

# LAND OFF CAMP ROAD, CHICKERELL

# SITE DELIVERABILITY STATEMENT

PREPARED BY PEGASUS GROUP  
ON BEHALF OF PERSIMMON HOMES



P20-2709\_4C | OCTOBER 2020







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## ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED



Prepared by Pegasus Design  
Pegasus Design is part of Pegasus Group Ltd  
Prepared on behalf of XXXX  
October 2019 Project code P20-2709

Checked by: INITIAL

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# 1 | INTRODUCTION

## PURPOSE

- 1.1 This Vision Document has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Persimmon Homes and the wider consultant team, and relates to the residential development of Camp Road, Chickerell, Weymouth .
- 1.2 The purpose of this document is to explain the background work that has been undertaken and which leads to the considered conclusion that this is a potential future housing Site which is suitable, available and deliverable.
- 1.3 The full extent of the Site is illustrated opposite. Whilst it is acknowledged that not all of the land would be suitable for housing it could be brought forward as part of a comprehensive proposal with appropriate public open space and landscaping, providing a development of 100-130 new dwellings.
- 1.4 It could deliver a range of homes in terms of type, size and tenures (including a meaningful amount of affordable housing) which taken together, can assist in meeting the needs of Chickerell and the wider needs of Weymouth in a sustainable and accessible location.
- 1.5 In order to provide evidence of the Site's suitability, Persimmon Homes have commissioned a specialist team of consultants who have undertaken a number of surveys and assessments to better understand the opportunities and constraints of the Site. At this stage, the main considerations have been identified as follows:
  - Landscape and Visual Impact
  - Ecology
  - Access & Movement
- 1.6 These surveys and assessments are provided with this document.

## STRUCTURE

- 1.7 This document achieves this within the following sections:

**Section 1: Introduction.** Outlines the purpose of this document;

**Section 2: Site Context.** Introduces the Site and describes its location.

**Section 3: Planning Policy.** Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;

**Section 4: Site Accessibility.** Considers the accessibility of the Site in terms of local connections and facilities.

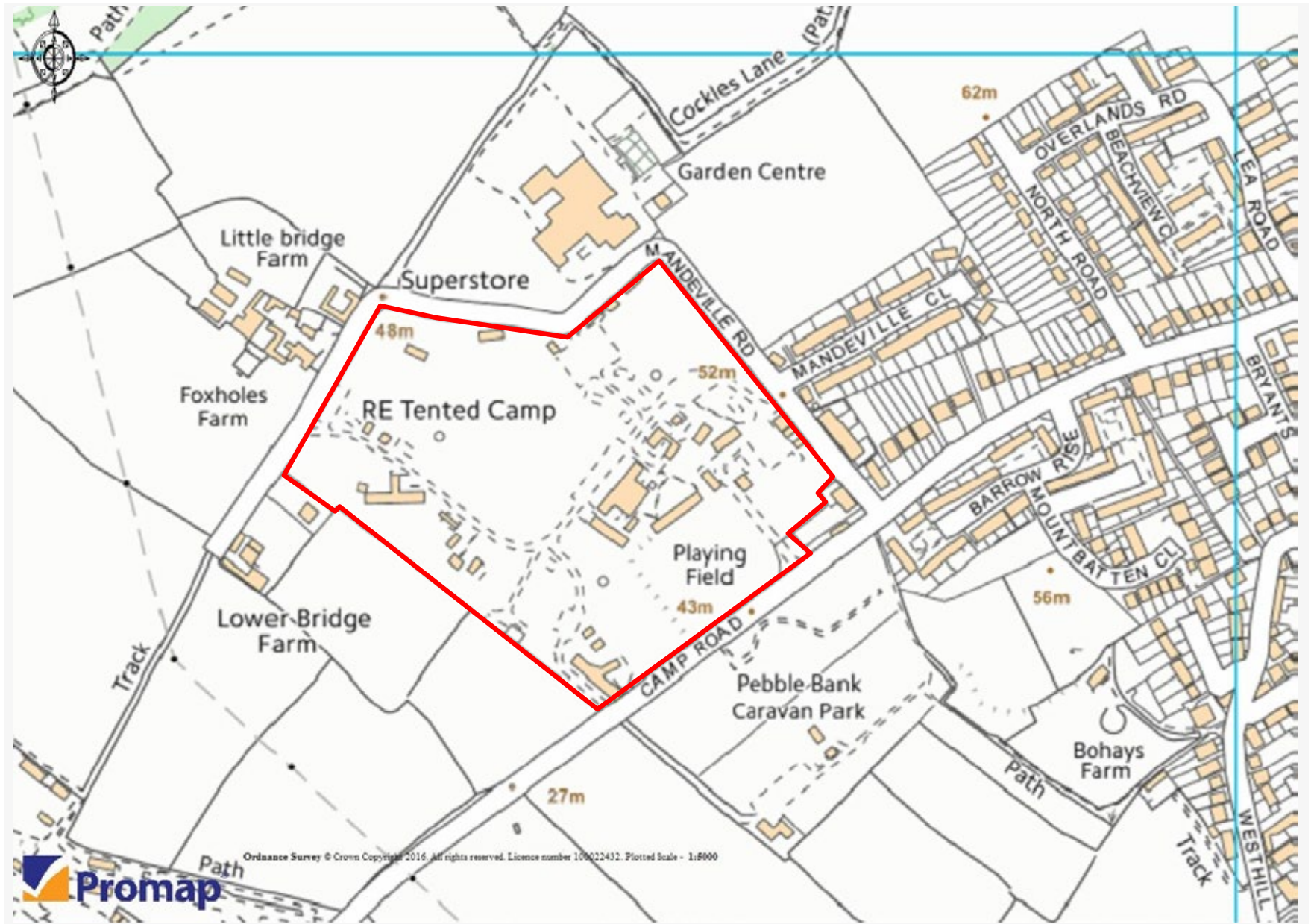
**Section 5: Site Context & Features.** Assesses the various technical issues surrounding the Site that could influence the Masterplan.

