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1 INTRODUCTION

- 1.1 This paper sets out the process that formed the basis of housing and employment site consideration and selection as part of the joint local plan for West Dorset, Weymouth and Portland.
- 1.2 The assessment of the park and ride option for Dorchester is covered separately¹.

2 INFORMING THE PLAN

GENERAL INFORMATION ON THE AREA

- 2.1 The combined area of Weymouth & Portland Borough, and West Dorset District is approximately 112,000ha.

¹ see examination library documents AD/EAST7 <http://www.dorsetforyou.com/410414>

- 2.2 The area is environmentally sensitive and a range of constraints will have a major bearing on the development strategy. National policy (since consolidated in the 2012 NPPF) made specific reference to:
- protecting valued landscapes (69% of the plan area is part of the nationally important Dorset AONB),
 - minimising impacts on biodiversity and geodiversity (there are locally, nationally and internationally important habitats in the plan area. Approximately 4% of land is of national or international importance for its nature conservation value, including coastal areas around the Fleet, and the Dorset heathlands to the east. A major part of the coastline is part of the internationally geologically important world heritage site),
 - minimising the loss of higher quality agricultural land (there are pockets of grade 1 and 2 farmland around many of the larger settlements)
 - preventing unacceptable risks from pollution and land instability (particularly relevant in parts of the plan area that are subject to coastal erosion)
 - conserving and enhancing the historic environment (there are over 90 Conservation Areas, and over 7,000 Listed Buildings of architectural or historic interest and numerous other heritage assets across the plan area with historic or cultural associations).
- 2.3 More detailed information on the characteristics of the area, and in particular the environment, is provided in the background paper on the Environment and Climate Change².

KEY SETTLEMENTS

- 2.4 The large settlements in the plan area (with town status and a population of at least 2,500) are Beaminster, Bridport, Chickerell, Dorchester, Lyme Regis, Portland, Sherborne and Weymouth. Statistical information on their general characteristics in terms of resident population and economic activity is set out in the following table (derived from 2011 ONS census information and county council research 2010).

FIGURE 1 – LARGE SETTLEMENTS IN THE PLAN AREA

	Town	Total number of residents	Economically active residents	People working
Main town	Weymouth	52,232	32,103	15,400
	Dorchester	19,060	9,619	18,400
Large settlement (2,500 pop'n)	Bridport	13,568	4,032	5,000
	Portland	12,844	6,338	4,000
	Sherborne	9,523	3,920	4,800
	Chickerell*	5,515	2,748	5,000
	Lyme Regis	3,671	1,539	1,300
	Beaminster	3,136	1,318	900

* although distinct from Weymouth, the close proximity of Chickerell to its neighbour is a consideration

- 2.5 The Core Strategy Issues and Options Consultation for West Dorset in 2007³ explored the potential support for identifying 'key villages'. 11 potential key villages were suggested through that consultation (not based on any particular method of assessment):
- Bradford Peverell

² see core document CD/ENVBP on the Environment and Climate Change - <http://www.dorsetforyou.com/410423>

³ <http://www.dorsetforyou.com/corestrategy/west>

- Broadmayne
- Burton Bradstock
- Cerne Abbas
- Charmouth
- Crossways
- Longburton
- Maiden Newton
- Martinstown
- Puddletown
- Yetminster

2.6 A further review of villages in West Dorset with a population of at least 500 people highlighted 8 villages that had a good population size, were well connected and support a good range of facilities. These were Broadmayne (including the adjoining settlement of West Knighton), Cerne Abbas, Charminster, Charmouth, Crossways, Maiden Newton (including the adjoining settlement of Frome Vauchurch), Puddletown and Yetminster.

FIGURE 2 – LARGER VILLAGES IN THE PLAN AREA

Larger Villages	Approximate population	School	General Shop	Village Hall	Good Public Transport	Railway Station	A/B Road	Doctors surgery	Major Employment	Leisure facilities
Broadmayne (and WK)	1,500	✓	✓	✓	✓	✗	✓	✓	✓	✓
Cerne Abbas	700	✓	✓	✓	✓	✗	✓	✓	✓	✓
Charminster	1,500	✓	✓	✓	✓	✗	✓	✗	✓	✓
Charmouth	1,400	✓	✓	✓	✓	✗	✓	✓	✓	✓
Crossways	2,400	✓	✓	✓	✓	✓	✓	✓	✓	✓
Maiden Newton (and FV)	1,100	✓	✓	✓	✓	✓	✓	✓	✓	✓
Puddletown	1,200	✓	✓	✓	✓	✗	✓	✓	✓	✓
Yetminster	1,100	✓	✓	✓	✓	✓	✗	✓	✓	✓
Other villages of 500+ population included in the assessment										
<i>Bradford Abbas</i>	900	✓	✓	✓	✓	✗	✗	✗	✗	✓
<i>Broadwindsor</i>	600	✓	✓	✓	✓	✗	✓	✗	✗	✓
<i>Burton Bradstock</i>	900	✓	✓	✓	✓	✗	✓	✗	✗	✓
<i>Charlton Down</i>	1,300	✗	✓	✓	✓	✗	✓	✗	✓	✓
<i>Mosterton</i>	600	✓	✓	✓	✓	✗	✓	✗	✗	✓
<i>Portesham</i>	600	✓	✗	✓	✓	✗	✓	✓	✗	✓
<i>Thornford</i>	900	✓	✓	✓	✓	✗	✗	✗	✗	✓
<i>Winterborne Abbas</i>	600	✓	✓	✗	✓	✗	✓	✗	✓	✗
<i>Winterborne St Martin</i>	600	✗	✓	✓	✓	✗	✓	✗	✗	✓

2.7 A further 40+ settlements⁴ of varying size are noted that either have a defined development boundary or a population of more than 200 people.

