future. On this basis the general outlook for the end of 2014 and into 2015 is for continued moderation within a strengthening economy. The sentiment is that the continued moderation is not of concern and the economy and the housing market remains in a robust condition.

3.1.1 Local market conditions

Land Registry data for West Dorset District and Weymouth & Portland Borough indicates that house prices in the area closely follow the national trend. The impact of the housing market recession on sales values in West Dorset was less severe than in Weymouth & Portland, with values in the former currently standing at 96% of their 2007 peak and the latter at 85%. Values in West Dorset have increased by 19% between the low point in the cycle and quarter two of 2013¹, while values in Weymouth have increased by 7%. House prices in West Dorset remain higher than the average for England.

Figure 3.1.1.1: Sales values – West Dorset and Weymouth & Portland

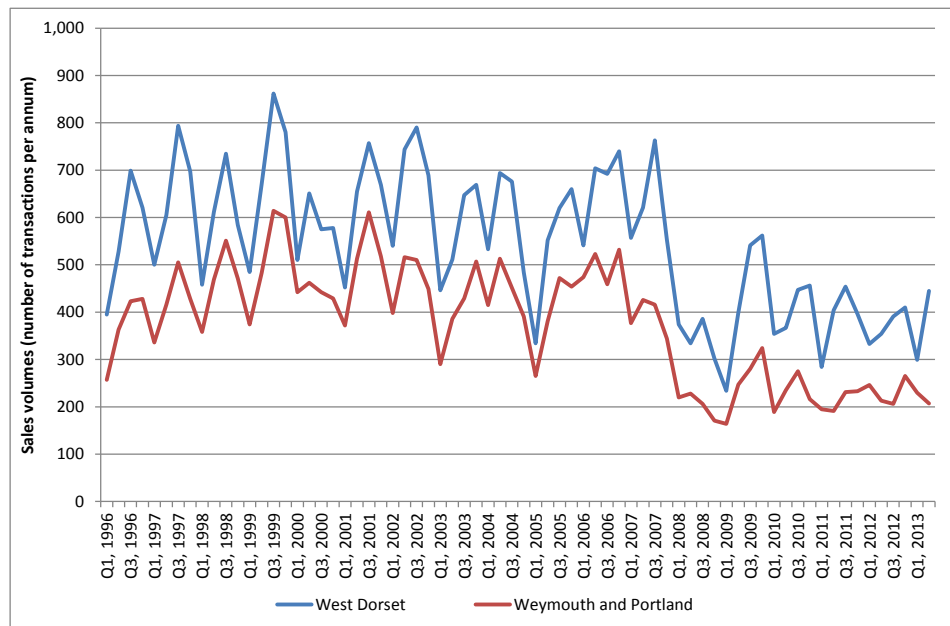


Source: Land Registry/CLG live tables

¹ The most recently available data on CLG live tables

Sales volumes in both West Dorset and Weymouth & Portland remain below their peak levels, which were achieved in Quarter 3, 1999. Since the housing market recession, volumes are fluctuating within a band of 300 to 550 units per quarter in West Dorset and 200 to 320 units per quarter in Weymouth & Portland. However, this data only covers the period up to quarter 2 2013 and activity at ground level appears to indicate that sales volumes increased significantly during 2014.

Figure 3.1.1.2: – West Dorset and Weymouth & Portland



Source: Land Registry/CLG live tables

The Land Registry data indicates that across both West Dorset and Weymouth & Portland, around 2,400 dwellings were transacted per annum in 2012 (the most recent year for which a full year of data is available). In pre-housing market recession years, sales volumes were significantly higher (4,057 units in 2007; 4,665 units in 2006; 3,738 units in 2005; 4,157 units in 2004) indicating that the market is likely to have more capacity to absorb additional stock when volumes return to trend levels.

3.2 Macro-factors likely to affect the housing market

In the short term, the general election is a significant factor in housing market confidence and investment activity. At this stage, the outcome is far from clear and some buyers may await the outcome before deciding to sell and/or purchase. The vast majority of housing in West Dorset District and Weymouth & Portland Borough are unlikely to be affected by proposals from some of the main parties for a mansion tax.

The 'Help to Buy' initiative has been very effective at increasing demand for housing and has proved to be very popular among buyers. Although commentators have observed that the programme may have inflated demand to unsustainable levels in London, the same is not said of housing markets in the south west. Although changes may be made to eligibility criteria in London, there is limited risk that the programme will be withdrawn or restricted in the south west region. This will help to support house prices during the period over which household incomes increase to improve affordability ratios.

Here the Government offers to the lenders the option to purchase a Government Guarantee that in effect removes risk from higher loan to value lending². The Government agrees to compensate lenders if there is default covering the risk on a top slice of the mortgage. Importantly it applies to much higher value home transactions up to £600,000 running for 3 years from the start of 2014 for both the new homes and the second hand market. Crucially this will enable greater flow of transactions in the higher value end of the market which has been very slow within the larger sites recently. It is expected to allow greater opportunity for those already in the housing market to trade up as well as new joiners to buy. As has been evidenced with other Government backed products this investment will likely act as a stimulus creating a positive effect on new homes take up across the range of housing types. The initial 'Help to Buy' shared equity scheme for first time buyers is already up and running with up to 20% of the cost of the home funded by a shared equity loan through the Government, and interest free for the first five years. It is no coincidence that the national house builders have been preparing for this change, now bringing their larger sites forward. I note that the House Builders Federation amongst other bodies have reported on the increasing sales rates that are now being achieved.

3.3 Demand in West Dorset and Weymouth & Portland

3.3.1 Strategic Housing Market Assessment 2014

The Strategic Housing Market Assessment ('SHMA') was updated in 2014 by Peter Brett Associates. The SHMA considers the extent of population trends in the area to determine a level of 'objectively assessed housing needs' over the plan period. There are two components; natural change (i.e. the balance between reductions in population through deaths and the extent to which these are offset by births) and migratory change. Natural change in the area results in a net reduction in population, with more people dying than are born. Migration results in an increase in population that offsets the imbalance between deaths and births. The SHMA indicates that population in the area will increase by between circa 500 to 700 households per annum.

3.4 Recent delivery trends

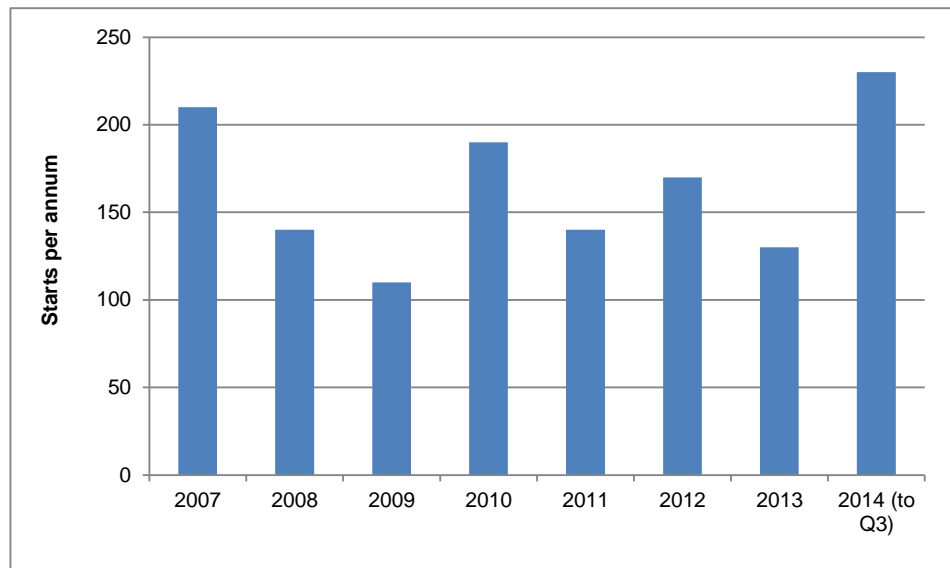
We have considered the trends shown by the CLG housebuilding live tables, which are summarised in figures 3.4.1 and 3.4.2 (West Dorset) and figures 3.4.3 and 3.4.4 (Weymouth & Portland). The most recently published data is for quarter 3 of the 2014, so the annual figure for 2014 are for three quarters only. For all previous years, the data covers all four quarters in each year.

3.4.1 West Dorset

In West Dorset, housing starts in the first three quarters of 2014 reached 230 dwellings, which would equate to an annual rate of circa 307 units if the same performance was matched in the final quarter (Figure 3.4.1). This would represent a significant increase on housing starts in 2007, when annual starts reached 210 dwellings. This indicates a growing confidence among developers in the District which will feed through into increased completions in the next two years. Housing completions in West Dorset (Figure 3.4.2) are of course a set of statistics that will be linked to starts around two years ago. The current low level of completions (compared with the significantly higher figure in 2007) will improve as higher starts move through the pipeline.

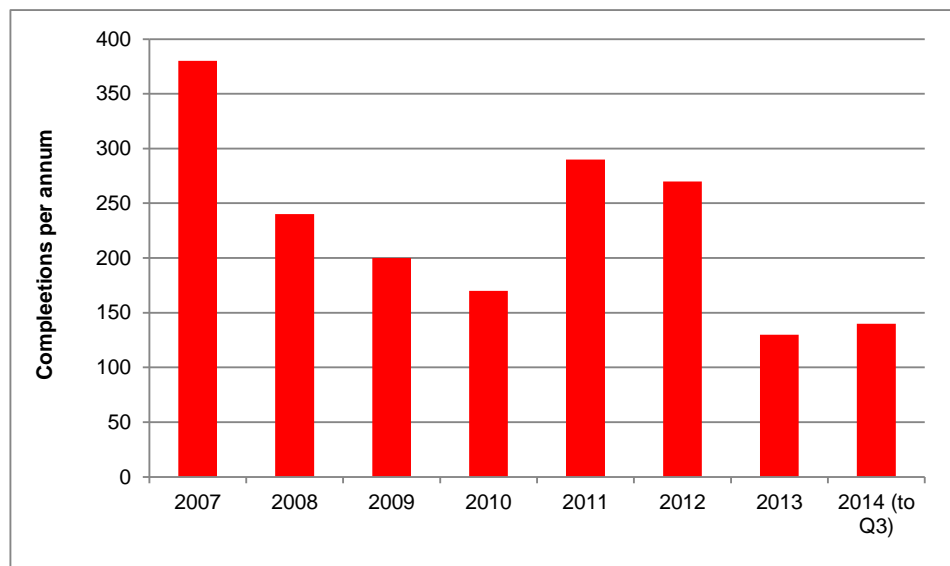
² See 'Help to Buy: Buyers' Guide', Homes and Communities Agency, 27 March 2013

Figure 3.4.1: Housing starts per annum, West Dorset



Source: CLG live house building tables

Figure 3.4.2: Housing completions per annum, West Dorset



Source: CLG live house building tables

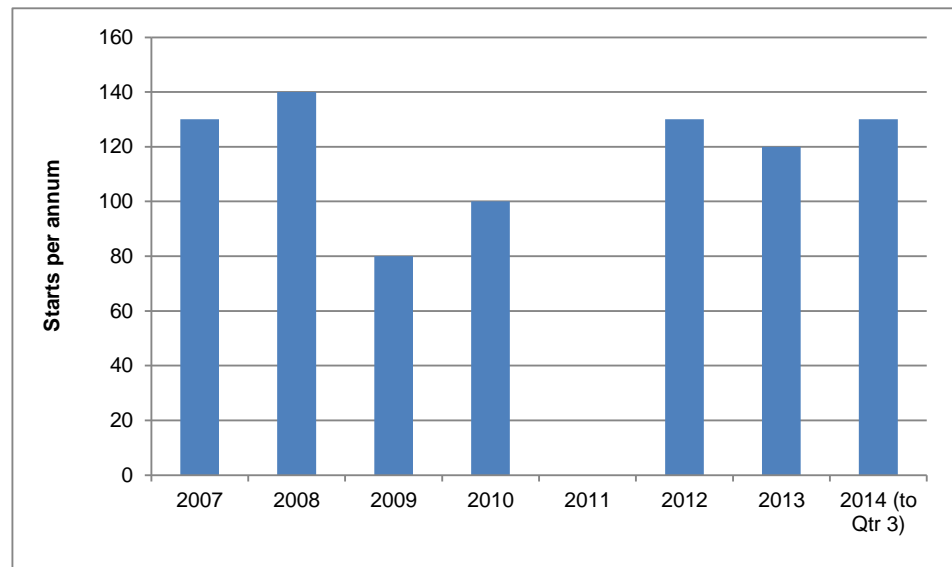
3.4.2 Weymouth & Portland

Housing starts in Weymouth & Portland were more badly affected by the housing market recession than in West Dorset. Housing starts fell significantly in 2009 and there were no starts at all in 2011. Since then, there has been a steady number of housing starts, improving to over 120 per annum in 2012 and 2013, comparable to the levels of starts in 2007. Housing starts in the three quarters of 2014 in the data were 130, which would equate to an annual rate of

173 units, assuming the same performance in the final quarter. This would be a significant improvement in comparison to historic trends in the Borough.

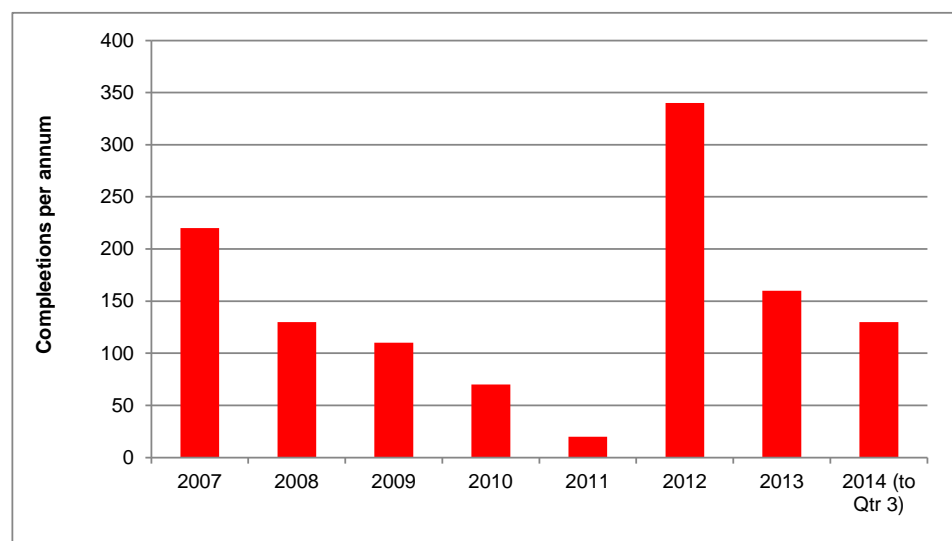
Housing completions have also increased in the Borough, having fallen year on year between 2007 and 2011, with the lowest rate of completions at 20 units. In 2013, 160 units were completed and in the first three quarters of 2014, 130 units were completed. If this rate of completions is extrapolated across the whole of the year, this would suggest an annual rate of 173 completions, marginally higher than the rate achieved in 2007. Both starts and completions in Weymouth & Portland indicate that the housebuilding industry is gaining increasing confidence in the Borough.