**Section 6: Design Proposals.** Presentation of the design principles that have been derived from a combination of Government Policy and Site assessment;

**Section 7: Sustainability Appraisal.** Demonstrates how proposals will meet sustainability needs set out in the NPPF.

**Section 8: Deliverability Appraisal.** Assesses how the Site meets deliverability aspects highlighted in the NPPF.

**Section 9: Conclusion.**



## 2 | SITE CONTEXT

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### THE SITE

- 2.1 The Site covers 7.9 hectares (Ha) and extends over a former MOD tented training camp. The Site contains a number of huts and ancillary buildings which are in varying conditions.
- 2.2 The Site is not subject to any local or national landscape designations or any ecological designations, but is situated within the defined Heritage Coast line and close to the Chesil & The Fleet SSSI.
- 2.3 The Site is bound to the north and east by Mandeville Road and to the south by Camp Road. To the north of the Site is a former B&Q warehouse, which now has permission for residential development. Adjacent to the eastern boundary is existing residential development around Mandeville Close and Camp Road, with an established Caravan Park adjacent to the southern boundary along Camp Road.
- 2.4 The south-east corner of the Site boundary is shared with existing residential development.

### LOCAL CONTEXT

- 2.5 The site lies approximately 2.9km from Weymouth and is located about 0.9 km west of Wyke Regis - part of the south western suburbs of Weymouth. Its location is on the western built-up edge of Weymouth and within the parish of Chickerell.
- 2.6 Weymouth is a seaside town on the southern coast of England, situated halfway along the Jurassic Coastline. With a population of approximately 53,000 (2018), the town provides a wide range of shops, facilities, services and employment opportunities which serve the town and its surroundings.
- 2.7 Wyke Regis is a village which lies within the south western suburbs of Weymouth. Its population stands at around 5,500 and is predominantly residential in nature. It also provides a range of facilities including a Library, a Community and Sports Association, convenience stores, dentist, social club, places of worship, a primary school and a secondary school.

*“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.”*

*(Para. 130, NPPF 2019)*

- 3.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (February 2019) and National Design Guide (October 2019).

## NATIONAL PLANNING POLICY FRAMEWORK

- 3.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

- 3.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 102) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

*“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

*(Para. 102(e) NPPF 2019)*

- 3.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:

*“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”*

*(Para. 124, NPPF 2019)*

- 3.5 The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.



# 3 | PLANNING POLICY

**3.6** Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

- “a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

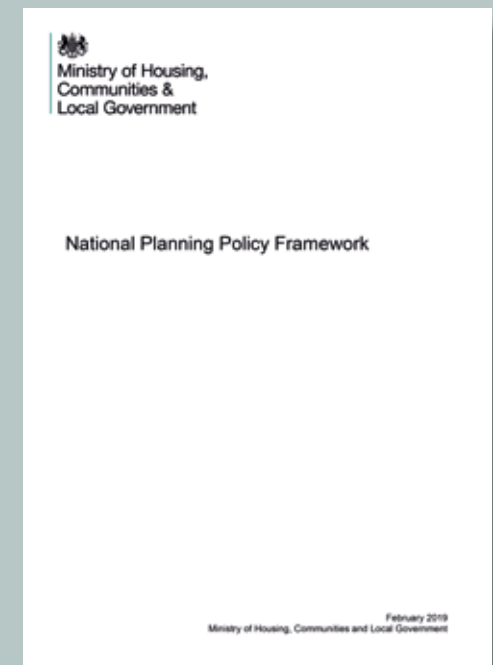
**3.7** To support the Government’s objective, it is important that sufficient supply and variety of land come forward where it is needed (Paragraph 59).

**3.8** To achieve this, strategic policy-making authorities (in this case Dorset Council) should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period (Paragraph 65).

**3.9** The current Standard Method for Dorset indicates a figure of 1,790 dwellings per annum compared to the current local plan housing requirement of 1,464 dwellings per annum. The consultation on the proposed changes to the Standard Method proposes to increase the number of dwellings per annum to 2,075. It is clear that even if the proposed changes to the Standard Method are revised, the new housing figure to be addressed in the Dorset Local Plan review will be significant higher than that in the current Local Plans.

**3.10** In identifying land for new homes, strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability (Paragraph 67)

**3.11** The most recent SHELAA assessment concludes that the site is suitable for development and that the site is available and achievable.



## PLANNING PRACTICE GUIDANCE

3.12 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

3.13 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

*“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”*

*(Para. 001, PPG, ID: 26-001-20191001, October 2019)*

## NATIONAL DESIGN GUIDE

3.14 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

*“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”*

*(Para. 13, NDG 2019)*

3.15 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

3.16 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.



3.17 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, July 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

## LOCAL PLANNING POLICY CONTEXT

3.18 The development proposals have been formulated having due regard to the West Dorset, Weymouth & Portland Local Plan (2015), which covers the period up to 2031.

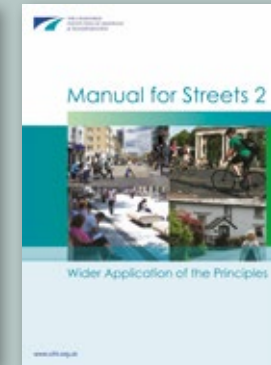
3.19 Consideration has also been given to the following local planning and design guidance;

- Chickerell Neighbourhood Plan (2019-2036) (Submission Draft, May 2020)
- Landscape Character Assessment – Dorset Ridge & Vale

3.20 Representations were also made towards the now abandoned West Dorset, Weymouth and Portland Local Plan Review Issues and Options consultation. The site at Camp Road was identified as a draft allocation in the West Dorset Weymouth and Portland emerging Local Plan, however the Local Plan has been abandoned. Since April 2019 this work is feeding into the preparation of a Dorset Council Local Plan.

3.21 The site has been submitted to Dorset Council in response to the “call for sites”. The submission demonstrated that the site is deliverable and that sustainable residential development could be accommodated on the site.

3.22 The Government objective is to significantly boost the supply of housing. Dorset Council is preparing a new Local Plan and considering the number of homes and the location of new development. Land at Camp Road is a sustainable location given its proximity to Weymouth and ability to help meet future housing needs.