⁴ This figure is approximate - excludes smaller settlements that would be counted as "part of" the larger towns

HOW THE AREA FUNCTIONS

- 2.8 In April 2005 the South West Regional Assembly published a report by Roger Tym and Partners on the Functional Analysis of Settlements⁵. This identified both Dorchester and Weymouth as strategically significant settlements. The study concluded that such large, strategically significant settlements collectively are clearly significant in terms of their roles and functions as centres of:
- employment opportunities and economic activity
 - service delivery and retailing
 - administration and decision
 - knowledge and higher education
 - leisure and sports facilities and activity
 - residential communities and community facilities
 - labour force
 - transport and communications infrastructure
- 2.9 The study did consider Bridport (the next largest settlement in the plan area), but concluded that, at a regional scale, it was not a strategically significant settlement.
- 2.10 An analysis of the current imbalances in the existing pattern of development⁶ suggests that
- The wider Weymouth area (including outlying areas such as Littlemoor and Chickerell) would benefit from more employment (proportionally) to reduce outward commuting to Dorchester for jobs
 - Dorchester would benefit from a greater degree of housing (proportionally) to reduce inward commuting from Weymouth and the dormitory settlements
- 2.11 In 2007 West Dorset District Council undertook a Rural Functionality Study to provide a greater understanding of how rural areas and settlements function⁷. The research was based on a survey of residents in ten villages and three rural business sites in West Dorset. This was coupled with a desktop study based on secondary data from sources such as the census. What this study highlighted was that locating development in villages did not necessarily result in them retaining community facilities, having younger populations or being more sustainable. Rural business sites did not necessarily help to provide employment for local people. And the settlements around Dorchester act as dormitory villages for the town.

INFORMATION ON LAND AVAILABILITY, INCLUDING PREVIOUSLY DEVELOPED LAND

- 2.12 Government guidance published in November 2006 (PPS3: Housing) introduced Strategic Housing Land Availability Assessments (SHLAA) as a key tool in determining land supply requirements. The latest 'call' for site evidence was undertaken in early 2009 for Weymouth and Portland, and early 2010 for West Dorset⁸. A similar approach was taken in both council areas, following the prescribed standard methodology in the national practice guidance available at that time and using the same stakeholder panel. Representatives from local developers, housing associations, Environment Agency, Natural England and local councillors were on the panel and provided comments on the submitted sites. Maps of submitted sites included in the land supply formed part of each report, together with a list of the sites that had been excluded, and why.

⁵ see core document CD/SUS7 <http://www.dorsetforyou.com/410419>

⁶ see core document CD/SUSBP on the Economy <http://www.dorsetforyou.com/410423>

⁷ see core document CD/SUS5 <http://www.dorsetforyou.com/410419>

⁸ see core documents CD/SUS2 and CD/SUS3 <http://www.dorsetforyou.com/410419>.

- 2.13 In addition to housing sites, a review of the characteristics and qualities of employment sites in West Dorset, Weymouth and Portland was undertaken⁹. Over 700 sites were identified from a range of sources. Sites were initially assessed to check size and location requirements were met, and then sites which were obviously unsuitable when measured against selected criteria (reproduced in Appendix 1) were excluded. In total 106 sites were shortlisted for further detailed assessment. Site assessment sheets showing the resulting detailed appraisals and settlement maps of site locations formed part of the report. The results of the assessment were translated into a recommendation of the ‘fitness for purpose’ of each site to identify those that had the potential to contribute to the employment supply. Sixty four sites were subject to review independently by Goadsby in a study that investigated commercial potential¹⁰.
- 2.14 The latest information on the availability of previously developed land that may be available for development (from the 2010 local authority return to the National Land Use Database of Previously-Developed Land in England) highlighted 114 such sites in West Dorset, of which 68 were assessed as suitable for housing (of which 18 were outside defined development boundaries). A further 11 sites were assessed as suitable for employment (only 2 of which lay outside defined development boundaries). In Weymouth and Portland there were 16 sites identified, of which 6 were assessed as suitable for housing, with a further 2 sites suitable for employment, but no brownfield sites were identified outside defined development boundaries.