Figure 3.4.3: Housing starts per annum, Weymouth & Portland



Source: CLG live house building tables

Figure 3.4.4: Housing completions per annum, Weymouth & Portland



Source: CLG live house building tables

4 Anticipated development activity

We consulted all the owners and/or developers regarding their current planning and development activities on the Local Plan allocations and large committed sites (a total of 28 sites, which will provide circa 6,000 units). In this section, we outline the responses to a series of questions that we posed, as follows:

- Current anticipated timescales for submission of planning applications;
- Timescale for development of housing on the identified sites;
- Known or anticipated obstacles to delivery (if any); and
- Delivery mechanism (i.e. self-development or onward sale to a developer).

Responses received from representatives of the owners/developers are summarised in Table 4.1.

Table 4.1: Responses from representatives of owners/developers

| Ref | Location | Response |
|-------|--|----------|
| BEAM1 | Land North of Broadwindsor Rd | No |
| BRID1 | Vearse Farm | Yes |
| BRID2 | Land off Skilling Hill Road | Yes |
| BRID3 | Land east of Bredy Vets Centre | Yes |
| BRID5 | St Michaels Trading Estate | Yes |
| CHIC1 | Putton Lane | Yes |
| CHIC2 | Chickerell Urban Extension North | Yes |
| CHIC2 | Chickerell Urban Extension East | Yes |
| CHIC3 | Land off Rashley Road | No |
| CRS1 | Land at Crossways | Yes |
| DOR4 | Charles Street, Dorchester | No |
| DOR8 | Land off Allington Avenue | Yes |
| DOR9 | Land south of St Georges Road | Yes |
| LITT1 | Littlemoor Urban Extension | Yes |
| LYME1 | Woodberry Down | Yes |
| PORT2 | Osprey Quay | Yes |
| SHER4 | Former Gasworks | Yes |
| WEY10 | Markham and Little Francis | Yes |
| WEY12 | Land at Wey Valley | No |
| WEY13 | The Old Rectory, Lorton Lane | Yes |
| n/a | Poundbury, Dorchester Sites 1 & 2 | Yes |
| n/a | Hardy Complex, Weymouth | No |
| n/a | Barton Farm, Sherborne | Yes |
| n/a | Brewery Square, Dorchester | No |
| n/a | Former Eldridge Brewery Site, Dorchester | No |
| n/a | Destiny Fields, Weymouth | Yes |
| n/a | Land South of Louviers Rd, Weymouth | Yes |
| n/a | Former Fire Stn North Quay, Weymouth | Yes |

4.1 Site analysis

4.1.1 Land north of Broadwindsor Road

This site is owned by Bugler and has been allocated for 120 units. We have received no feedback from the agent of the site and we understand that there has not yet been any pre-application discussion with the Council.

Bugler is an agricultural supplies company operating from part of the site. However, the bulk of the site is greenfield land and would not require the owner to vacate their premises for development to proceed.

The Council's housing trajectory indicates that 40 units will be delivered annually between 2016/17 and 2018/19. This timescale would allow sufficient time for the submission and determination of a planning application; sale of the site; detailed design; and mobilisation.

The site is located on the edge of Beaminster, which offers a range of amenities and is located a short distance to train stations at Crewkerne and Maiden Newton. The site appears to have good access and is relatively flat, with no obvious constraints to development.

Delivery of 40 units per annum equates to 3.33 per month, which is realistic and could improve towards the later phases of the development. The prospects for this site coming forward in the anticipated timescale are good.

4.1.2 Vearse Farm

Vearse Farm is a greenfield site owned by Hallam Land, with a portion owned by LVA. Their agents (Savills) have provided details of their client's current plans and timescales. Hallam Land are a land promoter and have been in active discussions with the Planning Authority since 2008. The current timescale for submission of a planning application is early 2015.

Hallam Land have indicated that they will be selling the site to a housebuilder(s) following resolution to grant planning permission and completion of a Section 106 agreement.

The Council's housing trajectory in the SHLAA indicates delivery of 60 units in 2016/17, with 100 units per annum in the following seven years. This aligns with the Owner's indication of first sales in the winter of 2016 with the same number of units as the Council's trajectory. Given the scale of the development, it is likely that there will be two sales outlets, each delivering 30 units in the first year and 50 units per annum thereafter. This equates to circa 4 units per month which is realistic.

The site is located in Bridport, which is well placed for access to Yeovil, Exeter, Dorchester and Poole. Improvements to the existing highway network are proposed as part of the scheme, including at the junction with the A35 and traffic calming measures in West Allington.

Given the extensive work already undertaken on this site through Hallam Land and LVA, the prospects for the site coming forward in the anticipated timescale are good.

4.1.3 Land off Skilling Hill Road

The site is owned by Dorset County Council, from whom we have not received any feedback at this stage. The site currently accommodates a primary school

which is currently operational but would be unable to accommodate further provision to serve the wider catchment. The County Council is currently considering options for primary school provision in Bridport

If the site were to become available in the longer term as part of the County Council's review of education capacity, the Council's housing trajectory indicates delivery of housing on the site in 2025/26.

Development in this location is likely to be attractive to developers as the site is well located for local amenities, including the adjacent cricket, football and rugby grounds, supermarket and a range of retail and leisure facilities. The site has good access and appears to be relatively flat. However part of the site lies within a flood plain, which restricts the extent of development (unless a developer is prepared to invest in flood risk mitigation to extend the site's potential beyond 40 units).

The delivery of 40 units in a year equates to 3.33 units per month, which is realistic. The prospects for this site coming forward are clearly dependent upon the outcome of the County Council's review and the re-provision of the School, which in turn is dependent upon the development at Vearse Farm proceeding. With that caveat in mind, we consider the prospects for delivery within the timescale indicated by the Council to be good.

4.1.4 Land east of Bredy Vets Centre

This site is owned by A G Jessop Limited, a locally based developer who we have consulted on delivery timescales. They have indicated that they intend to submit a planning application within weeks of publication of the Inspector's report on the Local Plan.

AG Jessop have already developed the King Charles Estate which is adjacent to the subject site, indicating a high degree of confidence in the local market. AG Jessop have indicated that they intend to retain the site and develop it themselves. They have confirmed that there are no obstacles to early delivery.

The Council's housing trajectory indicates delivery of 20 units per annum in 2017/18 and 2018/19. Given the relatively small scale of the development and the developer's clear intention to submit an application imminently, both the timeframe for starting on site and completion appear somewhat conservative. We consider that the Council could reasonably bring the first completions forward to 2016/17, with delivery of the whole site potentially completing in that year. The prospects for the site meeting the Council's delivery timescale are therefore excellent and are likely to be exceeded.

4.1.5 St Michael's Trading Estate

The site is owned by Hayward & Co who let out industrial units on the Estate to other businesses. Both Hayward and Co and their agents, Goadsby, have provided information on future plans for the Estate.

Units on the site would need to be vacated prior to redevelopment commencing. The owners have not indicated that this should be a lengthy or difficult process, so should not impede development coming forward.

The site has been subject to extensive work in terms of planning applications and negotiations on a Section 106 agreement. The most recent planning application was recommended for refusal by officers, but the Planning Committee resolved to grant consent. While negotiations on the Section 106 were ongoing, part of the site was listed (Grade 2). Consequently, the existing

scheme became un-implementable and work on addressing this issue with development management is well progressed. The owners have indicated that they wish to proceed with development as soon as these matters can be finalised.

The housing trajectory indicates delivery of 30 units in 2016/17; 33 units in 2017/18; and 30 units in 2018/19. This aligns with the indicative programme provided by the Owner's agent and is therefore considered reasonable.

The site itself is well located, being within close proximity to the high street, providing access to public houses, small niche shops, convenience food stores, high street banks etc.

The prospects of the site achieving the delivery profile set out in the housing trajectory are good.

4.1.6 Putton Lane

The site is owned by CG Fry & Son Limited, a developer based in Dorchester. They have confirmed that the site has outline planning permission and reserved matters approval for approximately 50% of the units. Construction of this first phase has commenced and the first tranche of affordable housing is due to be transferred to a Registered Provider in the next three months.

The Council's housing trajectory indicates that the remaining 59 units which are not currently covered by a planning consent will be completed between 2017/18 and 2018/19 (30 and 29 units per annum respectively).

The prospects for delivering the 59 units identified in the housing trajectory are good, given the progress with the development to date.

4.1.7 Chickerell Urban Extension North

The site is optioned by CG Fry & Son Limited, a developer based in Dorchester, who are represented by agents WYG (who have provided feedback on current status of the site). The owner indicates that they have objected to the reduction in the scale of the overall allocation and change to two separate allocations proposed by the councils, suggesting that a higher number could be accommodated. It is beyond our remit to test this proposition.

The Developer intends to submit a planning application (outline or part-outline; part detailed) in the summer of 2015.

The Council's housing trajectory indicates delivery of the north and east extensions from 2017/18, with the north site delivering 21 units per annum in 2017/18 and 41 units per annum thereafter up to 2025/26. Given that the Developer indicates that development is likely to commence 9 months after approval of outline planning permission, this timescale appears reasonable.

The rate of delivery in isolation appears to be cautious, but when considered alongside the urban extension in the east of Chickerell (i.e. in effect a second sales outlet in close proximity), it is realistic.

4.1.8 Chickerell Urban Extension East

The second urban extension in Chickerell is owned by Persimmon Ownership, a national housebuilder. They are represented by Pegasus Planning, who have provided feedback on the site's current status. Pegasus have also submitted an

objection to a reduction in the number of units in the overall allocation and the change to two separate allocations proposed by the councils.

As noted above, the housing trajectory assumes that both the north and east portions of the allocation start to deliver units in 2017/18, with the north site delivering 28 units in 2017/18 and 55 units per annum to 2025/26.

Pegasus estimate that development will commence 12 months after reserved matters approval and discharge of conditions (summer of 2016) and there are no known obstacles to delivery. With this timescale in mind, the housing trajectory assumptions appear reasonable.

The rates of sale assumed by the Council are reflective of a site with two sales outlets. Given the involvement of two major housebuilders in the two parts of the allocation, we have no reason to consider that the delivery of the sites will not accord with the housing trajectory.

4.1.9 Land off Rashley Road

This site is owned by Dorset County Council and currently accommodates Chickerell Primary Academy. It is anticipated that the Academy will be moved onto the Chickerell Urban Extension, releasing the existing site for redevelopment.

The housing trajectory indicates delivery of all 50 units in 2027/28, which appears to leave ample time for reprovision of the Academy and for the site to be sold to a developer.

A rate of sale of just over 4 per month appears reasonable. Unit sales on the urban extension will have completed in 2025/26, so the Rashley Road site will not be competing for buyers with the other major schemes. The prospects for meeting the delivery timescale indicated by the housing trajectory appear good, subject to the successful reprovision of the Academy, which is linked to the urban extension.

4.1.10 Land at Crossways

This site is owned by the Moigne Combe Estate, who are represented by ProVision planning. ProVision have provided feedback on the Owner's anticipated timescales for the development.

The site is a greenfield site with good access and no obvious constraints to delivery. However, the site borders flood risk areas and some flood mitigation measures may be required. In addition, there is gravel present on the site which the County Council have indicated should be removed prior to development. ProVision indicate that this could be undertaken on a phased basis so that development is not delayed.

The housing trajectory indicates delivery of the first 30 units in 2019/20 with 100 units being delivered annually thereafter.

ProVision indicate that a part outline and part detailed planning application will be submitted in July. This will address the change of use of land to provide Sustainable Alternative Natural Greenspace ('SANG'); detailed planning for the first phase of 50 units; and outline planning for the remaining units.

The landowner will develop the first phase of 50 units, with the remaining units being sold to other developers. With multiple outlets on site, the housing trajectory figure of 100 units per annum is readily achievable. Clearly, there is

potential for the delivery of 30 units in 2019/20 to be increased to 50. The Developer's anticipated timescale also indicates provision of the first units in 2017, suggesting earlier delivery in comparison to the housing trajectory. The prospects for securing delivery of the development in line with the housing trajectory are therefore good.

4.1.11 Charles Street, Dorchester

This site is owned by West Dorset District Council, who are working with a development partner (Simons Group) to deliver the development. Simons Group are represented by Freeths LLP. We have not received direct feedback on delivery timescales at this stage.

The site is currently used as a surface car park controlled by the Council and is adjacent to the recently redeveloped Council offices. We therefore assume that the Council is able to secure vacant possession when the site is required for development.

The Council's current intentions are that the site will be developed as a mixed use scheme comprised of retail floorspace (Waitrose and Marks & Spencer as anchor stores, alongside 27 smaller units); a replacement car park with circa 460 spaces; and 69 residential units. Public consultation on plans for the site was carried out during 2014 and we understand that a planning application will be submitted in early 2015. Completion is anticipated in 2018.

The housing trajectory indicates delivery of 51 allocated units in 2017/18 in addition to 18 units with planning consent.

This is a complex scheme in comparison to most of the other sites in the Council's housing trajectory. Completion of the residential units within the timescale indicated in the Council's housing trajectory will be somewhat at risk if there are any delays in the approval of a planning application during 2015.

Given the complexities of this scheme, there is a slight risk of slippage in delivery by one year in comparison to the housing trajectory assumption.

4.1.12 Land off Alington Avenue

This site is owned by Poundbury Developments (Duchy of Cornwall). The owner has confirmed that this site will be available for development within the first five years of the Plan.

The site is greenfield and has few apparent impediments to delivery, although there are some complexities with highways and railways which run through the site, effectively dividing it into four quadrants, each of which will require separate accesses.

The housing trajectory indicates delivery of 50 units in 2018/19. If an application is submitted during 2015, this would provide sufficient lead-in time for construction to commence in 2016.

The prospects for achieving delivery within the timescale envisaged in the housing trajectory are good.

4.1.13 Land South of St George's Road

This site is owned by Poundbury Developments (Duchy of Cornwall). The owner has confirmed that the site is available for development within the first five years of the plan.

The site is one of the four quadrants of land adjacent to the site above (Land at Alington Avenue) and similar comments therefore apply to this site.