## PUBLIC TRANSPORT

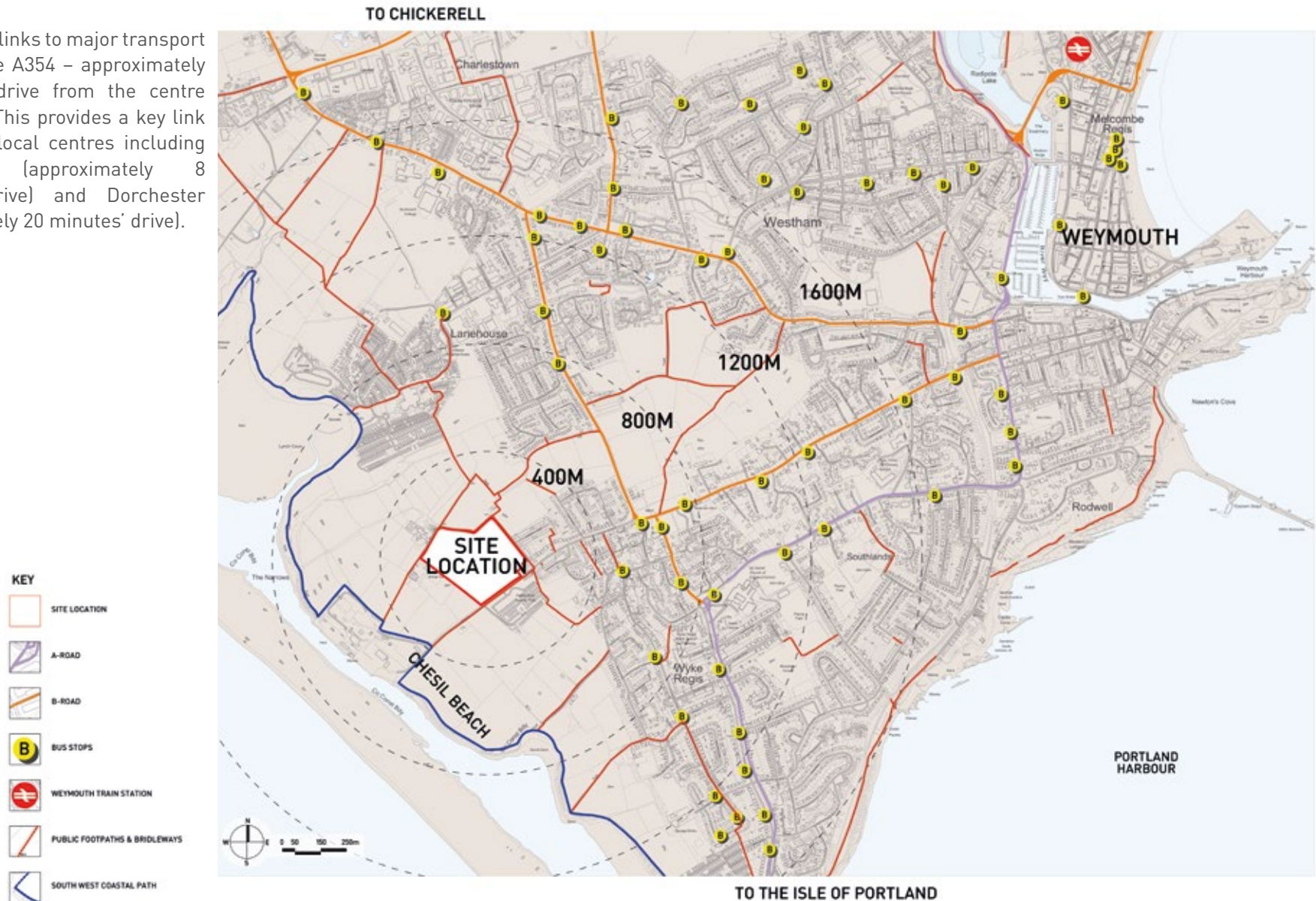
- 4.1 The Site is well connected to the surrounding urban areas of Wyke Regis and Weymouth, and benefits from easy access to public transport and strategic highway links within close proximity of the Site. The plan opposite illustrates the location of the Site within the context of the local access and movement network.
- 4.2 The bus stop of High Street is located approximately 0.6km (8-minutes' walk) to the east of the Site, with additional bus stops of All Saints Church and Camp Road also being approximately 8-minutes' walk to the east of the Site. These bus stops provide sustainable connections to major destinations as indicated below:
- 'High Street', 'All Saints Church' and 'Camp Road' bus stops (to Weymouth/Portland approx. every 40 minutes)
  - 'Camp Road' bus stop (to Dorchester/Kingston Maurward College twice daily)
- 4.3 Local pedestrian and cyclist connections, include;
- Camp Road to Bryants Lane, to Wyke Regis High Street
  - Camp Road to Wyke Road, to Weymouth Town Centre
  - Camp Road to B3156, to A354, connecting the Isle of Portland, Dorset with Salisbury, Wiltshire and the towns of Blandford Forum, Dorchester and Weymouth
  - Public Rights of Way incl. Bridleway S16/35 and Footpaths S16/32, S16/34, S16/36, S16/51, S1/126, S1/140 and S1/155
  - South West Coastal Path (630 miles across Somerset, Devon, Cornwall and Dorset)
  - The Site is located approximately 3.6km (a 14-minute cycle) south-west of Weymouth train station. The Station is operated by South Western Railway and provides access to a range of locations including Dorchester, Bournemouth, Southampton, Poole, Gloucester, Bath, Bristol and London Waterloo.