INFORMATION ON NEED

- 2.15 The Strategic Housing Market Assessment Update for the Dorchester/Weymouth Housing Area (first published in 2008, and updated in 2012) and the Housing Need and Demand Survey (published in June 2008)¹¹, together with the more recent Review of Future Housing Requirements¹² (published in 2013, including consideration of the latest CLG household projections) all look at the likely overall future demand for housing in the plan area. The Workspace Study (published in 2012, but for which interim findings were available beforehand) analyses of employment land requirements¹³.
- 2.16 These reports provide information at a local planning authority area level. Data was researched on the level of need for homes and businesses at a more localised level (such as by settlement). Initial findings for West Dorset’s settlements were presented to the member working groups (Autumn 2011) and published in the background papers at pre-submission stage in June 2012– see Figure 3. However the statistical reliability of this information was questionable and therefore not included at submission stage.

FIGURE 3 – POSSIBLE DEMAND DISTRIBUTION IN WEST DORSET

Distribution of demand	Housing demand (% homes)	Employment demand (% ha)
Eastern area	58%	69%
Western area	27%	20%
Northern area	14%	10%

⁹ see core document CD/SUS4 <http://www.dorsetforyou.com/410419>

¹⁰ see core document CD/ECON1 <http://www.dorsetforyou.com/410418>

¹¹ see core and additional documents CD/HOUS1-4 and AD/HOUS1-3
<http://www.dorsetforyou.com/410417>

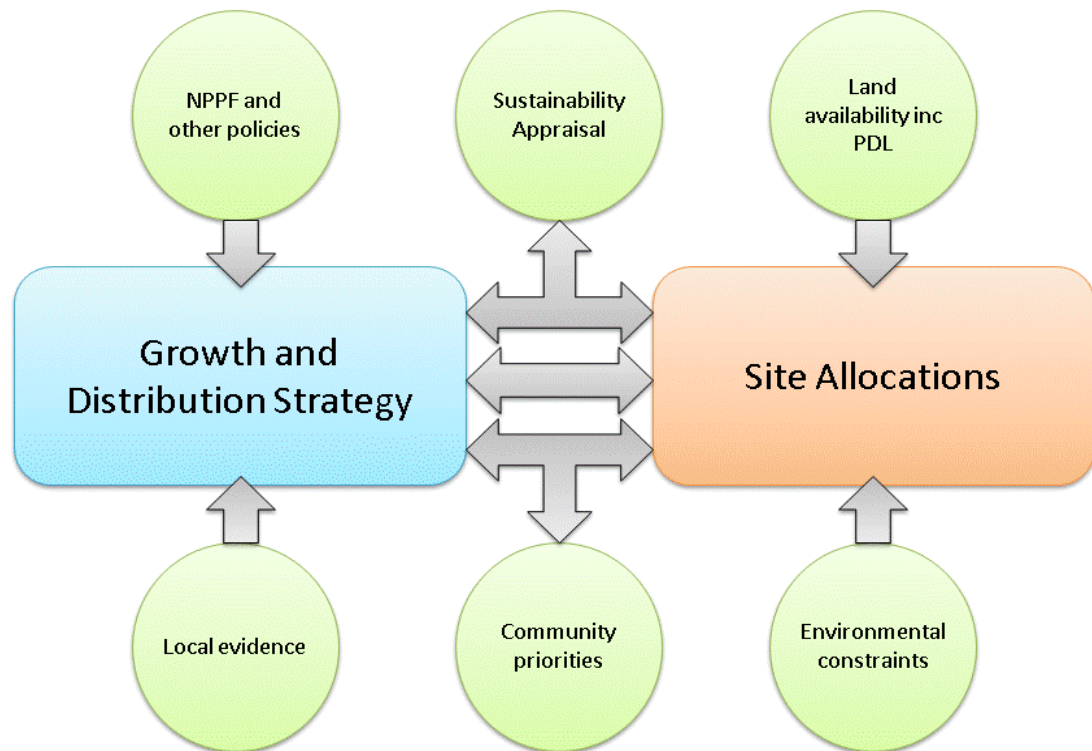
¹² see core document CD/SUS1 <http://www.dorsetforyou.com/410419>

¹³ see core document CD/ECON2 <http://www.dorsetforyou.com/410418>

3 DEVELOPING THE PLAN

3.1 Developing the over-arching policies and selecting sites to allocate for development were undertaken as an iterative process, alongside work on the sustainability appraisal, as illustrated in Figure 4

FIGURE 4 – DEVELOPING THE PLAN – AN ITERATIVE PROCESS



GROWTH OPTIONS AT THE STRATEGICALLY SIGNIFICANT TOWNS

3.2 The Halcrow study¹⁴, published in 2008, considered the deliverability of significant urban extensions around Dorchester and Weymouth, looking at both the constraints and thresholds that would affect their deliverability, the physical and community infrastructure that they would require, and their financial viability. The study looked at broad areas of search, assessing the suitability of land parcels, based on literature reviews, mapping, desk studies, site visits and stakeholder consultation. From this it identified eight potential urban extension development options and then undertook an economic appraisal of those options.

3.3 The assessment identified that there are several fundamental constraints around Dorchester, most notably the capacity of the strategic and local highway networks, and the capacity of the strategic electrical distribution and sewage treatment infrastructure. The extent of suitable development land is also limited by the sensitive built and natural environment and the flood plain to the north. Any significant development to the north would require a new northern bypass, with an indicative cost of in excess of £100 million. Furthermore the scale of improvements could have significant environmental impacts, and links into the town are limited by the physical barrier of the floodplain. The viability assessment indicated that the site would not be viable. Land west of Poundbury would similarly be difficult to integrate given the barrier of the A37 and distance from the town

¹⁴ see core document CD/SUS6 <http://www.dorsetforyou.com/410419>

centre. Land to the south-east is located relatively close to existing community facilities, but is segregated by the A35 bypass. The viability of the western and south-east options were marginally positive.