The housing trajectory indicates delivery of 50 units on the site in 2017/18A planning application for the site could be submitted in 2016 with sufficient subsequent lead in time for development to be completed the following year.

The prospects for achieving delivery within the timescale envisaged in the housing trajectory are good.

4.1.14 Littlemoor Urban Extension

Development on this site is being taken forward by the Littlemoor Development Consortium ('LDC'), who are represented by RPS. RPS have provided an indication of their client's current intentions with regards to development on the site.

This greenfield site is on the northern edge of the existing settlement of Littlemoor with views of open countryside. The site is easily accessible from the main road that runs adjacent (A353).

The housing trajectory indicates that the first 30 units on the site will be completed in 2017/18, with the remaining 470 units completed over the following six years (at a rate ranging from 60 to 90 units per annum). RPS have confirmed that the anticipated date for the submission of a planning application is the end of June 2015. On the assumption that planning permission is granted by the end of 2015, RPS indicate that the first houses could be completed by mid 2018. They would expect multiple sales outlets on the site, achieving a combined sales rate of 6 to 8 units per month.

RPS report no obstacles to delivery of housing on the site. After planning permission is secured, LDC will be selling the site to housebuilders.

On the basis of two sales outlets, this rate of delivery appears realistic. The prospects of the housing trajectory timescale being achieved are therefore good.

4.1.15 Woodberry Down

This site is owned by Bloor Homes, a national house builder. They have provided an indication of their current intentions for development of housing on the site.

Approximately 50% of the site has secured detailed planning permission for 46 units. An application for the remainder of the site (which will provide approximately 50 to 55 units) is to be submitted in the Spring/Summer of 2015. Taken as a whole, the development is of sufficiently low density to maintain the character of the area.

The Council's housing trajectory indicates delivery of the second phase in 2018/19, although the number of units (44) is slightly lower than the 50 to 55 indicated by Bloor. Given that the first phase is already under construction, it is likely to complete by, say, 2017/18, with phase two starting in the same year. On this basis, the housing trajectory assumption appears realistic

Bloor has commenced construction of the first phase and the second phase will follow assuming planning permission is granted. There are no reported obstacles to delivery of the second phase. Consequently, the prospects for delivery within the housing trajectory timescale are excellent.

4.1.16 Osprey Quay

The site is owned by the Homes and Communities Agency ('HCA'), who have provided feedback on their current intentions and timescales for delivery. A part-outline, part-detailed planning application for the site was submitted on 24 December 2014 for the conversion and extension of the former Navy facilities on the site for the provision of 69 dwellings.

The HCA do not directly develop housing themselves and will select a developer partner to take the scheme forward. This selection process will be completed alongside the planning process, with the site eventually being sold on a 'subject to reserved matters approval' basis (expected by the end of 2015). The HCA anticipate that the scheme will be delivered over a 2 to 2.5 year period commencing in the first half of 2016.

The Council's housing trajectory includes 30 units in addition to the 39 units already subject to an existing planning consent.

The HCA indicate that the viability of the scheme is challenging, due to the requirement to retain and convert existing Navy buildings. This may require a flexible application of the Council's planning policy requirements to the site, including affordable housing. The HCA have also expressed concerns that viability issues might impact on developer appetite to acquire the site.

Whilst the timing of delivery of units in the housing trajectory is realistic and achievable, there are risks to delivery in terms of financial viability and developer appetite. The prospects of this site coming forward within the anticipated timescale are therefore reasonable.

4.1.17 Former Gasworks Sherborne

The site is owned by Land Value Alliances ('LVA'), a land promoter, who have provided feedback on their current intentions. LVA anticipate submitting a planning application early 2015 with a one year delivery programme following grant of planning permission.

Given the site's previous use, a remediation programme was carried out in 2006. LVA have carried out additional desktop surveys on the results of the remediation programme and there are not any significant constraints preventing the site being developed.

LVA's investigations indicate that the site does not have any constraints which would delay or prevent delivery

The site is well located in the centre of Sherborne with close access to Sherborne Station, providing direct services to Exeter, Yeovil and London Waterloo.

The housing trajectory indicates that all 30 units will be delivered in 2017/18. This equates to 2.5 units per month, which is a realistic timescale. The prospects of achieving the delivery timescale in the housing trajectory are therefore good.

4.1.18 Markham & Little Francis

This greenfield site is owned by Betterment Homes, a developer based in Weymouth, who are advised by Sibbett Gregory. Sibbett Gregory have confirmed that the site has secured hybrid planning permission for 180 dwellings. Betterment Homes have secured full planning permission for phase

1a and site works have commenced. Phases 2 to 4 are the subject of a current outline planning application for up to 500 dwellings. Phases 1 to 4 would therefore provide a combined total of 680 dwellings.

The site is located within the urban area and is almost entirely surrounded by existing residential units. It was historically designated as a Town Green, but this status has been revoked. It has no obvious constraints or impediments to delivery and site works for the first phase are underway.

The housing trajectory indicates that 140 units will be delivered between 2017/18 and 2019/20 (30, 60 and 50 units per annum respectively). The current permission for phase 1 exceeds this number by 40. When the outline application for phases 2 to 4 are included, the total number of units (680) exceeds the identified number of units in the SHLAA by 360 units. This higher number of units and the provision of open space are currently matters that the developer is discussing with the Council.

Sibbet Gregory confirm that the construction of the first houses will commence shortly following completion of site works. Thereafter, Betterment Homes anticipate building out the entire scheme over a 10 to 12 year period (a sales rate of around 4.7 units per month).

Betterment Homes have been actively involved in the site for many years and are clearly committed to its delivery. They have commenced site works and anticipate constructing their first house shortly. The prospects for delivery of housing in line with the housing trajectory are good.

4.1.19 Land at Wey Valley

This site is owned by CG Fry & Son Limited, a developer based in Dorchester, who are represented by Savills. We understand that there have been pre-application discussions for development on the site in line with the Local Plan allocation.

The greenfield site is located on the edge of the settlement with views across open countryside. The site has access from the adjacent public highway and appears to be relatively flat.

The housing trajectory indicates first completions (50 units) in 2017/18, with 50 units completing each year until 2022/23. The final 20 units are shown as completing in 2023/24. This equates to a rate of 4 units per month which is a realistic assumption for rate of delivery and sale.

Assumed delivery of the first units in 2017/18 provides sufficient time for an application to be submitted and determined, and for the necessary mobilisation for construction to commence. The prospects for meeting the timescale indicated in the housing trajectory are therefore good.

4.1.20 The Old Rectory, Lorton Lane

This site is optioned by Koori Limited, a developer based in Dorchester. They are advised by Tanner Tilley who have provided feedback on the developer's current intentions.

The Council resolved to grant planning permission for a total of 39 dwellings on 7 January 2015, subject to the completion of a Section 106 agreement.

The housing trajectory indicates that 30 units will be delivered on the site, in contrast to the 39 that were recently considered by the planning committee.

Furthermore, the trajectory indicates that the units will be delivered in two equal tranches in 2017/2018 and 2018/19 (15 units per annum), which at a rate of 1.25 per month is very cautious. In our opinion, a scheme of 39 units could be delivered in a single year.

The developer's agent has indicated that a start on-site in the spring of 2015 is currently anticipated. This would suggest that housing on the site could be completed earlier than indicated by the housing trajectory, with completions in 2016/17.

Given the current planning status and the caution attached to the assumed delivery timescale in the housing trajectory, the prospects for delivery are excellent.

4.1.21 Poundbury Phases 3 & 4

This site is owned by the Duchy of Cornwall who have provided feedback on their anticipated timescales for delivery of units on these two sites.

The sites are the third and fourth phases of the wider Poundbury scheme which secured outline planning permission in December 2011. The permission includes the provision of a 450 place primary school and 25,000 square metres of non-residential floorspace. The Poundbury schemes that have been developed today have their own vernacular, seeking to mimic historic patterns of development. This is likely to be attractive to a wide range of buyers.

The SHLAA housing trajectory indicates delivery of these phases of the development from 2017/18 onwards, until 2027/28. However, Phase 3 is already underway, so delivery should be shown to be commencing earlier than this date (likely to be 2016). Furthermore, the owner indicates a longer development period of between 12 to 15 years. The Council may need to adjust the number of units to be delivered within the plan period downwards.

Given that early phases have been successfully completed, the area is now a well established location for new build development. The housing trajectory adopts a more bullish total development period than advised by the owners. However, it is possible that improvements in the wider economy and greater access to mortgages might assist in accelerating delivery.

4.1.22 Hardy Complex

The Hardy Complex is owned by the developer Comer Group. The Council granted planning permission for conversion of existing naval buildings and the construction of new dwellings, providing a total of 554 homes. The first phase involving the conversion of existing naval officers' accommodation (206 units) was completed in 2009, leaving 348 units to be completed. The developer did not progress with the remaining phases due to difficulties with funding, leading to the company being put into administration. The Comer group have subsequently re-purchased the site from the administrator and have applied to the Council to amend the affordable housing content to improve viability (the main issue being a requirement for extensive ground stabilisation works before the next phase can be constructed). The Council has approved this amendment.

The Developer's indications of anticipated delivery show delivery of the remaining phases between 2016/17 and 2018/19. However, given the historic difficulties and long delays in delivery of this site, we would recommend that the Council not rely upon its delivery within the first five years of the plan.

The prospects for the delivery of the remaining phases in this scheme appear good, subject to the Developer securing sufficient funds to recommence. The funding market has improved since development was halted in 2009 and the Comer Group has resolved the financial difficulties experienced by its subsidiary.

4.1.23 Barton Farm, Sherborne

This site is owned by Persimmon. It was allocated in the previous Local Plan and planning consent for 279 units was granted in 2012.

Sherborne is an attractive settlement and the prospects for this development achieving good rates of sale are high.

Persimmon have confirmed that they are currently awaiting reserved matters consents to be issued so that construction can commence. Their current programme anticipates commencement of development during the first half of 2015. There are no obstacles to delivery noted by the developer and Persimmon will be developing the site themselves, so delivery would not be slowed down by onward land sales.

Persimmon anticipate delivery 4 to 5 units per month (circa 60 per annum through a single sales outlet) with a total development period of just under 5 years.

4.1.24 Brewery Square and Former Eldridge Brewery Site, Dorchester

Brewery Square is owned and being developed by The Brewery Square Development Company Limited, a joint venture between Waterhouse and Resolution Property.

The site has planning permission for a comprehensive mixed use scheme, including an arts centre, hotel, restaurants and a cinema. Parts of the scheme have already been constructed and work is ongoing on subsequent phases.

The Council's SHLAA (Appendix G) indicates delivery of the remaining units between 2015/16 and 2017/18 (100 units in 2015/16; 100 units in 2016/17; and 130 units in 2017/18).

The site is located adjacent to Dorchester South train station, providing direct train services to Poole, Bournemouth and London Waterloo. The site is also well located for the amenities offered in Dorchester town centre, as well as providing its own on-site amenities.

Having successfully developed the first phases of the scheme, the developer has progressed with the next phases, clearly indicating their confidence in the local market. Units in the early phases have all sold and the agent's website indicates a high proportion of units in the current phases are sold or reserved. Prospects for the delivery of the remaining phases within the timescale set out in the Council's trajectory appear to be excellent.

4.1.25 Destiny Fields and Land south of Louviers Road

Both sites are owned by FH Cummings Unlimited, a developer based near Poole. The Company has provided feedback in relation to their progress.

Planning permission for Destiny Fields was granted in 2011. A planning application for an extension to the site is to be submitted in late February/March 2015. Destiny Fields is under construction, with phase 1 to 4 nearing

completion, with the final phases anticipated to be completed by the end of 2017. Delivery of the extension to the main scheme will be linked to market absorption, mortgage availability and the condition of the housing market at the time of delivery.

Given the Developer's existing presence on the site, the prospects for the delivery of the consented scheme are excellent and the prospects for the extension are good.

4.1.26 Former Fire Station, North Quay

The site is owned by McCarthy & Stone, which is a developer specialising in the development of retirement housing accommodation. Their agents (the Planning Bureau) have provided feedback on the site.

The Council granted planning permission for a scheme of 43 retirement units in 2013 and construction is in progress. Completion is scheduled for late 2015.

The Council's SHLAA (Appendix G) indicates completion of all 43 units in 2015/16, which accords with the Developer's anticipated timescale.

The prospects of the scheme meeting the delivery timescale in the housing trajectory are excellent.

4.2 Impact on housing trajectory

Table 4.2.1 provides a summary of the impact of the analysis above on the Council's housing delivery. This is based on the factors outlined in the preceding sections relating to landowner indications of likely delivery programmes.

The blue text in the table shows the original timescale for delivery and numbers of units; while the red text shows any changes as resulting from the comments in the preceding sections.