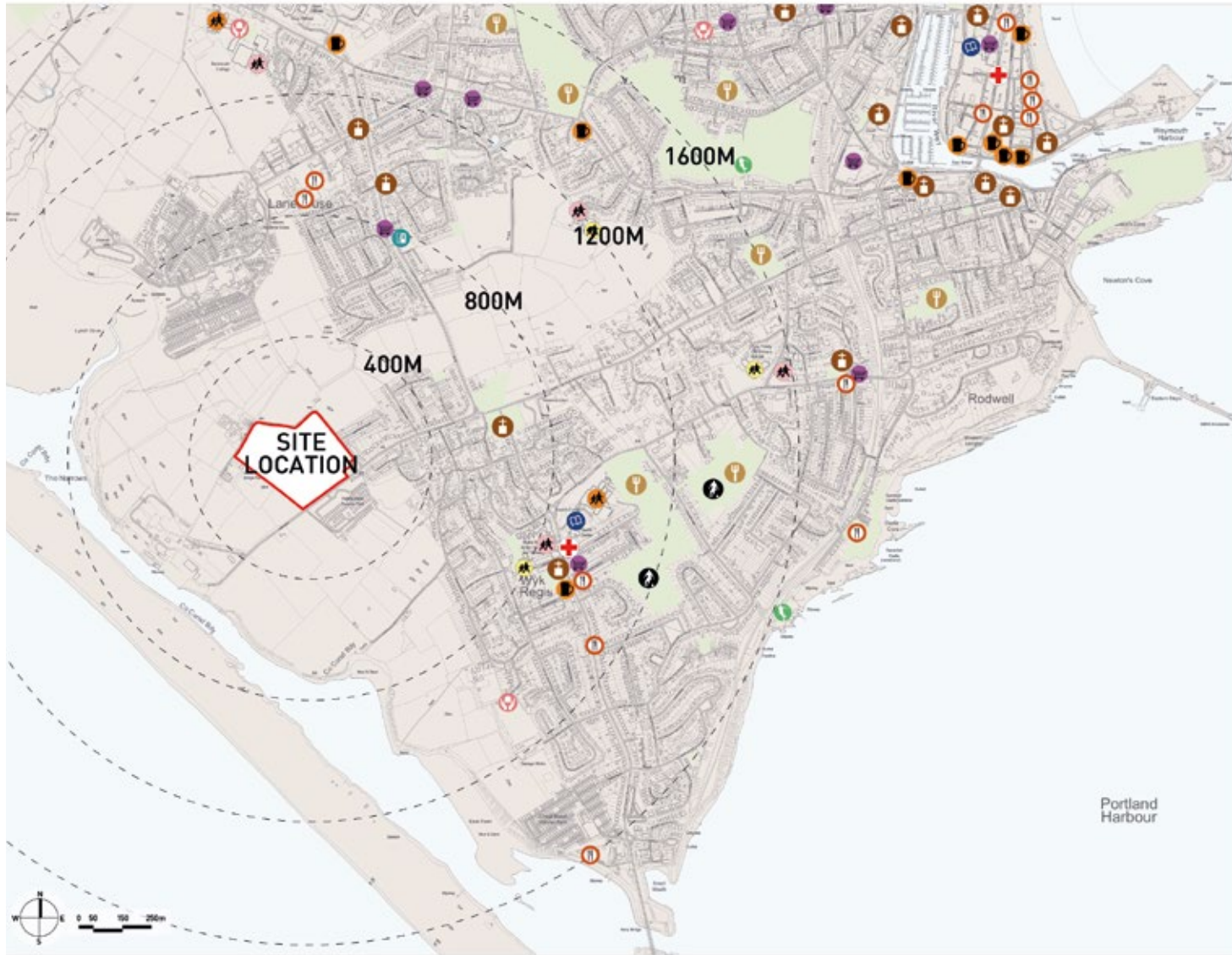


# 4 | SITE SELECTION

## HIGHWAYS

4.4 The Site has links to major transport routes to the A354 – approximately 3-minutes' drive from the centre of the Site. This provides a key link to multiple local centres including Weymouth (approximately 8 minutes' drive) and Dorchester (approximately 20 minutes' drive).





- KEY:**
- SITE LOCATION
  - PUBLIC HOUSE
  - LIBRARY
  - NURSERY
  - PRIMARY SCHOOL
  - SECONDARY SCHOOL
  - DOCTORS SURGERY /HOSPITAL
  - CONVENIENCE STORE
  - LEISURE FACILITIES
  - PLAYING FIELDS
  - ALLOTMENTS
  - PLACE OF WORSHIP
  - CAFE/RESTAURANT
  - PETROL STATION
  - VILLAGE HALL/ COMMUNITY FACILITY



## LOCAL FACILITIES

- 4.5 The Existing Local Facilities Plan illustrates the location of key local facilities and services in relation to the Site.
- 4.6 It can be seen that the following key facilities would be within easy walking and cycling distances, or accessible by public transport, meaning that residents would not be reliant upon the use of a private car:
- Mountbatten Close Play Area (480m)
  - Overlands Play Area (640m)
  - Wyke Regis Infant School & Nursery (1.2km)
  - Wyke Gardens (1.2km)
  - Wyke Regis C of E Junior School (1.2km)
  - All Saints Church of England Academy (1.2km)
  - Wyke Regis Library (1.2km)
  - NISA Local (1.4km)
  - Tesco Express (1.4km)
  - Phoenix Dental Care (1.6km)
  - The Wyke Smugglers (1.6km)
  - Wyke Regis Community & Sports Association (1.7km)
- 4.7 These existing community facilities would be complimented by the provision of additional play and open space recreational opportunities as part of the future site proposals.
- 4.8 It can therefore be demonstrated that the Site is well located in terms of access to sustainable transport and key facilities within Wyke Regis and Weymouth, enabling journeys by residents to be made by sustainable travel modes, consistent with the guidance provided in para 102–111 ie Section 9 Promoting Sustainable Transport.



VIEWPOINT 1 VIEW FROM MANDEVILLE ROAD (IMAGES TAKEN BY LVIA LTD)



VIEWPOINT 2 VIEW FROM CAMP ROAD (IMAGES TAKEN BY LVIA LTD)



VIEWPOINT 6 VIEW FROM SOUTH WEST COASTAL PATH (IMAGES TAKEN BY LVIA LTD)



# 5 | SITE CONTEXT & FEATURES

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5.1 This section of the document considers the various technical issues that influence the design proposals.

5.2 The most recent SHELAA assessment concludes that the site is suitable for development and that the site is available and achievable. However, it also raises a number of issues which are addressed in the following paragraphs.

## LANDSCAPE AND VISUAL IMPACT

5.3 A study conducted by LVIA Ltd in April 2020 assessed the potential landscape and visual effects of the proposed development on the surrounding landscape.

5.4 The vegetation comprises semi-improved grassland between the existing hardstanding and built form currently on site, with areas of scrub around the boundaries. A small number of scattered trees lie within the Site, with a native hedgerow forming part of the western boundary.

5.5 Along the southern boundary is a ridge line which makes the ground level at this part of the Site noticeably higher than the adjoining Camp Road. From the north-eastern part of the Site clear views of the English Channel can be seen, which should be retained in the proposed development.