- 3.4 In terms of the Weymouth options, it was noted that any urban extension at Littlemoor would be within the Dorset AONB. Development around Chickerell would need to avoid impacting on the environmentally sensitive areas of the Fleet and Chesil Beach. Neither area had significant infrastructure constraints and all the sites appraised were likely to be viable.
- 3.5 Consultation on options for growth around Weymouth took place in 2009¹⁵, prior to a decision on the joint local plan being made. This asked for views on three options - an extension to Littlemoor, an extension to Southill and an extension to Chickerell. The majority of respondents favoured the Littlemoor option, with Southill being the least favoured. Natural England and the Dorset AONB team commented on the relatively poor quality of the urban fringe landscape around Littlemoor, which gives potential for a well designed, high quality development to provide a substantial landscape improvement. Although outside the AONB, the potential detrimental impact on views to and from the AONB from the ridge to the north was noted in relation to the Southill and Chickerell options.

SITE SIEVING

- 3.6 Both previous local plans had been based on using defined development boundaries, within which operated a general presumption on favour of development. An assessment was made of the capacity for development to come forward from within these settlements. Existing allocated sites in and adjoining these settlements were also reviewed to ascertain whether these should continue to contribute towards the housing or employment land supply, and if so in what capacity. Based on this information, and the housing and employment targets set, it was therefore possible to establish the quantity of new sites that should come forward, either through a change in policy or through site specific allocations.
- 3.7 Appendix 2 lists in full the sites of reasonable size (ie able to accommodate 20+ homes) adjoining one of the towns or larger, more sustainable, villages that were selected for consideration. These were sourced primarily from sites that had been ‘included’ in the Strategic Housing Land Availability Assessments. Excluded SHLAA sites were re-checked to ensure that previously stated reasons for exclusion were still valid. The broad locations for growth identified in the Halcrow study were also highlighted for consideration, although it was acknowledged that those at Dorchester had been assessed as undevelopable in terms of the scale and timescales envisaged in the draft regional spatial strategy. The potential sites that were identified are listed in the following summary table.

FIGURE 5 – TABLE OF POTENTIAL DEVELOPMENT SITES

Settlement	Location	Likely capacity	AONB
Beaminster	Land north of Broadwindsor Road	120 homes	Within
	Lane End Farm	employment	Within
	Land off Hollymoor Lane	32 homes	Within
Bridport	Land at Vearse Farm	825 homes	Within
	Land east of Wychside Close	20 homes	Within
	Land east of Bredy Vet Centre	60 homes	Within
	Land off Jessopp Avenue	50 homes	Within

¹⁵ see core documents CD/CON14 and CD/CON15 <http://www.dorsetforyou.com/410427>

Settlement	Location	Likely capacity	AONB
Cerne Abbas	Land off Simsay Fields	34 homes	Within
	Land at Francombe Farm	36 homes	Within
Charminster	Land at Charminster Farm	114 homes	Nearby
	Land off Westleaze	170 homes	Nearby
Chickerell	Land north of Chickerell	350 homes	Nearby
	Land east of Chickerell	550 homes	Nearby
	Land west of Southill	750 homes	Nearby
Crossways	Land at Woodsford Fields	400 homes	N/A
	Land West of Frome Valley Road	170 homes	N/A
	Land off Warmwell Road	700 homes	N/A
	Land to the west of Crossways	employment	N/A
Dorchester	Land off St George's Rd / Alington Ave	75 homes	Nearby
	Land off Parkway Farm Business Park	employment	N/A
	Land north of Dorchester	7,740 homes	Nearby
	Land south-east of Dorchester	2,920 homes	Part within
	Land west of Dorchester	1,080 homes	Within
Littlemoor	Land to the north of Littlemoor	2,850 homes	Within
Lyme Regis	Land at Woodberry Down / Talbot Rd	+ 69 homes	Within
Maiden Newton	The Quarr	20 homes	Within
	Land south of Neil's View	employment	Within
Puddletown	Land at Three Lanes End	53 homes	N/A
	Land south of Athelhampton Road	80 homes	N/A
Sherborne	Land north of Barton Farm	370 homes	N/A
	Land to south Bradford Road	600 homes	N/A
	Land east of Coldharbour Business Park	employment	N/A
Weymouth and Portland	Markham and Little Francis	500 homes	N/A
	Wey Valley (East of Nottingham)	400 homes	N/A
Yetminster	Land west of St Andrews School	55 homes	N/A
	Land north and east of St Andrews	50 homes	N/A
	Land off Chapel Lane	30 homes	N/A

3.8 Officers undertook a more detailed assessment of these sites, based on the following checklist (see Figure 4). A potential concept plan was produced for each site as part of this exercise, to demonstrate how the site could be developed. The concept plans and summary of the positive attributes and possible concerns for each site, as assessed at this stage (Autumn 2011), are reproduced in the background papers¹⁶. Concept plans were not produced for the employment-only sites, nor for the broad locations at Dorchester (given the uncertainty over deliverability at that time).