Table 4.2.1: Potential changes to housing delivery against housing trajectory

| Ref | Location | Net units | Residual units | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2021/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 |
|-------|----------------------------------|-----------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| BEAM1 | Land North of Broadwindsor Rd | 120 | 120 | - | - | 40 | 40 | 40 | - | - | - | - | - | - | - | - | - |
| BRID1 | Vearse Farm | 760 | 760 | - | - | 60 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | - | - | - | - |
| BRID2 | Land off Skilling Hill Road | 40 | 40 | - | - | - | - | - | - | - | - | - | - | - | 40 | - | - |
| BRID3 | Land east of Bredy Vets Centre | 40 | 40 | - | - | - | 20 | 20 | - | - | - | - | - | - | - | - | - |
| BRID5 | St Michaels Trading Estate | 93 | 93 | - | - | 30 | 33 | 30 | - | - | - | - | - | - | - | - | - |
| CHIC1 | Putton Lane | 250 | 59 | - | - | - | 30 | 29 | - | - | - | - | - | - | - | - | - |
| CHIC2 | Chickerell Urban Extension North | 350 | 350 | - | - | - | 21 | 41 | 41 | 41 | 41 | 41 | 41 | 41 | 42 | - | - |
| CHIC2 | Chickerell Urban Extension East | 470 | 470 | - | - | - | 28 | 55 | 55 | 55 | 55 | 55 | 55 | 56 | 56 | - | - |
| CHIC3 | Land off Rashley Road | 50 | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | 50 |
| CRS1 | Land at Crossways | 500 | 500 | - | - | - | - | - | 30 | 100 | 100 | 100 | 100 | 70 | - | - | - |
| DOR4 | Charles Street, Dorchester | 69 | 51 | - | - | - | 51 | - | - | - | - | - | - | - | - | - | - |
| DOR8 | Land off Allington Avenue | 50 | 50 | - | - | - | - | 50 | - | - | - | - | - | - | - | - | - |
| DOR9 | Land south of St Georges Road | 50 | 50 | - | - | - | 50 | - | - | - | - | - | - | - | - | - | - |
| LITT1 | Littlemoor Urban Extension | 500 | 500 | - | - | - | 30 | 60 | 70 | 90 | 90 | 90 | 70 | - | - | - | - |

| Ref | Location | Net units | Residual units | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2021/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 |
|-------|--|-----------|----------------|---------|---------|---------|----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| LYME1 | Woodberry Down | 90 | 44 | - | - | - | - | 44 50 | - | - | - | - | - | - | - | - | - |
| PORT2 | Osprey Quay | 69 | 30 | - | - | - | 30 | - | - | - | - | - | - | - | - | - | - |
| SHER4 | Former Gasworks | 30 | 30 | - | - | - | 30 | - | - | - | - | - | - | - | - | - | - |
| WEY10 | Markham and Little Francis | 320 | 140 | - | - | - | 30 60 | 60 20 | 50 | - | - | - | - | - | - | - | - |
| WEY12 | Land at Wey Valley | 320 | 320 | - | - | - | 50 | 50 | 50 | 50 | 50 | 50 | 20 | - | - | - | - |
| WEY13 | The Old Rectory, Lorton Lane | 30 | 30 | - | - | - | 15 39 | 15 | - | - | - | - | - | - | - | - | - |
| | Poundbury, Dorchester Phases 3 and 4 | 1183 | 1183 | - | - | - | 58 58 | 58 100 | 110 100 | 110 100 | 110 100 | 110 100 | 117 100 | 120 100 | 130 100 | 130 100 | 130 100 |
| | Hardy Complex, Weymouth | 554 | 348 | - | - | - | - | - | - | - | - | 100 | 100 | 148 | - | - | - |
| | Barton Farm, Sherborne | 279 | 279 | - | - | - | - | 56 56 | 56 | 56 | 56 | 55 | - | - | - | - | - |
| | Brewery Square, Dorchester | 168 | 168 | - | 50 | 50 | 68 | - | - | - | - | - | - | - | - | - | - |
| | Former Eldridge Brewery Site, Dorchester | 162 | 162 | - | 50 | 50 | 62 | - | - | - | - | - | - | - | - | - | - |
| | Destiny Fields, Weymouth | 162 | 162 | - | - | - | - | 54 54 | 54 | - | - | - | - | - | - | - | - |
| | Land South of Louviers Rd, Weymouth | 100 | 100 | - | - | - | - | 50 | 50 | - | - | - | - | - | - | - | - |
| | Former Fire Stn North Quay, Weymouth | 43 | 43 | - | 43 | - | - | - | - | - | - | - | - | - | - | - | - |

5 Conclusions

5.1.1 Housing market conditions in West Dorset and Weymouth & Portland

In the past few years, the UK has emerged from one of the most serious housing market recessions in the past century, resulting in reductions in capacity of the housebuilding industry. This capacity is being built up again and the market is now reaching a point where it can deliver a step-change in supply.

There is significant pent up demand in the West Dorset and Weymouth & Portland areas, which is now being converted to effective demand through improved availability of mortgages and the Help to Buy programme. Housing starts show significant improvements in 2014, providing indications of improving confidence among developers and appetite to develop in the area.

5.1.2 Deliverability of sites in the area

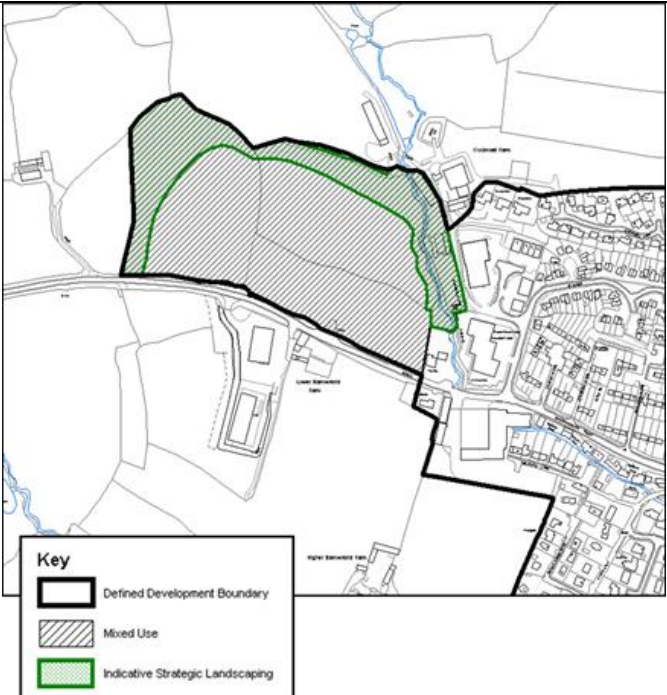
Our review of individual sites identifies that most sites are likely to deliver units within (or in some cases in advance of) the Council's trajectory. However, in a small number of cases, the housing trajectory is somewhat ambitious. However, if delivery on any of these sites is delayed, this is likely to be offset by earlier delivery on other sites.

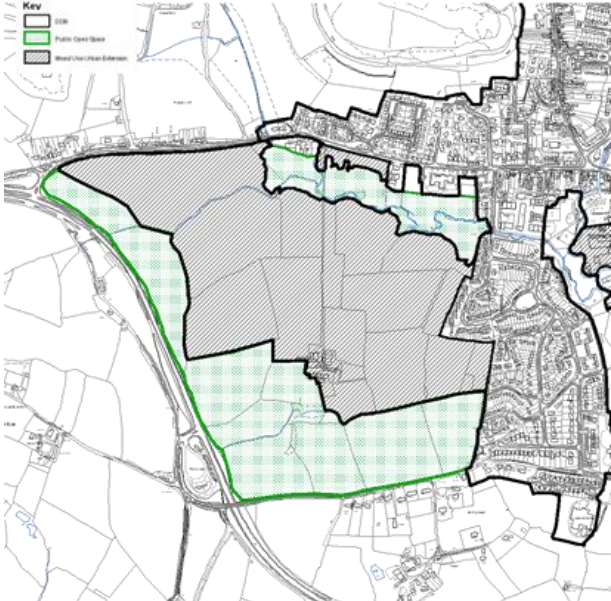
Clearly, the Council cannot compel the market to deliver housing and the market will not do so if its judgement is that units cannot be sold within a reasonable timeframe or at a price that generates a competitive return. Similarly, the Council cannot control external factors (the economy; interest rates etc). The housing market is cyclical and over the plan period, it is possible that there will be two or more market cycles. However, rate of delivery reflects current conditions and rates of sale, which are lower than those achieved prior to the last housing market recession. It is therefore possible that rates of sale could accelerate, but we would recommend that the Council does not rely upon this possibility.

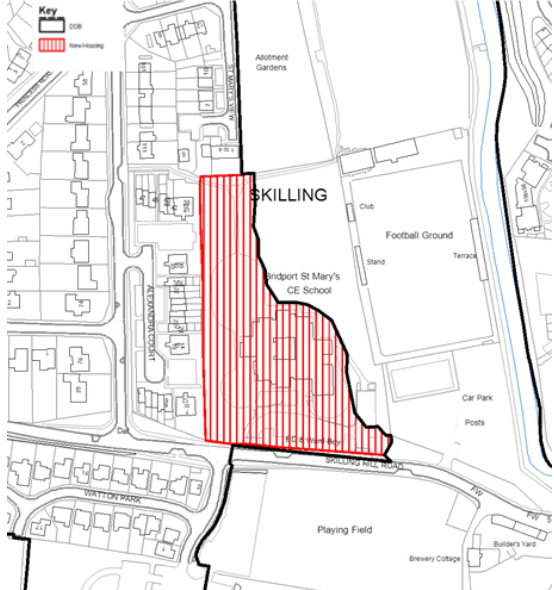
The element of the development process that is within the Council's control is development management. In order to maximise the prospects of sites delivering units within the identified timescales, the Council will need to process planning applications expeditiously, including completing Section 106 agreements.

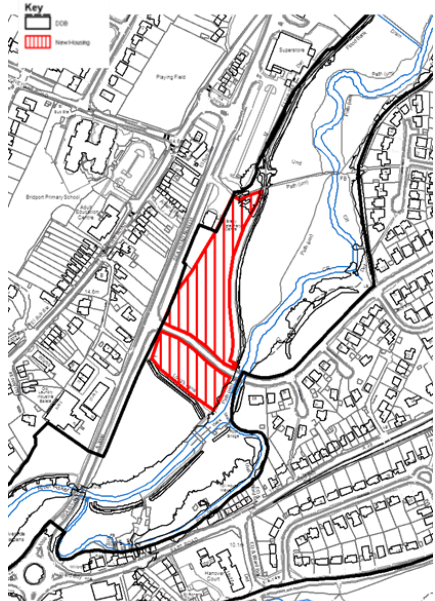
Appendix 1 - Sites analyses

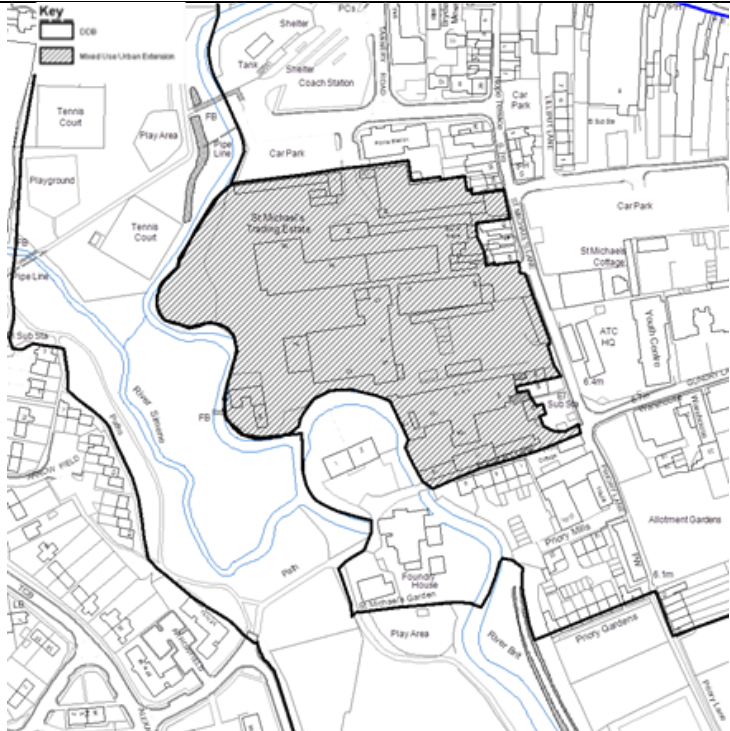
Note: the approximate sales values provided in each of the site analyses are sourced from Zoopla property market analytics. The average value per square foot is based on sales of properties over the past 12 months and includes all sales (i.e. new build and second hand). Consequently these figures are indicative and should not be relied upon.

| | |
|-------------------------------|---|
| Site ref | BEAM1 |
| Location | Land North of Broadwindsor Road |
| No of dwellings | 120 |
| Owner | Bugler (Agricultural supplies) |
| Planning status | No current pre-app |
| Agent and contact details | Greenslade Taylor Hunt Simon.Gitsham@gth.net |
| Settlement | Beaminster |
| Nearest large towns | Yeovil (14.2 miles) Taunton (26 miles) Exeter (40.5 miles) Dorchester (19.5 miles) Poole (43 miles) |
| Train services | Crewkerne (7.2 miles) Maiden Newton (11 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Edge of settlement location with views over adjacent countryside |
| Negative factors | Adjacent commercial buildings |
| Constraints | No obvious constraints to development |
| Topography | Site appears relatively flat |
| Access | Access onto site from main road (B3163) |
| Potential abnormal costs | None |
| Availability of amenities | <ul style="list-style-type: none"> • Community Sports Hall/Leisure Centre located in Beaminster • Museum • Two schools • Range of retail/leisure including pub, café, convenience retail and post office |
| Approx property values | £263 per sq ft |
| Likely timescale for delivery | 2016-2019 |
| |  <p>The map displays a site plan for the BEAM1 development. A thick black line outlines the 'Defined Development Boundary'. A hatched area within the boundary indicates 'Mixed Use' zones. A green shaded area represents 'Indicative Strategic Landscaping'. The map shows the site's location relative to existing buildings and roads in the Beaminster area.</p> <p>Key</p> <ul style="list-style-type: none"> Defined Development Boundary Mixed Use Indicative Strategic Landscaping |

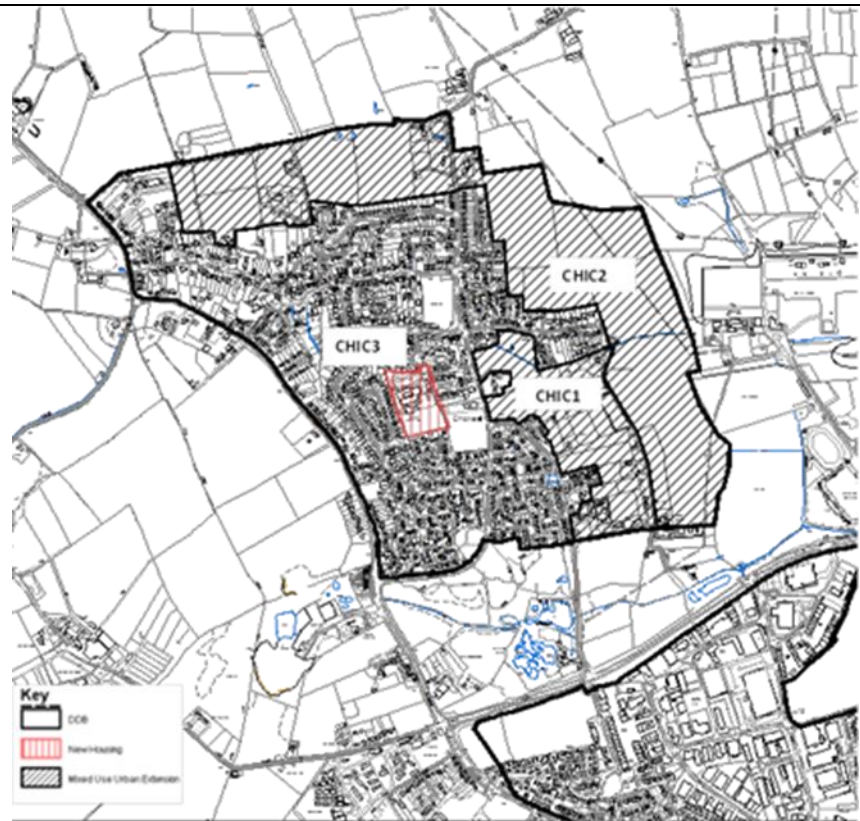
| | |
|-------------------------------|--|
| Site ref | BRID1 |
| Location | Vearse Farm |
| No of dwellings | 760 |
| Owner | Hallam Land (Also, LVA has an interest in small a eastern portion) |
| Planning status | Contact Andrew Martin or Debbie Redding |
| Agent and contact details | Tim Hoskinson (THoskinson@savills.com); Matthew McShane (mjm@lva.co.uk) |
| Settlement | Bridport |
| Nearest large towns | Yeovil (15.4 miles) Taunton (25.1 miles) Exeter (32.1 miles) Dorchester (14.6 miles) Poole (22.4 miles) |
| Train services | Crewkerne (9.9 miles) Maiden Newton (8.4 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Large enough to facilitate comprehensive mixed-use development of about 760 homes and 4 hectares of employment land |
| Negative factors | Highway improvements identified as necessary for the development go ahead, following a full transport assessment. |
| Constraints | As above, highway improvements will be required |
| Topography | Site is undulating. |
| Access | Vehicular access should only be from B3162, West Road |
| Potential abnormal costs | As above, highway improvements required following a full transport assessment |
| Availability of amenities | <ul style="list-style-type: none"> • Public picnic area • Medical Centre • Leisure Centre |
| Approx property values | £259 per sq ft |
| Likely timescale for delivery | 2016 - 2024 |
| |  |