5.6 In terms of landscape character, the study found that the effects of the proposed development upon this are not considered material. In terms of visual effects, the proposed development is expected to have moderate adverse (not material) visual effects. This is to be mitigated by planting to provide visual barriers to most parts of the Site.

5.7 The study has addressed the points raised in the SHELAA. The SHELAA considered that as the site adjoins existing residential development off Mandeville Road that any built development could be limited to the eastern part of the site, adjacent to Mandeville Road

5.8 The LVIA concludes that following mitigation measures, vegetation growth and weathering, visual impacts would be ameliorated from the local landscape.

5.9 With the implementation of a successful mitigation strategy, the overall residual impact on the landscape is considered to have a moderate adverse overall effect on the surrounding landscape character and moderate adverse residual visual effects as a worst case. It should be considered that this type of development is not out of character within the receiving landscape.



**LEGEND**



Site boundary



Viewpoint location

Zone of theoretical visibility



Yellow wash - Potential view



Grey wash - No potential view

NB: Viewshed analysis run with 1.6m viewer height and buildings at a 9m height with mapinfo and represents surface topography, without taking into account potential visual barriers in the form of trees, hedgerows, woodland, buildings and other manmade elements.

**VIEWPOINT LOCATION PLAN**  
(PRODUCED BY LVIA LTD)



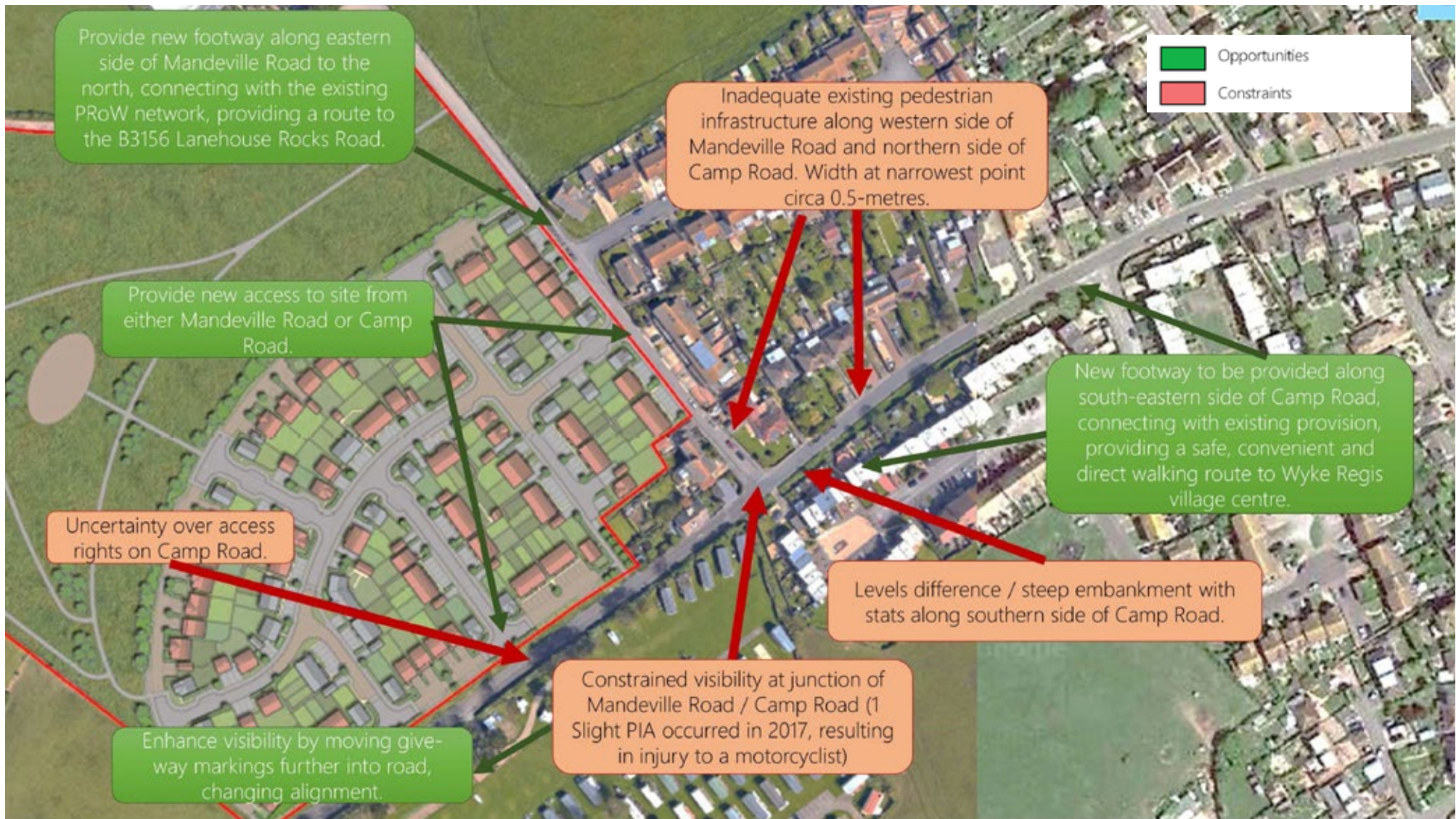
## ECOLOGY AND BIODIVERSITY

- 5.10 An Ecological Appraisal and Phase 1 Survey of the Site was carried out by Lindsay Carrington Ecological Services in April 2020, which reviewed the potential ecology in the area that may pose a constraint to development, and mitigation measures as necessary.
- 5.11 The assessment highlights that the Site comprises fields of semi-improved grassland and areas of scrub around the Site and boundary. The western boundary is formed by native hedgerow, with a small number of scattered trees found across the Site.
- 5.12 It is noted that the Site includes a number of habitats that are suitable to support nesting birds, bats, reptiles and great crested newts, with these features including hedgerows, scattered trees and the ancillary buildings. As a result, the requirements for a net gain in biodiversity as outlined in the NPPF should be met.
- 5.13 The assessment concludes that the Site is considered to be of moderate ecological value, due to the semi-improved grassland and bat-roosting potential on four of the buildings.