FIGURE 6 – SITE ASSESSMENT CHECKLIST

Issue	Assessment	Consultation / Involvement
Landscape impact	Proximity to AONB, landscape / urban character, important	In-house landscape team

¹⁶ see core documents CD/WPCLBP, CD/EASTBP, CD/WESTBP and CD/NORTHBP on the site specific chapters at <http://www.dorsetforyou.com/410423>

Issue	Assessment	Consultation / Involvement
	views and features	
Heritage assets	Important views and features on site and in the vicinity	In-house conservation team
Ecology	Important habitats / species on site and in the vicinity	Based on DERC records / phase 1 assessment
Flood risk	Flood zone and presence of groundwater protection / nitrate zones	In-house flood engineering team and EA flood maps
Topography / slope stability / land contamination	Potential hazardous areas	In-house engineering and environmental health teams and geology, land stability and contaminated land maps
Access and circulation	Possible routes and key access points	Dorset County Council (highway authority)
Access to facilities	Proximity to public open space, community venues, education and healthcare facilities	
Utility infrastructure requirements	Potential abnormal costs	Based on underground and overground services maps
Neighbouring land uses	Amenity issues	

SUSTAINABILITY TESTING

- 3.9 The sustainability appraisal process occurred alongside the development of the Local Plan, feeding into its development throughout the plan making process to ensure that sustainability issues are considered at each decision making stage. The initial assessment of the likely sustainability impacts associated with each land allocation option helped to inform the decision as to whether or not a land allocation option should be selected for inclusion in the draft local plan, and potential mitigation measures for inclusion. Information from the sustainability appraisal of previous stages, including for site specific options included in 'Our Community, Your Future: Options' published in June 2009 by Weymouth and Portland Borough Council, was also taken into account.

CONSULTATION – GENERAL PRINCIPLES

- 3.10 The distribution of growth was discussed in detail at the consultation events and workshops for the joint local plan, held in Autumn 2011. A range of ideas were put forward by the working groups:
- The level of development should be proportionate to the size of the settlement, and how large the settlement is compared to others in the district, and should not exceed the level of need in a location.
 - The plan should ensure a compact mixed pattern of development, including homes, workplaces, community facilities, services and transport links. Avoid dispersed development.
 - Development should be distributed using a more evenly spread quantum of development at villages and towns rather than large amounts at particular places. Alternative 'splits' (eg 70/30 or 60/40 between towns and villages) were also put forward.

- Housing growth should be supported in villages. This could be complementary to large scale allocations rather than a substitute for it.
- Development boundaries should be put around a wider range of settlements (eg: villages with a population above a minimum level of say 300) and suitable sites identified around these settlements for the development of affordable housing.
- Defined Development Boundaries should be abolished, and development managed through codes / criteria based policies instead
- Smaller villages should be allowed to introduce Defined Development Boundaries through Neighbourhood Plans. Another suggestion was that Defined Development Boundaries should be easily reviewed.

3.11 Opinion was divided on this issue, although there was general support for meeting needs and maintaining the balance and structure of communities. The ability of local communities to make changes to their development boundaries generated a great deal of interest and a lot of support. There was also overall support for the continued inclusion of existing Defined Development Boundaries.

CONSULTATION – SITE OPTIONS

3.12 Maps of the identified potential sites, including concept plans where available, were shown at the pre-submission consultation workshops and feedback event in Autumn 2011. In addition to encouraging feedback on the sites, alternatives could also be put forward. During this stage meetings were also held with key stakeholder agencies including Natural England, Dorset County Council, the Environment Agency and the Highways Agency, who were invited to comment on the shortlisted sites and the feedback from the first multi-issue event and the working groups. A summary of responses received at this stage in relation to the sites is provided in Appendix 3.

3.13 The alternatives put forward during the consultation were also considered. The majority of these had been assessed through SHLAA and been excluded. The remaining sites were considered and the outcomes are published in the area specific background papers¹⁷.

4 THE DRAFT PLAN

4.1 All these factors influenced the overarching spatial strategy as set out in the strategic approach for achieving a sustainable pattern of development. This stated that:

The distribution of development is influenced by:

- the needs, size, and roles of the area’s settlements, taking into account any current imbalances of housing or jobs
- the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes,
- the availability of land, and whether it has been previously developed (brownfield); and
- the environmental constraints of the plan area,

4.2 Policy SUS2 (as published in the 2012 pre-submission draft) therefore was:

¹⁷ see core documents CD/WPCLBP, CD/EASTBP, CD/WESTBP and CD/NORTHBP on the site specific chapters at <http://www.dorsetforyou.com/410423>