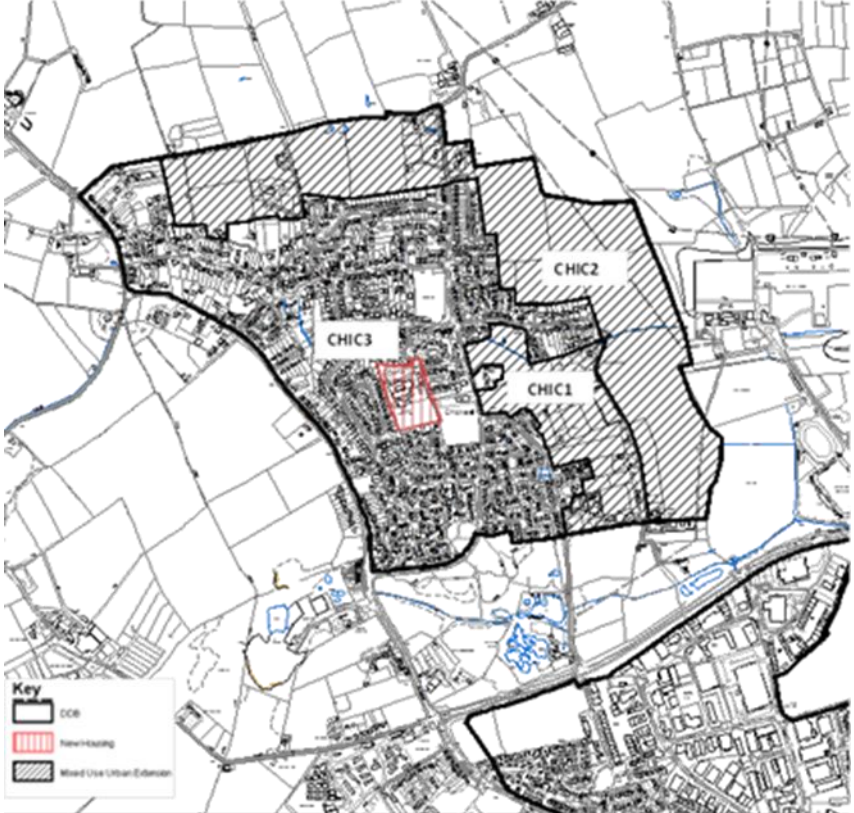
| | |
|-------------------------------|--|
| Site ref | BRID2 |
| Location | Skilling Hill Road |
| No of dwellings | 40 |
| Owner | County Council |
| Planning status | No current pre-app |
| Agent and contact details | Ed Denham (e.denham@dorsetcc.gov.uk) |
| Settlement | Bridport |
| Nearest large towns | Yeovil (15.5 miles) Taunton (25.1 miles) Exeter (32.1 miles) Dorchester (14.6 miles) Poole (22.4 miles) |
| Train services | Crewkerne (7.2 miles) Maiden Newton (11 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Current School (St. Mary's CE School) |
| Positive factors | Good views South over Cricket and rugby grounds (provided trees are removed) |
| Negative factors | Part of site lies within a flood plain, therefore restricted Housing use, despite being a Housing target site |
| Constraints | As above, this site is identified as having housing use potential however part of it lies within a flood plain) |
| Topography | Site appears relatively flat |
| Access | Access onto site from Skilling Hill Rd |
| Potential abnormal costs | Flood risk mitigation |
| Availability of amenities | <ul style="list-style-type: none"> • Large supermarket in close proximity • Cricket Fields and Rugby Pitch • School will be re-provided if planning on Vearse Farm goes ahead. School will be greater distance away. • Range of retail/leisure including pub, café, convenience retail and post office |
| Approx property values | £250 p.sq.ft |
| Likely timescale for delivery | 2025 |
| |  |

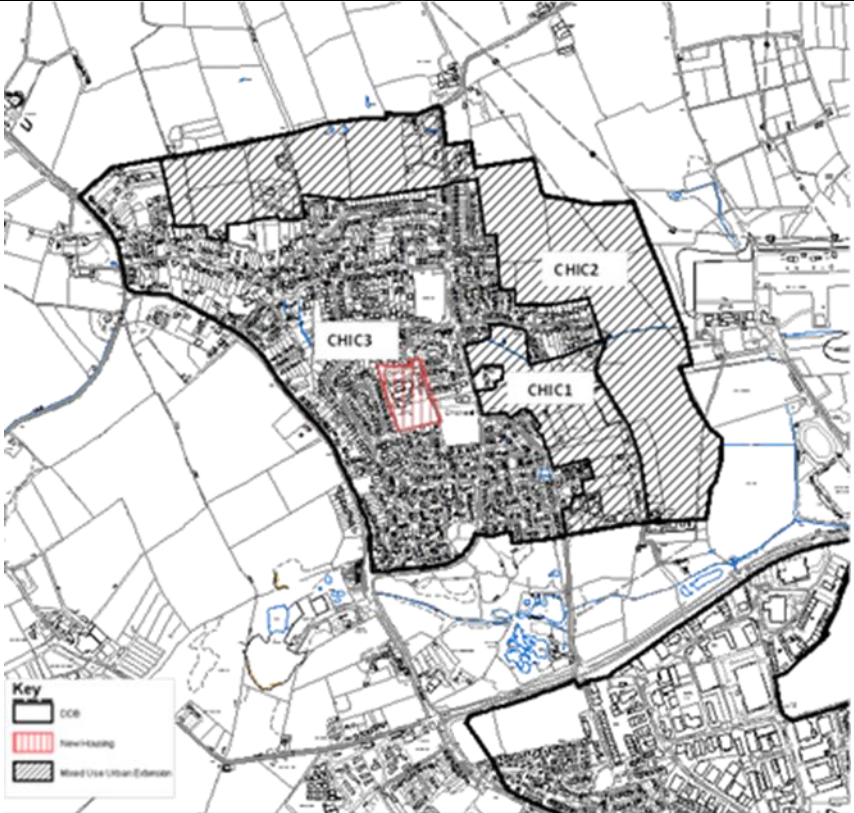
| | |
|-------------------------------|---|
| Site ref | BRID3 |
| Location | LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPS AVENUE |
| No of dwellings | 40 |
| Owner | A G Jessopp Ltd |
| Planning status | No current pre-app |
| Agent and contact details | Ross Jessopp (ross@jessopp.com) |
| Settlement | Bridport |
| Nearest large towns | Yeovil (15.5 miles) Taunton (25.1 miles) Exeter (32.1 miles) Dorchester (14.6 miles) Poole (22.4 miles) |
| Train services | Crewkerne (7.2 miles) Maiden Newton (11 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | In close proximity to a large supermarket. Good setting next to river. |
| Negative factors | The boundary of the site with the river meadow areas will need sympathetic treatment, either through appropriate planting or a positive frontage. |
| Constraints | As above |
| Topography | Site appears relatively flat |
| Access | Access onto site from Sea Road North (A3066) |
| Potential abnormal costs | As above, east part of site bordering river requires 'sympathetic' treatment |
| Availability of amenities | <ul style="list-style-type: none"> • Close to large supermarket • Close to veterinary centre • Range of retail/leisure including pub, café, convenience retail and post office |
| Approx property values | £255 per sq ft |
| Likely timescale for delivery | 2016 – 2019 |
| |  <p>The map shows a site plan with a red-hatched area indicating the development site. The site is located to the east of the Bredy Veterinary Centre and is bounded by Jessops Avenue to the north and the River to the east. The map includes a key with symbols for 'CCB' (Community Council Boundary) and 'New Housing' (red hatching). Other features shown include a parking area, a bus stop, and various residential buildings.</p> |

| | |
|-------------------------------|---|
| Site ref | BRID5 |
| Location | St. Michael's Trading Estate |
| No of dwellings | 93 |
| Owner | Hayward and Co. |
| Planning status | Contact Andrew Martin |
| Agent and contact details | Martin Ridley (hayward.st.michael@unicomemail.co.uk) 01308 423747 |
| Settlement | Bridport |
| Nearest large towns | Yeovil (15.5 miles) Taunton (25.1 miles) Exeter (32.1 miles) Dorchester (14.6 miles) Poole (22.4 miles) |
| Train services | Crewkerne (7.2 miles) Maiden Newton (11 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Trading Estate |
| Positive factors | Small-scale employment opportunities it provides for local businesses. Securing public access along the attractive riverside edge would also be a benefit |
| Negative factors | Many historic buildings on site. May face opposition to redevelopment of these. |
| Constraints | As above, historic may cause inflexible planning considerations |
| Topography | Site appears relatively flat |
| Access | Main access onto site from Tannery Road to the north of the site |
| Potential abnormal costs | Attractive public walkway wanted along riverside |
| Availability of amenities | Close proximity to high street with Public Houses, small niche shops, food convenience stores, high street banks etc. |
| Approx property values | £275 p.sq.ft |
| Likely timescale for delivery | 2016 – 2019 |
| |  |

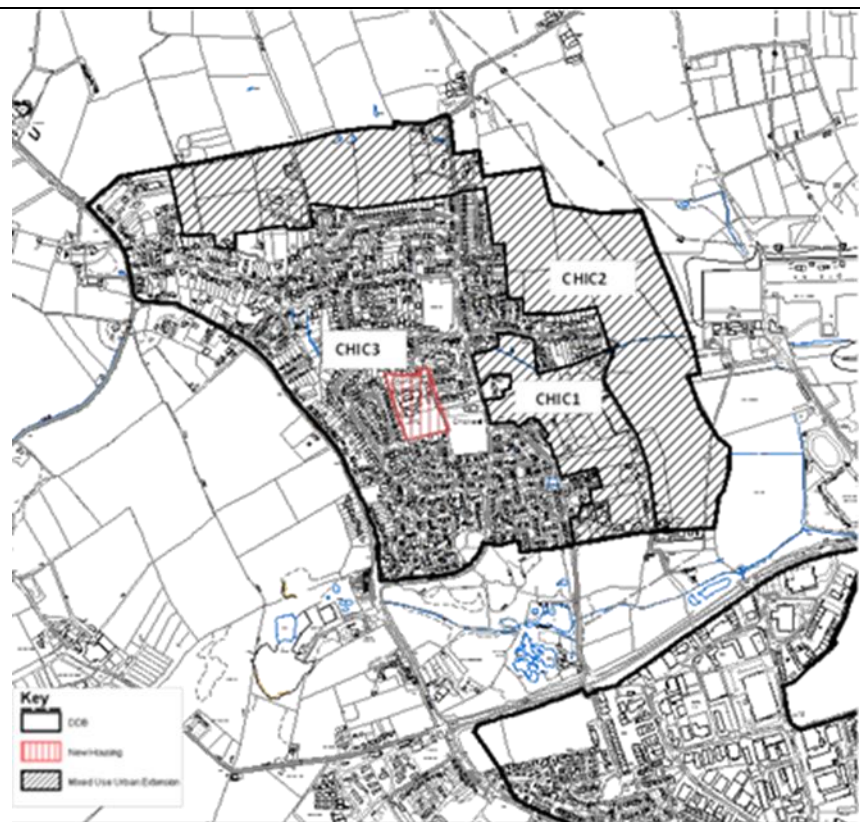
| | |
|-------------------------------|--|
| Site ref | CHIC1 |
| Location | Land at Putton Lane |
| No of dwellings | 250 |
| Owner | G Fry & Son Ltd |
| Planning status | Contact Andrew Martin |
| Agent and contact details | David Lohfink (davidl@cgfry.co.uk) |
| Settlement | Chickerell |
| Nearest large towns | Yeovil (23.2 miles) Taunton (38.2 miles) Exeter (45.9 miles) Dorchester (6.4 miles) Poole (22.7 miles) |
| Train services | Crewkerne (22.2) Maiden Newton (11.3 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Close to current primary school |
| Negative factors | No notable local amenities close by |
| Constraints | Planning issue of affecting green space views of surrounding housing |
| Topography | Appears to be a consistent Incline to south |
| Access | From Putton Lane and Green Lane |
| Potential abnormal costs | No obvious issue |
| Availability of amenities | There is a shop, a village hall and youth centre in Chickerell |
| Approx property values | £200 p.sq.ft |
| Likely timescale for delivery | 2017 – 2019 |