PHASE 1 HABITAT SURVEY PLAN &  
BUILDING LOCATION MAP  
(PRODUCED BY LINDSAY CARRINGTON ECOLOGICAL SERVICES)

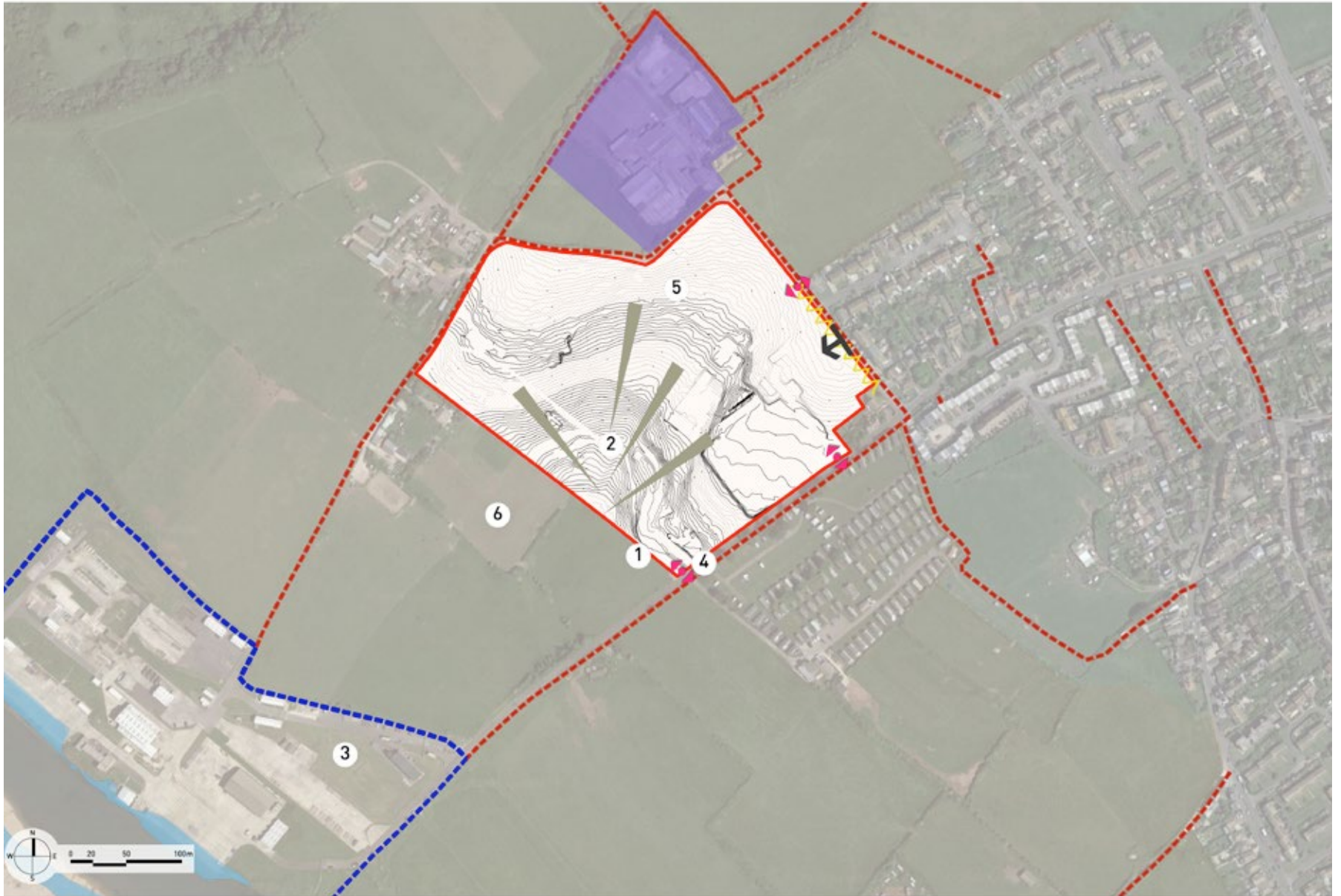






## ACCESS

- 5.14 A Movement & Access Strategy for the Site was prepared by Milestone Transport Planning in May 2020, on behalf of Persimmon Homes. The assessment provides initial highways and access advice for the proposed development, confirming that dwellings within the proposed development would be afforded opportunities to adopt sustainable travel patterns for various purposes.

















## OVERVIEW OF SITE AND CONTEXT

5.15 The results of the various Site studies are used to inform and structure the development proposals. These are illustrated, where appropriate, on the Site features plan presented opposite.

5.16 To the north of the Site at the location of the previous Value House Stores, there is consented development for 37 dwellings with associated ancillary features and junction improvements to that between Mandeville Road and Camp Road (ref: WD/D/19/000770). The location of this development is illustrated in purple on the Site and Context Features Plan opposite. Once built, the site proposed in this document will be bound on three sides by development, making the site appear far less exposed.

5.17 Whilst SHELAA states that the site is within close proximity to internationally and nationally designated semi-natural habitats within the West Dorset Heritage Coast, the technical studies undertaken to date demonstrate how the proposed development can be accommodated with appropriate mitigation.

### KEY

	SITE LOCATION
	CONTOURS
	GENERAL DIRECTION OF SLOPE
	FLOOD ZONE 2
	FLOOD ZONE 3
	PUBLIC RIGHTS OF WAY
	SOUTH WEST COASTAL PATH
	PROPOSED VEHICULAR ACCESS
	PROPOSED PEDESTRIAN ACCESS
	BOUNDARY ONTO EXISTING RESIDENTIAL DEVELOPMENT
	DEFINED HERITAGE COAST
	APPROVED RESIDENTIAL DEVELOPMENT

### TARGET NOTES

- 1 AREA WITHIN DEFINED HERITAGE COAST - POTENTIAL TO PROVIDE SOFTER LANDSCAPE TRANSITION BETWEEN BUILT DEVELOPMENT AND OPEN LANDSCAPE
- 2 STEEP SLOPE WITHIN SITE BOUNDARY
- 3 AREA WITHIN FLOOD ZONE 1 - OUTSIDE OF FLOOD ZONES 2 & 3
- 4 EXISTING PUBLIC RIGHTS OF WAY (INCL. SOUTH WEST COASTAL PATH) SURROUNDING THE SITE - POTENTIAL TO CREATE SUSTAINABLE AND ACCESSIBLE LINKS THROUGHOUT THE SITE TO INTERCONNECT
- 5 EXISTING WILDLIFE CORRIDORS TO BE PROTECTED AND ENHANCED THROUGH PROVISION OF BIODIVERSITY CORRIDORS
- 6 VIEWS OF CHESIL BEACH & OPEN LANDSCAPE TO BE PROTECTED



6.1 Following a thorough assessment of the context and features of the Site, a Sketch Layout has been prepared by Persimmon Homes. The plan illustrates how the Site could come forward for development.