- i) **Development will be distributed according to the following settlement hierarchy, with a greater proportion of development at the larger and more sustainable settlements.**
 - **The main towns of Dorchester and Weymouth (of which Chickerell and parts of Littlemoor form outlying parts) will be the highest priority locations for new development.**
 - **Elsewhere in the plan area, the market and coastal towns of Beaminster, Bridport, Lyme Regis, Portland and Sherborne and the village of Crossways will be a focus for future development.**
 - **Development in rural areas will be directed to the settlements with defined development boundaries, and will take place at an appropriate scale to the size of the settlement. Settlements with no defined development boundary may also have some growth to meet their local needs.**
- ii) **Within the defined development boundaries residential, employment and other development to meet the needs of the local area will normally be permitted.**
- iii) **Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside.**

4.3 In considering the sites to take forward as allocations in the local plan, it was clear that potential contribution from sites at the larger villages (with the exception of Crossways) would not make a significant contribution to the overall housing requirement (having the maximum capacity of about 650 new homes in total – the equivalent of about 1 year’s housing supply across the plan area). These sites therefore were not deemed to be strategically significant, and the approach taken was to support the delivery of such sites (if locally supported) using the neighbourhood planning tools or proposed policies for employment and affordable housing.

4.4 Due to the feedback from the consultation the following sites were also not taken forward:

- Land east of Wychside Close, Bridport
- Land off Jessopp Avenue, Bridport
- Broad locations for growth at Dorchester
- Land south of Bradford Road, Sherborne
- Land east of Coldharbour Business Park, Sherborne
- Land west of Southill, Weymouth / Chickerell

4.5 The new greenfield site allocations proposed in the 2012 pre-submission draft are listed in the following table. It was clear that, if development was to happen in or around the towns of Beaminster, Bridport and Lyme Regis, development in the AONB would be unavoidable given that the AONB designation washes over these towns. Sites around Dorchester and Weymouth (including Chickerell and Littlemoor) are on the edge of the AONB designation, so development in or around these areas would have the potential to harm the character of this area either directly or indirectly. If any major development within the AONB were to be avoided, therefore, the consequences would be that there would be no significant development opportunities anywhere in the western part of the plan area, limited opportunities for the expansion of either of the two major towns, and a very restricted geographical spread of development. It was already apparent that there were likely to be significant infrastructure problems associated with a major concentration of development at Dorchester, and without an option to locate a large amount of development in one location, it would not be possible to meet the plan’s housing requirements without some development within the AONB. Findings from the initial landscape assessment work and consultations with Natural England and the AONB team were fed into the policy drafting to ensure that in these sensitive locations the developments would form a well-planned

extension in terms of that settlement's relationship with its wider landscape setting, so that in this context the development would be a positive one.

FIGURE 7 – NEW GREENFIELD DEVELOPMENT SITES

Settlement	Location	2012 Policy	AONB
Beaminster	Land north of Broadwindsor Road	BEAM 1	Within
	Lane End Farm – employment site	BEAM 2	Within
	Land off Hollymoor Lane	BEAM 3	Within
Bridport	Land at Vearse Farm	BRID 1	Within
	Land east of Bredy Vet Centre	BRID 3	Within
Chickerell	Land north of Chickerell	CHIC 2	Nearby
	Land east of Chickerell	CHIC 2	Nearby
Crossways	Land at Woodsford Fields	CRS 1	N/A
	Land West of Frome Valley Road	CRS 1	N/A
	Land off Warmwell Road	CRS 1	N/A
	Land to the west of Crossways	CRS 1	N/A
Dorchester	Parkway Farm Business Site	DOR 2	Within
	Land off St George's Rd / Alington Ave	DOR 8 & 9	Nearby
Littlemoor	Land to the north of Littlemoor	LITT 1	Within
Lyme Regis	Land at Woodberry Down / Talbot Rd	LYME 1	Within
Sherborne	Land north of Barton Farm	SHER 1	N/A
Weymouth and Portland	Markham and Little Francis	WEY 10	N/A
	Wey Valley (East of Nottingham)	WEY 12	N/A

SUSTAINABILITY APPRAISAL

- 4.6 The Sustainability Appraisal provided an assessment of the sustainability impacts associated with the land allocations included in the June 2012 draft Local Plan¹⁸.
- 4.7 The appraisal identified significant adverse impacts associated with development of the land to the north of the watermeadows, land to the south-east of Dorchester, land at Crossways, and land at Southill. Of these sites, the Local Plan only allocated the land at Crossways. The potential adverse impacts of the development at Crossways upon biodiversity and habitats was due to the potential additional recreational pressures that may be placed upon the Dorset Heathlands internationally designated wildlife site. It also identified significant adverse impacts associated with development of the land to the west of Sherborne between Bradford and Lenthay Roads, and the land to the east of Coldharbour Business Park. Neither of these sites was allocated for development in the Local Plan. Of the sites allocated for development in the western part of the plan area (Bridport, Beaminster and Lyme Regis), only one showed a significant adverse impact. This was the potential adverse impact upon historic and cultural features from the redevelopment of the brownfield site St Michael's Trading Estate, within the development boundary of the town.