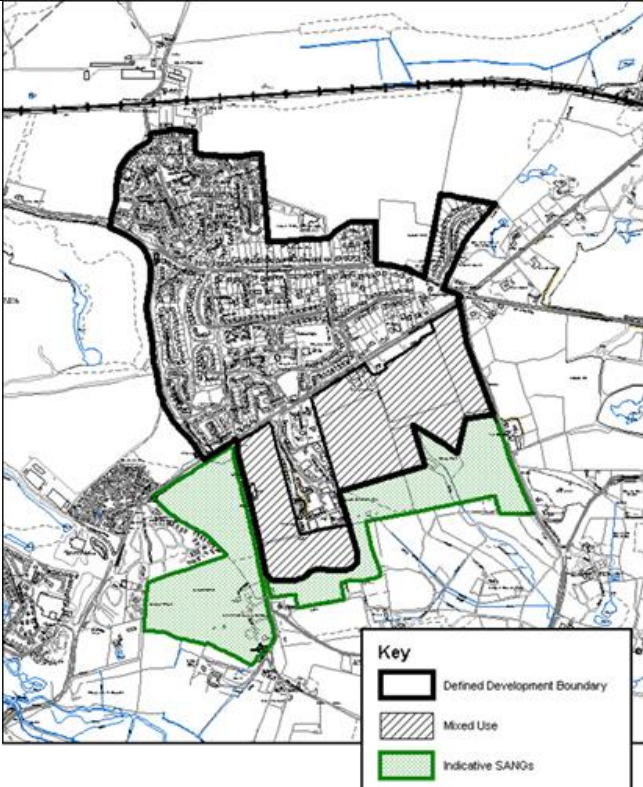


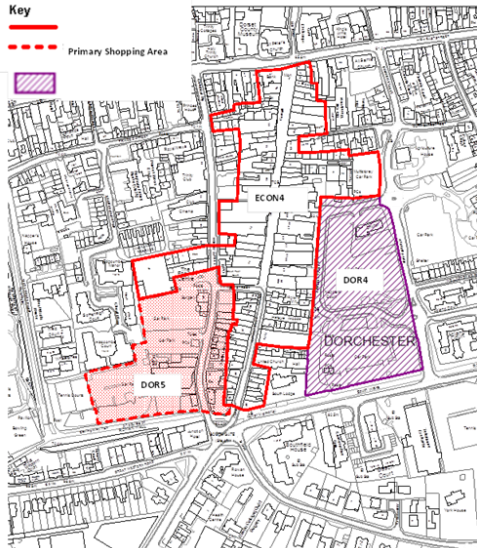
| | |
|-------------------------------|--|
| Site ref | CHIC2 |
| Location | Chickerell Urban Extension (North) |
| No of dwellings | Up to 350 |
| Owner | G Fry & Son Ltd |
| Planning status | Contact Darren Rogers |
| Agent and contact details | WYG Hawkridge (simon.coles@wyg.com) |
| Settlement | Chickerell |
| Nearest large towns | Yeovil (23.2 miles) Taunton (38.2 miles) Exeter (45.9 miles) Dorchester (6.4 miles) Poole (22.7 miles) |
| Train services | Crewkerne (22.2) Maiden Newton (11.3 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Good south-facing views |
| Negative factors | No notable local amenities close by |
| Constraints | Planning consideration required to keep views and access to surrounding countryside |
| Topography | Consistent incline to north |
| Access | From Marshallsay Road |
| Potential abnormal costs | No obvious issues |
| Availability of amenities | There is a shop, a village hall and youth centre in Chickerell |
| Approx property values | £200 p.sq.ft |
| Likely timescale for delivery | 2017 – 2026 |
| |  |

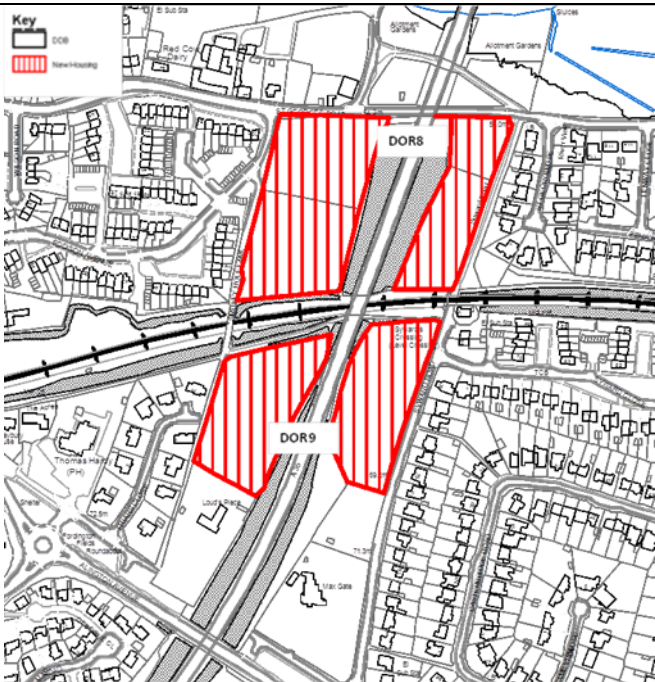
| | |
|-------------------------------|--|
| Site ref | CHIC2 |
| Location | Chickerell Urban Extension (East) |
| No of dwellings | Up to 470 |
| Owner | Persimmon |
| Planning status | Contact Darren Rogers |
| Agent and contact details | Pegasus Planning |
| Settlement | Chickerell |
| Nearest large towns | Yeovil (23.2 miles) Taunton (38.2 miles) Exeter (45.9 miles) Dorchester (6.4 miles) Poole (22.7 miles) |
| Train services | Crewkerne (22.2) Maiden Newton (11.3 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Next to bus station on Putton Lane and playground |
| Negative factors | No notable local amenities close by |
| Constraints | Planning consideration required to keep views and access to surrounding countryside |
| Topography | Appears to be a consistent incline to the south |
| Access | From Putton Ln |
| Potential abnormal costs | No obvious issues |
| Availability of amenities | There is a shop, a village hall and youth centre in Chickerell |
| Approx property values | £200 p.sq.ft |
| Likely timescale for delivery | 2017 – 2016 |
| |  |

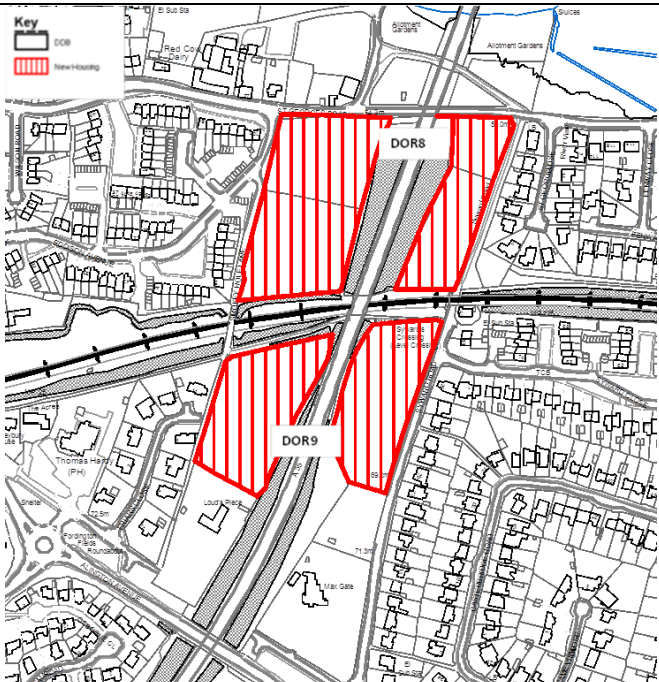
| | |
|-------------------------------|--|
| Site ref | CHIC3 |
| Location | Land off Rashley Rd |
| No of dwellings | 50 |
| Owner | County Council / Chickerell Primary Academy |
| Planning status | No current Pre-App |
| Agent and contact details | Ed Denham (e.denham@dorsetcc.gov.uk) |
| Settlement | Chickerell |
| Nearest large towns | Yeovil (23.2 miles) Taunton (38.2 miles) Exeter (45.9 miles) Dorchester (6.4 miles) Poole (22.7 miles) |
| Train services | Crewkerne (22.2) Maiden Newton (11.3 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Current Primary School (Chickerell Primary School) |
| Positive factors | Good south-facing views |
| Negative factors | Surrounded by residential plots, possible planning issues arising |
| Constraints | As above. Also development is subject to a school development going ahead at CHIC2 |
| Topography | Site appears to be relatively flat |
| Access | Rashley Rd and Spiller Rd |
| Potential abnormal costs | No obvious issues |
| Availability of amenities | Does not appear to be a great range of local amenities close by. |
| Approx property values | £200 p.sq.ft |
| Likely timescale for delivery | 2027 |

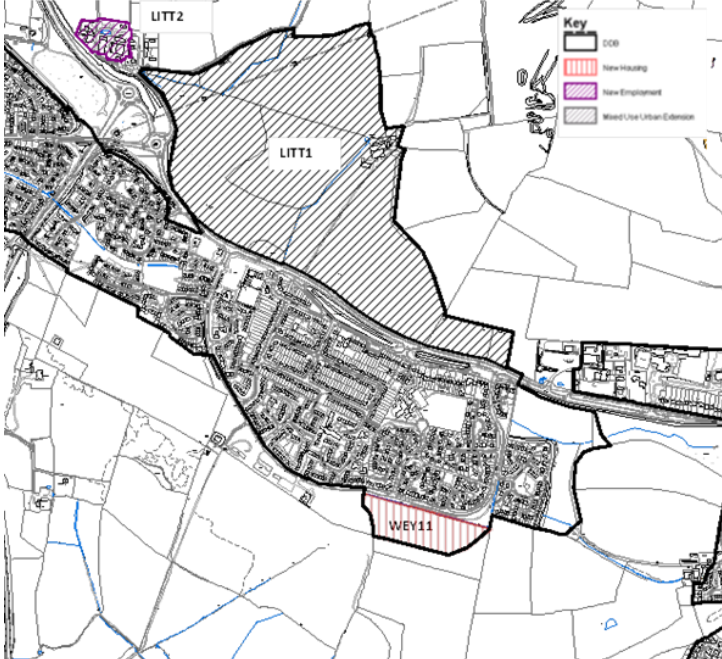


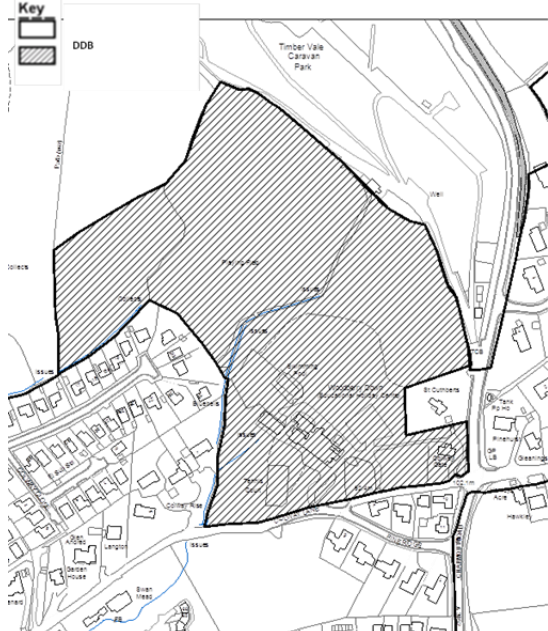
| | |
|-------------------------------|---|
| Site ref | CRS1 |
| Location | Crossways |
| No of dwellings | 500 |
| Owner | Moigne Combe Estate |
| Planning status | Contact David Hodges |
| Agent and contact details | ProVision j.higgins@prprojects.com |
| Settlement | Crossways |
| Nearest large towns | Dorchester (5.9 miles) Weymouth (9.6 miles) Poole (20.3 miles) Bournemouth (24.8 miles) Yeovil (27.8 miles) |
| Train services | Moreton (0.7 miles) Wool (7.7 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Views of local rivers, lakes and ponds and landscape. |
| Negative factors | Borders Flood risk areas |
| Constraints | No obvious constraints to development |
| Topography | Site appears relatively flat |
| Access | Access onto site from main road (B3390) |
| Potential abnormal costs | Potential mitigation of flood risk. |
| Availability of amenities | <ul style="list-style-type: none"> • Community sports centre and Warmwell Leisure Resort. • Crossways Village Hall • Local Shops |
| Approx property values | £220 per sq ft |
| Likely timescale for delivery | 2017 – 2023 |
| |  <p>The map displays the site location within a larger urban context. A thick black line outlines the 'Defined Development Boundary'. A hatched area indicates 'Mixed Use' zones. A green shaded area represents 'Indicative SANGs' (Strategic Access Network Green). The map also shows roads, water bodies, and other urban features.</p> <p>Key</p> <ul style="list-style-type: none"> Defined Development Boundary Mixed Use Indicative SANGs |

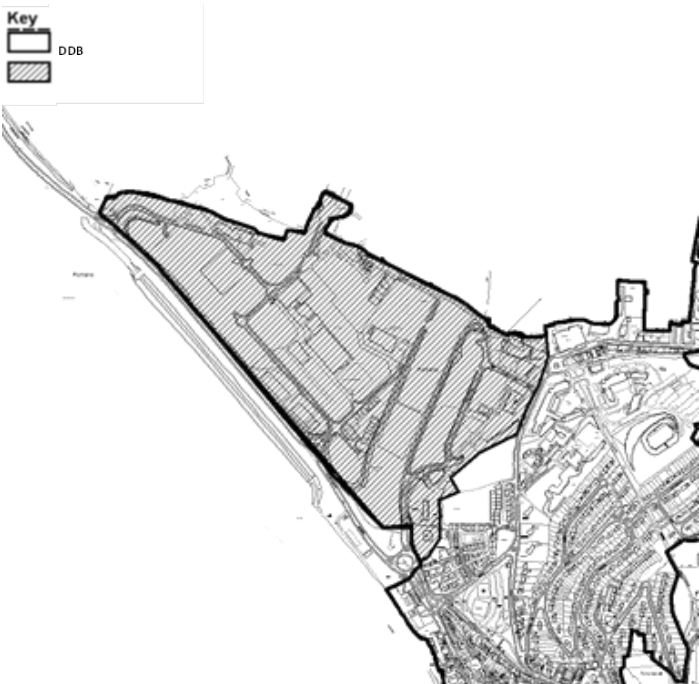


| | |
|-------------------------------|---|
| Site ref | DOR4 |
| Location | Charles Street |
| No of dwellings | 69 |
| Owner | Simon Development Limited/WDDC |
| Planning status | Contact Andrew Martin |
| Agent and contact details | Freeths LLP paul.brailsfords@freeths.co.uk |
| Settlement | Dorchester |
| Nearest large towns | Dorchester Weymouth (8.1) Yeovil (20.5) Poole (23.7 miles) Bournemouth (28.6 miles) |
| Train Services | Dorchester West (0.4 miles) Dorchester South (0.8 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Currently a Car Park |
| Positive factors | Policy for mixed used site to be a key Town Centre Site to deliver significant new retail development. To form part of Primary shopping area. |
| Negative factors | Loss of car park space although replacement space is provided |
| Constraints | No obvious constraints but development may cause degradation of the Poole Harbour SPA through nitrates. |
| Topography | Site appears relatively flat as currently a car park. |
| Access | Access onto site from Acland Road, Wollaston Road, Linden Avenue and Walks Road, connected by two round-abouts |
| Potential abnormal costs | None |
| Availability of amenities | <ul style="list-style-type: none"> • Located adjacent to Primary shopping area so range or retail/leisure including café, restaurants, bank, post office. • Museums • Sunninghill Primary School |
| Approx property values | £256 per sq ft |
| Likely timescale for delivery | 2017 |
| |  |