### **RESIDENTIAL DEVELOPMENT**

6.2 The proposed area for residential development is contained in a way that follows the established building line of Mandeville Close to the east, and mirrors the Pebble Bank Caravan Park to the south. Therefore, this area is in keeping with the surrounding existing development and creates a suitable extension to the built form at Wyke Regis.

6.3 Due to the softer nature along the western edge of the Site, the proposed area for residential development curves round and is limited along this boundary, in order to respect the natural landscape towards the coast. The proposed development also avoids the steep gradients along this western boundary, with this area as designated public open space

6.4 The proposed residential area adopts a very regular pattern of development, reflecting that of the surrounding built form. On the northern and southern edges of the proposed built form, dwellings are accessed via a number of private drives, which have been designed to reduce the amount and speed of vehicular traffic near to the public open space. Along the northern boundary, dwellings largely overlook the public open space and are afforded clear views across the natural landscape to the north and west.



# 6 | DESIGN PROPOSALS

- 6.5 The areas that are suitable for residential development could provide approximately 100-130 dwellings depending on density and layout considerations.
- 6.6 The area of the site proposed for residential development accounts for 35% of the site area. The remaining 65% is proposed as public open space, meaning the majority of the site is retained and enhanced landscape potentially supporting/enhancing and extending the Wyke Regis Wildlife Corridor.
- 6.7 Densities are likely to vary throughout the Site but will be lower towards the north-western edge of the Site to create a suitable transition from built development to public open space and existing countryside.
- 6.8 Building heights across the Site would be 2 storeys only, in accordance with local policy and to retain the same skyline to views from the existing local landscape.
- 6.9 Affordable housing will be provided in suitably sized clusters throughout the development and would be designed to be tenure blind.

## LANDSCAPE VISION & GREEN INFRASTRUCTURE

- 6.10 The landscape vision for the Site is to create a development that responds well to the established landscape framework within the local area and preserve the setting of Wyke Regis.
- 6.11 The landscape framework provides an opportunity for the proposals to fit seamlessly into the area without affecting views towards Wyke Regis to the south east and the defined Heritage Coast to the south west.
- 6.12 The aim of the Heritage Coast is to conserve, protect and enhance the natural beauty of the coastline, its flora and fauna, its heritage features and to encourage and help the public to enjoy, understand and appreciate these areas. Development at the site would help to achieve these objectives through considered design of the buildings and sensitive landscaping proposals and arrangement of land uses, including considerable quantum of open space.'
- 6.13 Intervisibility between different areas of the Site can be controlled in a way that responds well to the prevailing landscape character and existing field pattern.
- 6.14 Tree canopies are proposed to follow the boundary between residential development and public open space to screen views of the proposed dwellings from existing countryside to the north. Buffer planting is proposed along Camp Road to help retain its rural character.
- 6.15 Existing PRoWs would be retained and incorporated into the proposed Masterplan. The Site benefits from PRoWs along its northern, eastern and southern boundaries. The 5.12 Ha of proposed public open space, which can include informal amenity space, footpaths and play areas, is designed to be used by the future and existing communities. The space features a number of pathways which interconnect throughout the Site to give access from these three boundaries to the existing PRoWs and nearby South West Coastal Path. The paths have been designed to integrate the development into the surrounding landscape and in doing so, provide sustainable and accessible links between the existing and future communities of Wyke Regis. As a result, the public access would be improved and enhanced across the Site and adjoining areas.
- 6.16 The Landscape Masterplan would support the creation of a resilient community that can adapt to climate change, through the provision of open spaces and proposed vegetation.







## ACCESS

- 6.17 The primary access for vehicles will be to the east off Mandeville Road. A number of links with pedestrian and cycle routes are to be considered in and around the Site, connecting to pathways proposed in the northern area of public open space. These provide sustainable connections to integrate with existing pedestrian and cycle routes into and around Wyke Regis.
- 6.18 The detailed master planning of the Site will also seek to deliver a permeable and well-connected development which encourages people to move freely within the scheme and encourages walking and cycling.

## SUSTAINABLE URBAN DRAINAGE

- 6.19 Sustainable Urban Drainage features including surface water attenuation basins/swales, can be incorporated into the development parcels and areas of Green Infrastructure, if required. These can provide multifunctional areas of open space whilst also responding to the technical drainage requirements of the development.

## PHASING

- 6.20 The proposed development accommodates 130 dwellings, which if delivered altogether would have the benefits of contributing to the housing needs of the local authority, creating new homes for individuals and families and providing sustainable footpath and cycle links with existing surrounding developments. The development as presented has the ability to be brought forward in a phased approach, with the first phase delivering approximately 35 dwellings. However, this initial phase would not have the capability to bring forward the wholesale ecological, landscape or pedestrian access benefits that the larger presented could.





# 7 | SUSTAINABILITY APPRAISAL

7.1 The following section demonstrates how development proposals for the Land off Camp Road Site will meet the three sustainability tests set out in the NPPF and summarised in Section 3 of this document.

## ECONOMIC ROLE

- Provision of much needed family and affordable housing (100-130 new homes) within Wyke Regis and the wider Weymouth/West Dorset area;
- Contributions towards local infrastructure;
- CIL and Section 106 contributions would be provided to the Local Authority to benefit the local community; and
- Direct and indirect employment during construction stages.



## SOCIAL ROLE

- Delivery of NSS Compliant high-quality homes in a range of house sizes and tenures;
- Creation of a positive built environment for future residents, whilst protecting the amenity of existing residents;
- Provision of much needed affordable housing, in line with policy requirements;
- Delivery of high quality and accessible open space and local play areas to serve the new residents and those living nearby; and
- Provision of recreation opportunities and facilitation of associated health and well-being benefits.



## ENVIRONMENTAL ROLE

- Opportunities will be taken to enhance the biodiversity of the Site by appropriate management and enhancement of features such as the hedgerows and trees;
- Addressing the potential landscape impact and mitigation of any potential environmental harm;
- New homes will be built to modern building standards, in accordance with the latest national Building Regulations, which are aimed at reducing energy and water consumption; and
- Potential for timber frame construction.