5 FURTHER REFINEMENTS

¹⁸ See core document CD/SA1 <http://www.dorsetforyou.com/410411> – a summary of site options assessment is provided on pages 25-27 and the full analysis of allocation options is presented in Appendix C

- 5.1 Following the June 2012 consultation on the draft plan, local concerns were raised in particular regarding sites at Sherborne, Crossways and Beaminster. Responses from Natural England highlighted the need to demonstrate the exceptional circumstances required to justify development in the AONB (or where this was not possible, to demonstrate that the proposed allocation will result in a significant overall landscape enhancement). In some cases, such as Land at Woodberry Down (LYME 1) and Land to the north of Littlemoor (LITT 1) there was recognition that there was scope for a sensitively planned and scaled development to improve the interface between the existing built development and the wider protected landscape of the AONB, and that with appropriate design and landscaping the scheme would not significantly harm the designation. English Heritage's response highlighted the need to demonstrate that the particular significance, condition and sensitivity of the area's heritage assets and their setting had been understood and addressed in the plan.
- 5.2 In response to the site-specific concerns, and in recognition of the limited development options at Dorchester after the completion of Poundbury (other than through the development of Crossways), despite it being one of the two strategically significant towns and having a notable imbalance of housing and employment, an alternative strategy was proposed allocating land to the south-east of Dorchester¹⁹. Development in this area had been previously considered through the 2008 Halcrow study and SHLAA, but had not been taken forward due to concerns over the strategic highway infrastructure capacity, potential impact on the character and setting of Dorchester and poor access connections to the town (being outside the bypass). The alternative strategy however considered a smaller site, the highway infrastructure requirements of which were judged to be deliverable. A detailed heritage assessment was commissioned to be undertaken during the consultation²⁰. Further assessment of the landscape visual impact was also undertaken in-house in relation to this and the other strategic sites²¹, supplementing the assessments that had been submitted by the relevant landowners. The assessments showed that development could be sensitively accommodated without significant landscape and visual impacts, subject to the suggested mitigation measures. The findings are reproduced in Appendix 4. A summary of the site assessment checklist was also published for these strategic sites²².
- 5.3 The likely sustainability impacts associated with alternative strategy and identified reasonable alternatives was considered, and the findings published to help inform the decision as to whether the alternative strategy should be taken forward²³. Two alternative sites in the areas surrounding Dorchester were identified for further consideration at this stage – these were land north of Dorchester and the amenity open space south-west of the town within the bypass, both of which had been submitted in response to the June 2012 pre-submission consultation. The conclusions from this work are re-produced in Appendix 5.
- 5.4 The proposed allocation to the south east of Dorchester was not taken forward for inclusion in the plan, and there were good reasons to discard the alternative sites considered. The proposals to reduce the scale of development at Barton Farm in Sherborne, Hollymoor Lane in Beaminster and at Crossways were supported, and as a result Policy SUS1 of the draft plan was modified, to add the following statement:

¹⁹ see core document CD/CON10 <http://www.dorsetforyou.com/410427>

²⁰ see core document CD/EAST1 <http://www.dorsetforyou.com/410414>

²¹ see core document CD/ENV5 <http://www.dorsetforyou.com/410420>

²² see core document CD/SUS8 <http://www.dorsetforyou.com/410419>

²³ See core document CD/SA3 <http://www.dorsetforyou.com/410411>

- ii) West Dorset District Council will work with existing landowners/developers and local communities to explore the options for development in the latter part of the plan period (post 2026), taking into account the results of housing land supply monitoring. Any additional development proposals for this period will be brought forward through a review of this Plan or a separate Development Plan Document.**
- 5.5 Policy SUS2 on the distribution of development was modified to include ‘and environmental constraints’ in relation to criterion (iv) relating to development outside defined development boundaries. This was done to clarify that development would still need to meet other policy tests such as that in relation to major development within the AONB.
 - iv) Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints.**
- 5.6 The sustainability appraisal was updated to provide an assessment of the likely sustainability impacts associated with the recommended modifications to the draft Local Plan, and this update was published in July 2013²⁴.

²⁴ See core document CD/SA4 <http://www.dorsetforyou.com/410411>

APPENDIX 1 – EMPLOYMENT LAND REVIEW – BASIC CRITERIA

SITES TO BE EXCLUDED FROM ELR	JUSTIFICATION
Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Ramsar site , National Nature Reserve (NNR), Special Protection Area (SPA) Scheduled Ancient Monuments and sites within 400m of protected heathland.	National policy protects against development that would have an adverse impact on national and internationally important nature conservation interests
Car parks and private garages	The change of use from car parks and garages can result in the displacement of parked vehicles to the highway resulting in highways problems as well as increasing pressure on remaining parking facilities.
Allotments and areas of informal/formal open space Schools and community facilities Playgrounds, sports/leisure facilities Cemeteries	These sites are important community uses and as such have not been identified as suitable for consideration for alternative employment uses
Gardens	Land in close proximity to a dwelling, in a predominantly residential area is unlikely to be suitable for employment uses. There can also be issues associated with land assembly.
Sites with an unacceptable impact on landscape/townscape	It is important to protect the character of both the built and natural landscape. Therefore sites in exceptionally sensitive locations where development would have an obvious significantly adverse impact were excluded.
Sites with highways or access issues	Good access is a particularly important requirement for employment development, so sites which are obviously constrained in terms of highways or infrastructure were excluded
Land within flood zones 2 or 3	In line with national guidance the potential flood risk of sites was assessed, and in order to direct future development to those land least at risk of flooding sites significantly affected by Environment Agency flood risk zones 2 or 3 was excluded
Lyme Regis and Charmouth Land Instability Zone 4	Extensive site investigations have identified these areas as unsuitable for development because of land slipping and/or coastal erosion
Sites deemed more suitable for residential uses than employment	Where sites have been identified as having potential in the SHLAA for housing and are considered more appropriate for residential uses (for example, is in a predominantly residential location) it is unlikely that employment provision would be desirable or deliverable. However the sites that have been identified in the SHLAA as having potential for residential uses that may be suitable for mixed use development have been included in the appraisal