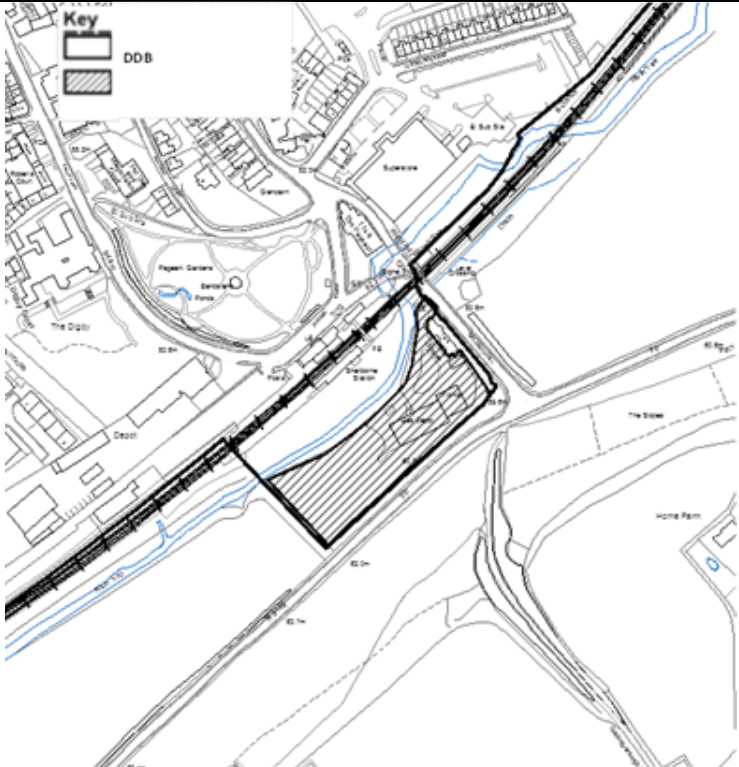
| | |
|-------------------------------|--|
| Site ref | DOR9 |
| Location | Allington Avenue |
| No of dwellings | 50 |
| Owner | Duchy of Cornwall |
| Planning status | No Current pre-App |
| Agent and contact details | Simon Conibear Poundbury Development Manager 01305 250533 |
| Settlement | Dorchester |
| Nearest large towns | Dorchester Weymouth (8.6) Yeovil (21.3) Poole (23.8 miles) Bournemouth (28.67miles) |
| Train Services | Dorchester South (1.1 miles) Dorchester west (1.7 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Large open space allocated to provide more housing, landscape views. |
| Negative factors | Noise pollution from A road and railway line which passes through the site. |
| Constraints | No obvious constraints but a landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views. |
| Topography | Site appears relatively flat |
| Access | A35 and B3143 |
| Potential abnormal costs | None |
| Availability of amenities | <ul style="list-style-type: none"> • Dorchester Town Centre with retail and leisure facilities located 0.8 miles to the West. • Three Schools within close proximity |
| Approx property values | £256 per sq ft |
| Likely timescale for delivery | 2018 |
| |  |

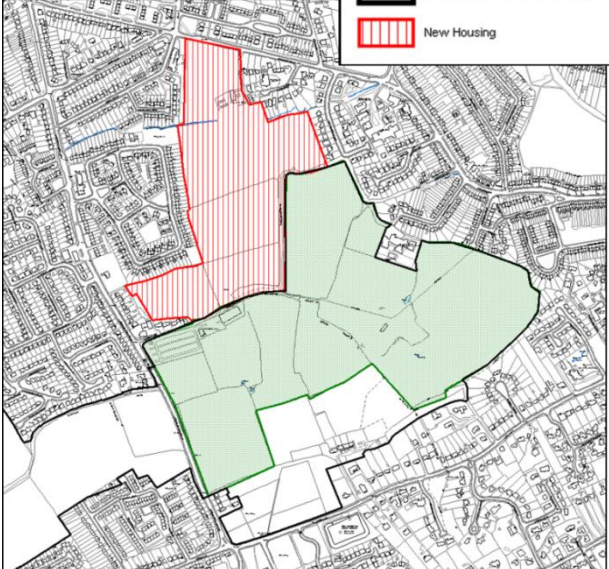
| | |
|-------------------------------|--|
| Site ref | DOR8 |
| Location | Land south of St. George Road |
| No of dwellings | 50 |
| Owner | Duchy of Cornwall |
| Planning status | No Current pre-App |
| Agent and contact details | Simon Conibear Poundbury Development Manager 01305 250533 |
| Settlement | Dorchester |
| Nearest large towns | Dorchester Weymouth (8.6) Yeovil (21.3) Poole (23.8 miles) Bournemouth (28.67miles) |
| Train Services | Dorchester South (1.1 miles) Dorchester west (1.7 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Large open space allocated to provide more housing, landscape views. |
| Negative factors | Noise pollution from A road and railway line which passes through the site. |
| Constraints | No obvious constraints but a landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views. |
| Topography | Site appears relatively flat |
| Access | A35 and B3143 |
| Potential abnormal costs | Architect and landscaping to preserve views and wildlife. |
| Availability of amenities | <ul style="list-style-type: none"> • Dorchester Town Centre with retail and leisure facilities located 0.8 miles to the West. • Three Schools within close proximity |
| Approx property values | £256 per sq ft |
| Likely timescale for delivery | 2017 |
| |  |

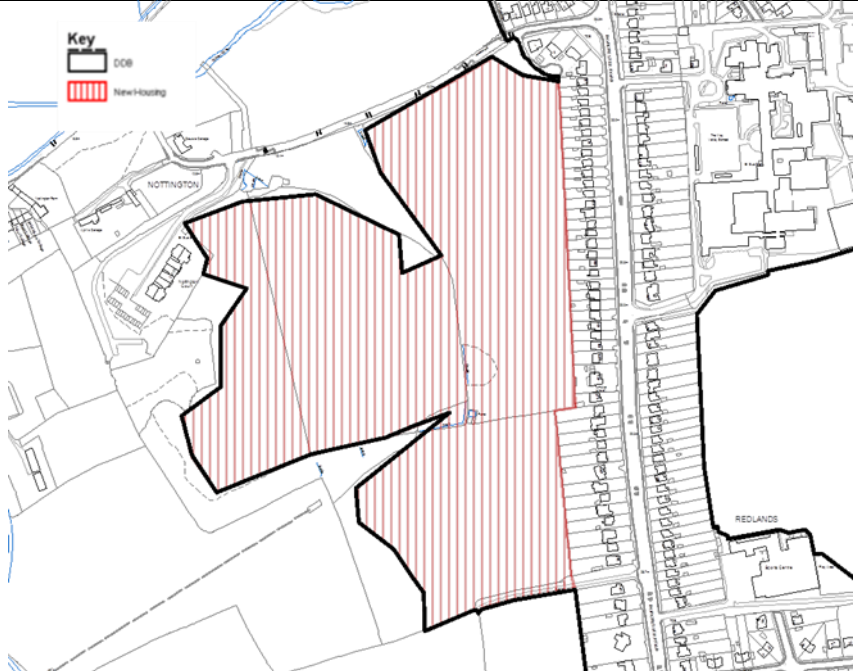
| | |
|-------------------------------|---|
| Site ref | LITT1 |
| Location | Littlemoor Urban Extension |
| No of dwellings | 500 |
| Owner | Chris Morgan Littlemoor Development Consortium (LDC) |
| Planning status | Contact Andrew Martin |
| Agent and contact details | RPS, Richard Boother, boother@rpsgroup.com |
| Settlement | Littlemoor |
| Nearest Large Towns | Weymouth (4.2 miles) Dorchester (5.2 miles) Yeovil (26 miles) Poole (29 miles) Bournemouth (33.9 miles) |
| Train Services | Upwey (1.3 miles) Weymouth (3.6 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Edge of settlement location with views over adjacent Countryside. To provide employment and new homes. |
| Negative factors | All development should be contained within the 40m Contour and integrate successfully. |
| Constraints | No obvious constraints however the development should create a positive outfacing edge when viewed from the ridgeway. |
| Topography | Site appears relatively flat |
| Access | Access on to site from main road A353 |
| Potential abnormal costs | Noise and drain mitigation are to be integrated into the design. |
| Availability of amenities | <ul style="list-style-type: none"> • Two schools and an Arts College • Pharmacy • Local amenities such as local co-op and post office • Library |
| Approx property values | £197 per sq ft |
| Likely timescale for delivery | 2017 – 2024 |
| |  |

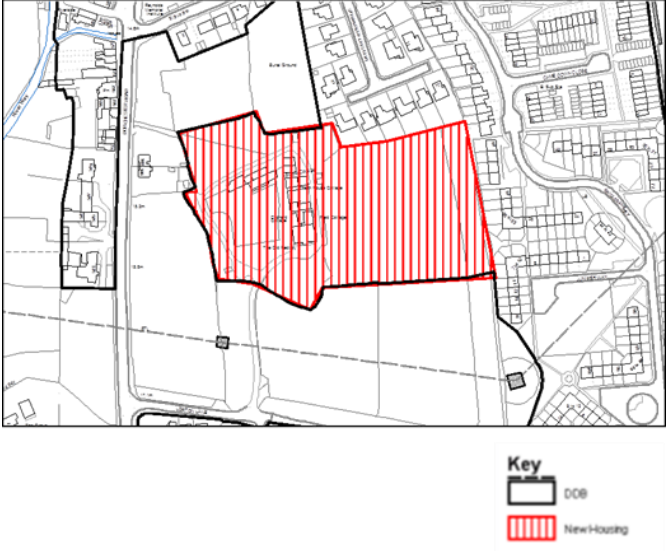
| | |
|-------------------------------|--|
| Site ref | LYME1 |
| Location | Woodberry Down |
| No of dwellings | 90 |
| Owner | Bloor Homes |
| Planning status | Contact Andrew Martin |
| Agent and contact details | Mike Kerton, Mike.kerton@bloorhomes.com , Isaac Kibblewhite Isaac.kibblewhite@bloorhomes.com |
| Settlement | Lyme Regis |
| Nearest Large towns | Dorchester (24.7) Yeovil (25.7) Weymouth (27.1) Taunton (29.2) Exeter (37.2) |
| Train Services | Axminster (7.3 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Providing housing in Lyme with countryside views and retention of the leisure facilities on site. |
| Negative factors | Development requires hedge and tree planting in order to preserve the environment. |
| Constraints | Existing trees and hedgerows onsite should be retained where possible. |
| Topography | Site appears relatively flat, trees in clusters. |
| Access | Access on to site from main road A3052 |
| Potential abnormal costs | No obvious constraints |
| Availability of amenities | <ul style="list-style-type: none"> • Medical Centre & Police Station • Local School • Museum • Local Shops and leisure facilities including a Londis and local Brewery • Local bed & breakfasts |
| Approx property values | £297 per sq ft |
| Likely timescale for delivery | 2018 |
| |  |

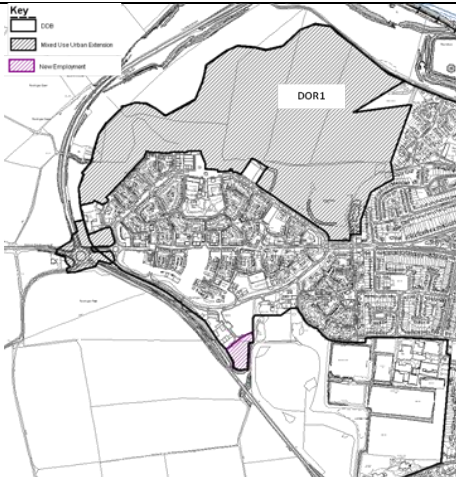
| | |
|-------------------------------|--|
| Site ref | PORT2 |
| Location | Osprey Quay |
| No of dwellings | 69 |
| Owner | Sutton Harbour |
| Planning status | Contact Chris Moscrop |
| Agent and contact details | HC, Mark Glendenning, Mark.glendenning@hca.gsx.gov.uk |
| Settlement | Portland |
| Nearest Large Towns | Weymouth (4.9 miles) Dorchester (12.5 miles) Yeovil (33.2 miles) Poole (36.2 miles) |
| Train Services | Weymouth (5.4 miles) Upwey (8.8 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | 560 berth marina and associated shore-side facilities, workspaces for marine related business, Coastguard Helicopter base, restaurant/café, residential and a new school, grassland and residential.: part of the master plan. |
| Positive factors | Right on the sea front with views of the marina and beach. |
| Negative factors | The area does not benefit from good transport links |
| Constraints | |
| Topography | Lots of buildings with patches of grassland for development. |
| Access | Only access on to site from main road A354 or by boat from Portland Harbour. |
| Potential abnormal costs | There are existing buildings on the site which need to be retained |
| Availability of amenities | <ul style="list-style-type: none"> • Restaurants and cafés • Community Hospital • Local Shops such as the Co-op |
| Approx property values | £152 per sq ft |
| Likely timescale for delivery | 2017 |
| |  <p>Key  DDB </p> |


| | |
|-------------------------------|--|
| Site ref | SHER4 |
| Location | Former Gasworks |
| No of dwellings | 30 |
| Owner | LVA |
| Planning status | No current Pre-App |
| Agent and contact details | James Tizzard, jgt@lva.co.uk , www.lva.co.uk |
| Settlement | Sherborne |
| Nearest Large Towns | Yeovil (5.9 miles) Dorchester (17.5 miles) Taunton (30.8 miles) |
| Train Services | Sherborne Station (0.1 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Former Gas Works Site |
| Positive factors | Well located to the town centre and railway station. |
| Negative factors | Only just outside flood risk zone. Access arrangements to the site may be difficult. |
| Constraints | May be structural problems with the retaining wall along the southern boundary of the site. The treed boundary has to be retained to minimise impact on wider views. |
| Topography | Site slopes steeply down. |
| Access | Nearest main road is A352, nearest access road is Station Road. |
| Potential abnormal costs | Need to address potential flood risk and highway access. |
| Availability of amenities | <ul style="list-style-type: none"> • Two Schools plus playing fields • Hospital • Local Shops including Waitrose • Restaurants |
| Approx property values | £269 |
| Likely timescale for delivery | 2017 |
| |  <p>The map shows a site plan with a key indicating 'DDB' (Development Boundaries) and 'DDB' (Development Boundaries). The site is located near the railway station and is bounded by a retaining wall along the southern boundary. The map also shows the location of the site relative to the town centre and the railway station.</p> |