## SUITABILITY APPRAISAL

8.1 The NPPF states that for a Site to be considered deliverable it must be Suitable, Available and Achievable. The following section sets out how the proposal for new homes at Land at Camp Road accords with each deliverability aspect.

8.2 The extract (opposite) is from the Planning Practice Guidance and sets out how the suitability of Sites should be assessed. Taking this into account, the Site is considered suitable because:

- The Site is suitably located in relation to local services and facilities, as well as public transport links;
- The Site is considered an appropriate growth opportunity on the western periphery of Wyke Regis without developing areas within designated ecological areas;
- Preliminary landscape, highways and ecology assessments have been undertaken and show that the Site can fully mitigate any potential impacts;
- The Site's scale and surroundings offer the opportunity to provide generous landscaping and buffers between surrounding and proposed land uses to ensure that both existing and new residents enjoy a positive living environment; and
- Additional community benefits are to be determined in consultation with stakeholders, which can be secured through the development.

### **What factors can be considered when assessing the suitability of sites / broad locations for development?**

A site or broad location can be considered suitable if it would provide an appropriate location for development when considered against relevant constraints and their potential to be mitigated.

When considering constraints, plan-makers may wish to consider the information collected as part of the initial site survey, as well as other relevant information, such as:

- national policy;
- appropriateness and likely market attractiveness for the type of development proposed;
- contribution to regeneration priority areas;
- potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation.

Plan-makers need to assess the suitability of identified sites or broad locations for different forms of development where appropriate, taking into account the range of needs for housing, economic and other uses.

When assessing sites against the adopted development plan, plan-makers will need to take account of how up to date the plan policies are and consider the relevance of identified constraints on sites / broad locations and whether such constraints may be overcome. When using the emerging plan to assess suitability, plan-makers will need to account for potential policy changes or other factors which could impact the suitability of the site / broad location. For example, an emerging site allocation may enable development to come forward. This will have to be reflected in the assessment of achievability.

Sites in existing development plans or with planning permission can generally be considered suitable for development although it may be necessary to assess whether circumstances have changed which would alter their suitability. This can be informed by a range of factors including the suitability of the land for different uses and by market signals, which will be useful in identifying the most appropriate use.

Paragraph: 018 Reference ID: 3-018-2019-0722

Revision date: 22 07 2019

### SUITABILITY APPRAISAL NPPG TEXT



# 8 | DELIVERABILITY APPRAISAL

## AVAILABILITY APPRAISAL

8.3 The Site is under contract with Persimmon Homes. The landowner is fully committed to the delivery of residential development on the Site and there are no known legal issues that would prevent the delivery of the Site moving forward. The Site is available for residential development.

**What factors can be considered when assessing availability?**

A site can be considered available for development, when, on the best information available (confirmed by the call for sites and information from land owners and legal searches where appropriate), there is confidence that there are no legal or ownership impediments to development. For example, land controlled by a developer or landowner who has expressed an intention to develop may be considered available.

The existence of planning permission can be a good indication of the availability of sites. Sites meeting the definition of deliverable should be considered available unless evidence indicates otherwise. Sites without permission can be considered available within the first five years, further guidance to this is contained in the 5 year housing land supply guidance. Consideration can also be given to the delivery record of the developers or landowners putting forward sites, and whether the planning background of a site shows a history of unimplemented permissions.

Paragraph: 019 Reference ID: 3-019-20190722  
Revision date: 22 07 2019

AVAILABILITY APPRAISAL NPPG TEXT

## ACHIEVABILITY APPRAISAL

- 8.4 Persimmon Homes are one of the largest house builders in the country and have delivered a number of schemes of this nature and scale both nationally and locally. The company has the financial strength and commitment to ensure that the Site is delivered in a timely fashion.
- 8.5 The company has vast experience and a solid track record of delivering strategic housing sites and have worked with the Local Authority to deliver a significant number of new homes across the county and particularly within Weymouth.
- 8.6 The Site is capable of being quickly developed following the grant of satisfactory planning permission and could contribute to housing supply in West Dorset and Weymouth & Portland in the short term. The Land off Camp Road Site is therefore achievable for residential development.







# 9 | CONCLUSION

- 9.1 The assessment that has been undertaken demonstrates that the Site is suitable, available and deliverable in planning terms.
- 9.2 The Site has many merits and these include:
- Its relationship with the settlement of Wyke Regis;
  - Its accessibility to higher order facilities and services in Weymouth;
  - Opportunities that exist to encourage use of sustainable modes of transport;
  - The absence of any landscape designations;
  - The Site lies within Flood Zone 1;
  - The location of the Site close to the South West Coastal Path; and
  - The proposed housing area being close to existing development and preserving long distance views across the rest of the Site.
- 9.3 The proposals assist in meeting the needs of both Weymouth and West Dorset. It can be delivered as part of a comprehensive Masterplan which has been landscape and ecology led to deliver housing in combination with numerous green infrastructure considerations to positively enhance the character and appearance of the area.

- 9.4 This document shows that the Site is not subject to any insurmountable physical, environmental or landownership constraints and that any constraints that do exist can be overcome through careful and considered masterplanning.
- 9.5 On this basis the following conclusions can be drawn:
- Suitability** – The Site is located off Camp Road in Wyke Regis, which is presented for inclusion within the local development plan for residential development. Existing facilities and the proximity of Wyke Regis to the west of Weymouth make this an accessible and sustainable location for further housing.
- Availability** – The Site is available, is in the control of a single landowner and could be delivered in the next 5 years.
- Achievability** – This report confirms that there are no identified physical or environmental constraints that make the proposals unviable or unachievable.

## SUMMARY

Site Capacity	7.9 Ha
Residential Area	2.74 Ha
Public Open Space	5.12 Ha
Estimated Capacity	100 – 130 Units

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DESIGN



ENVIRONMENT



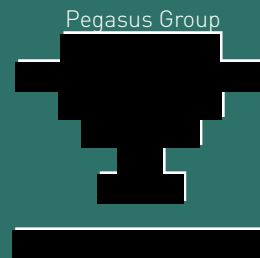
PLANNING



ECONOMICS



HERITAGE



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