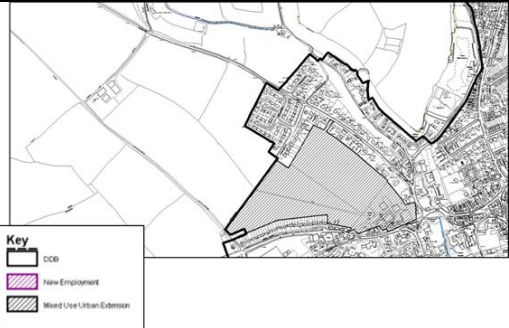
| | |
|-------------------------------|---|
| Site ref | WEY10 |
| Location | Markham and Little Francis |
| No of dwellings | 320 |
| Owner | Betterment Homes |
| Planning status | Contact Darren Rogers |
| Agent and contact details | Malcolm@sibbettegregory.com , 01202661177 |
| Settlement | Weymouth |
| Nearest Large Towns | Weymouth Dorchester (7.4 miles) Poole (26.7 miles) Bournemouth (30.9 miles) |
| Train Services | Weymouth (0.4 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Large green open spaces. |
| Negative factors | Water course within the site, with areas subject to surface water flooding. |
| Constraints | Existing hedgerows and track are an important feature which should be maintained and incorporated into the layout. Design should not have an adverse impact on the amenity of surrounding properties. |
| Topography | The site appears to be relatively flat. |
| Access | |
| Potential abnormal costs | The design and Layout of the development and adequate provision for the surface water run-off. |
| Availability of amenities | <ul style="list-style-type: none"> • Shops • Schools • Employment opportunities |
| Approx property values | £130 per sq ft |
| Likely timescale for delivery | 2016 - 2027 |
| | <div style="display: flex; align-items: flex-start;"> <div style="margin-right: 20px;"> <p>Key</p> <ul style="list-style-type: none"> Public Open Space Defined Development Boundary New Housing </div>  </div> |

| | |
|-------------------------------|--|
| Site ref | WE12 |
| Location | Land at Wey Valley |
| No of dwellings | 320 |
| Owner | CG Fry & Son Limited |
| Planning status | Ongoing pre-application discussions to bring this site forward for development in accordance with the Local Plan policy - allocated for residential development and should include an element of employment use appropriate to a residential neighbourhood. |
| Agent and contact details | Cliff Lane, CLane@savills.com , 01202 856901 |
| Settlement | Nottingham, Weymouth |
| Nearest large towns | Pool (29 miles) Bournemouth (35 miles) Yeovil (27 miles) Dorchester (12 miles) |
| Train services | Upwey (1.2 miles) Weymouth (2.7 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | N/A |
| Positive factors | Edge of settlement location with views over adjacent countryside |
| Negative factors | N/A |
| Constraints | No obvious constraints to development |
| Topography | Site appears relatively flat |
| Access | Access onto site from main road (A354) |
| Potential abnormal costs | None |
| Availability of amenities | <ul style="list-style-type: none"> • Adjacent to Wey Valley school and Sports college • Close proximity to several schools • Close proximity to train station at Upwey • Range of retail/leisure including pub, convenience retail and service station |
| Approx property values | £246 per sq ft |
| Likely timescale for delivery | 2017 - 2024 |
| |  |

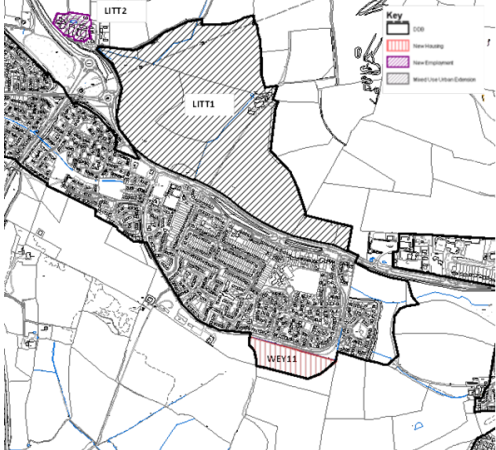
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|-------------------------------|--|
| Site ref | WEY13 |
| Location | Old Rectory, Lorton Lane |
| No of dwellings | 30 |
| Owner | Malcolm Curtis Koori Limited |
| Planning status | Two planning applications are currently being considered for 39 dwellings. The Old Rectory is a listed building set within the conservation area. English Heritage have raised no objection to the proposal and believe it has potential to enhance the conservation area. Therefore the proposal meets the aspirations of the policy in neighbourhood. |
| Agent and contact details | John Montgomery, johnm@tanner-tilley.co.uk , 01202 430348 |
| Settlement | Weymouth |
| Nearest large towns | Poole (29 miles) Bournemouth (35 miles) Yeovil (27 miles) Dorchester (12 miles) |
| Train services | Upwey (0.6 miles) Weymouth (3.1 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Grade 11 listed building |
| Positive factors | Edge of settlement location with views over adjacent countryside |
| Negative factors | Adjacent to railway lines |
| Constraints | Located within conservation area with Grade 11 listed building on-site |
| Topography | Site appears relatively flat |
| Access | Access onto site from main road (A354) |
| Potential abnormal costs | Associated with maintained of Grade 11 listed building |
| Availability of amenities | <ul style="list-style-type: none"> • Adjacent to Wey Valley school and Sports college • Close proximity to several schools • Close proximity to train station at Upwey • Range of retail/café, convenience retail and service station |
| Approx property values | £246 per sq ft |
| Likely timescale for delivery | 2016 |
| |  |

| | |
|-------------------------------|--|
| Site ref | DOR1 |
| Location | Poundbury Urban Extension, Dorchester |
| No of dwellings | 1183 |
| Owner | Duchy of Cornwall |
| Planning status | Outline permission was granted in December 2011 for the final phases of the development, permitting the erection of 1,200 new homes, a new 450 children primary school, 25,000m ² of non-residential development and associated roads, drainage and other infrastructure. |
| Agent and contact details | Simon Conibear, Poundbury Development Manager, 01305 250533 |
| Settlement | Poundbury, Dorchester |
| Nearest large towns | Weymouth (7 miles) Poole (24 miles) Bournemouth (30 miles) Yeovil (21 miles) |
| Train services | Dorchester West (1.4 miles) Dorchester South (1.5 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | n/a |
| Positive factors | The site will provide: -the provision of pedestrian and cycle links within Poundbury and to the centre of Dorchester and to the surrounding areas including the countryside; - highway improvements identified as necessary for the development to go ahead, following a full transport assessment; - the provision of affordable housing and necessary education, community, leisure and recreation facilities (including both built facilities and public open space). |
| Negative factors | Close to water- heightened flood risk? |
| Constraints | See above |
| Topography | Site appears relatively flat |
| Access | Access onto site from main road (A35) |
| Potential abnormal costs | Associated with drainage |
| Availability of amenities | <ul style="list-style-type: none"> • Close proximity to several schools • Close proximity to Dorchester Hospital • Good transport links, and access to A35 • Wide range of retail/leisure facilities including convenience retail |
| Approx property values | £260 per sq ft |
| Likely timescale for delivery | 2016 - 2029 |
| |  |

| | |
|-------------------------------|--|
| Site ref | PORT 3 |
| Location | Hardy Complex, Portland |
| No of dwellings | 384 |
| Owner | Fulca Limited |
| Planning status | The Former Hardy complex was previously Navy accommodation. Planning permission for 554 new homes was granted in 2004 The existing officers' accommodation blocks have been partly completed, with Atlantic House completed in 2009. The remaining phases of construction, which would provide 384 homes, have not progressed due to economic downturn. S106 BA application submitted in December 2014 to reduce the affordable housing requirement on the 554 houses which are still to be completed. The application was successful and the affordable housing contribution reduced. |
| Agent and contact details | Nash Adjaye, N.Adjaye@taylorwessing.com |
| Settlement | Portland |
| Nearest large towns | Portland (0 miles) Weymouth (4.9 miles) |
| Train services | Weymouth (4.9 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Previous Navy accommodation, part of site already completed |
| Positive factors | Town centre location with views overlooking the channel. |
| Negative factors | Residential sales values appear to be struggling to regain momentum from 2009 recession. |
| Constraints | |
| Topography | Site appears relatively flat |
| Access | Site well located being in Portland town centre |
| Potential abnormal costs | |
| Availability of amenities | <ul style="list-style-type: none"> • Portsmouth University • Close proximity to several schools • Close proximity to several train stations in Portsmouth Town centre • Range of retail/leisure, convenience retail |
| Approx property values | £250 per sq ft |
| Likely timescale for delivery | 2021 – 2024 |
| |  |

| | |
|-------------------------------|---|
| Site ref | SHER 1 |
| Location | Barton Farm, Sherborne |
| No of dwellings | 230 |
| Owner | Persimmon Homes South West |
| Planning status | Land at Barton Farm was allocated in the 2006 Local Plan to meet the development needs of Sherborne up until 2016. The allocation was intended to deliver about 230 new homes, 4.2ha of employment workspace and community, leisure and recreation facilities (this allocation owned by Permisson). The fields to the north west of the 2006 allocation, between Trent Path Lane and Marston Road, are relatively well contained in wider views of the town from the north, south and east (subject to additional structural planting). |
| Agent and contact details | Tom Biddle – Planner, Persimmon Homes South West, Mallard Road, Sowton Trading Estate, Exeter, Devon EX2 7LD Tel; 01392 285473 |
| Settlement | Sherborne |
| Nearest large towns | Yeovil (5 miles) Poole (37 miles) Bournemouth (41 miles) Taunton (32 miles) |
| Train services | Sherborne (1 mile) Yeovil Pen Mill (4 miles) |
| Greenfield or PDL | Greenfield |
| If PDL, current use | n/a |
| Positive factors | A new northern link road between the A30 Yeovil Road and the B3148 Marston Road is a pre-requisite of development; The provision of needed employment through employment land delivery; Located on the edge of settlement views overlooking countryside |
| Negative factors | |
| Constraints | |
| Topography | Site appears relatively flat |
| Access | Access via A30 |
| Potential abnormal costs | |
| Availability of amenities | <ul style="list-style-type: none"> • Close proximity to several schools • Close proximity to Yeovil • Close proximity to Yeatman Hospital • Wide range of retail/leisure and convenience retail |
| Approx property values | £240 per sq ft |
| Likely timescale for delivery | 2017 - 2022 |
| |  |
| Site ref | |
| Location | Brewery Square, Dorchester |
| No of dwellings | 560 (for whole site) |
| Owner | Andrew Wadsworth, The Brewery Square Development Company Ltd |
| Planning status | The former brewery site and adjoining land at Weymouth Avenue has planning permission for a comprehensive mixed use scheme (including an arts centre, hotel and limited retail), and is under construction |

| | |
|-------------------------------|---|
| Agent and contact details | John Parminter Partner PBA LLP 16 Brewhouse Yard, Clerkenwell, London EC1V 4LJ 0207 566 8600 london@peterbrett.com |
| Settlement | Dorchester |
| Nearest large towns | Dorchester Town Centre |
| Train services | Dorchester South (0.1 mile) Dorchester West (0.2 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Former Brewery site |
| Positive factors | -Situated just outside primary shopping area and therefore access to wide range of amenities, shops and service; -Well connected- adjacent to Dorchester South train station |
| Negative factors | Next to railway lines |
| Constraints | Limited parking due to location in town centre |
| Topography | Site appears relatively flat |
| Access | Access via Weymouth Avenue |
| Potential abnormal costs | |
| Availability of amenities | <ul style="list-style-type: none"> • Close proximity to several schools • Close proximity to Dorchester Hospital • Good transport links, and access to A35 • Wide range of retail/leisure facilities including convenience retail |
| Approx property values | £250 per sq ft |
| Likely timescale for delivery | 2015 – 2018 |
| | |

| | |
|-------------------------------|---|
| Site ref | WEY11 |
| Location | Destiny Fields, Weymouth/ Land south of Louviers Road, Weymouth |
| No of dwellings | 176 / 100 |
| Owner | FH Cummings Unlimited |
| Planning status | Land at Destiny Fields off Louviers Road has been granted planning permission for 176 new homes. An application has also been submitted for outline permission for approximately 100 new homes on land to the south of Louviers Road. |
| Agent and contact details | David Webb, Headoffice@fh-cummings-unlimited.co.uk 01202 710002 |
| Settlement | Weymouth |
| Nearest large towns | Poole (29 miles) Bournemouth (35 miles) Yeovil (27 miles) Dorchester (12 miles) |
| Train services | Upwey (1.5 miles) Weymouth (4.3 miles) |
| Greenfield or PDL | Greenfield Both sites abut a large tract of open and undeveloped land consisting of Wyke Oliver Hill, Lodmoor Marsh and Lorton Valley, parts of which are designated for their wildlife value, and are also valued for providing informal recreation opportunities. |
| If PDL, current use | |
| Positive factors | Situated on the edge of settlement views over countryside |
| Negative factors | Wildlife protected site which may constrain development |
| Constraints | See above |
| Topography | Site appears relatively flat |
| Access | Access via A535 |
| Potential abnormal costs | |
| Availability of amenities | <ul style="list-style-type: none"> • Close proximity to community facilities • Close proximity to several schools • Close proximity to train station at Upwey • Range of retail/leisure including pub, convenience retail and service station |
| Approx property values | £245 per sq ft |
| Likely timescale for delivery | 2015 - 2018 |
| |  |

| | |
|-------------------------------|---|
| Site ref | WEY1 |
| Location | Former Fire Station , North Quay Weymouth |
| No of dwellings | 43 |
| Owner | McCarthy and Stone |
| Planning status | No pre-app discussions at present. The Fire Station forming part of the larger Westway Road and North Quay site will be re-developed for mixed uses which may include residential, hotel, commercial and small scale retail development |
| Agent and contact details | Alex Child alex.child@theplanningbureau.ltd.uk 01202291455 |
| Settlement | Weymouth |
| Nearest large towns | Pool (29 miles) Bournemouth (35 miles) Yeovil (27 miles) Dorchester (12 miles) |
| Train services | Weymouth (0.6 miles) |
| Greenfield or PDL | PDL |
| If PDL, current use | Undeveloped areas used for parking, the gasholder site and electricity substation, and areas of vacant land. |
| Positive factors | -Good views overlooking the channel -Fronting an active street and water front -Close proximity to Weymouth Town centre and local amenities |
| Negative factors | Low residential values |
| Constraints | |
| Topography | Site appears relatively flat |
| Access | Access via A354 |
| Potential abnormal costs | |
| Availability of amenities | -Close proximity to several schools in Weymouth Town Centre -Wide range of retail/leisure facilities including convenience retail at Weymouth town centre |
| Approx property values | £220 per sq ft |
| Likely timescale for delivery | 2016 |
| | |