APPENDIX 2 – INITIAL LIST OF POTENTIAL DEVELOPMENT SITES

Settlement	Location	SHLAA reference	Notes	AONB
Beaminster	Land north of Broadwindsor Road	1/09/007/0002	Submitted site – estimated potential 120 homes	Within
Beaminster	Lane End Farm	1/07/007/0030-32	Excluded for housing due to distance from town, but considered for employment	Within
Beaminster	Land east of Riverside / off Hollymoor Lane	1/07/007/0033 and 0036	Submitted sites – estimated potential 32 homes	Within
Bridport	Land at Vearse Farm	1/09/112/0001	Submitted site – estimated potential 825 homes	Within
Bridport	Land east of Wychside Close	1/09/012/0162	Submitted site – estimated potential 20 homes	Within
Bridport	Land east of Bredy Vet Centre	1/07/016/0181	Submitted site – estimated potential 60 homes	Within
Bridport	Land off Jessopp Avenue	1/07/015/0164	Submitted site – estimated potential 50 homes	Within
Cerne Abbas	Land off Simsay Fields	1/09/027/0002	Submitted site – estimated potential 34 homes	Within
Cerne Abbas	Land at Francombe Farm	1/09/027/0003	Submitted site – estimated potential 36 homes	Within
Charminster	Land at Charminster Farm	1/09/028/0002/3/4	Council identified site - estimated potential 114 homes	Nearby
Charminster	Land off Westleaze	1/09/028/0005	Submitted site – estimated potential 170 homes	Nearby
Chickerell	Land north of Chickerell	Broad location for growth 1/033/0025,27,30	Submitted site – estimated potential 350 homes	Nearby
Chickerell	Land east of Chickerell	Broad location for growth 1/08/033/0004, 1/033/0031	Submitted site – estimated potential 350 homes	Nearby
Chickerell	Land west of Southill (not including Wessex Stadium)	Broad location for growth 1/033/0032	Submitted site – estimated potential 750 homes Least favoured option at previous consultation	Nearby
Crossways	Land at Woodsford Fields	1/040/0026	Submitted site – estimated potential 400 homes	N/A
Crossways	Land West of Frome Valley Road	1/134/0025	Submitted site – estimated potential 170 homes	N/A
Crossways	Land off Warmwell Road	1/040/0024	Submitted site – estimated potential 700 homes	N/A

Settlement	Location	SHLAA reference	Notes	AONB
Crossways	Land to the west of Crossways	1/040/0022	Excluded for housing due to segregation from village, but considered for employment	N/A
Dorchester	Land off Parkway Farm Business Site	Part of DORCH02 (ELR)	0.9ha additional employment land	Within
Dorchester	Land adjoining A35 off St George's Road / Alington Avenue	1/042/0011 and 1/042/0009	Council identified site - estimated potential 75 homes	Nearby
Dorchester	Land north of Dorchester	Broad location for growth 1/08/106/0002; 1/08/106/0003	Submitted site – estimated potential 7,740 homes Deemed non-developable	Nearby
Dorchester	Land south-east of Dorchester	Broad location for growth	Council identified site - estimated potential 2,920 homes – significantly less if landscape impact constraints are taken into account. Deemed non-developable, but considered the most deliverable options in the Halcrow study	Part within
Dorchester	Land west of Dorchester	Broad location for growth	Council identified site - estimated potential 1,080 homes	Within
Littlemoor	Land to the north of Littlemoor	Broad location for growth	Submitted / council identified site – estimated potential 2,850 homes	Within
Lyme Regis	Land at Woodberry Down / off Talbot Road	1/09/069/0001 and 1/09/069/0008	Submitted site (part third party) – estimated potential 69 homes in addition to allocated site	Within
Maiden Newton	The Quarr	1/09/070/0002	Submitted site – estimated potential 20 homes	Within
Maiden Newton	Land south of Neil's View	n/a	Council identified site - considered for employment	Within
Puddletown	Land at Three Lanes End	1/095/0028	Submitted site – estimated potential 53 homes	N/A
Puddletown	Land south of Athelhampton Road	1/09/095/0001	Council identified site - estimated potential 80 homes	N/A
Sherborne	Land north of Barton Farm	1/102/0054/55	Submitted site – estimated potential 370 homes	N/A
Sherborne	Land to south Bradford Road	1/102/0052	Submitted site – estimated potential 600 homes	N/A
Sherborne	Land east of Coldharbour Business Park	n/a	Council identified site - considered for employment	Within

Settlement	Location	SHLAA reference	Notes	AONB
Weymouth	Preston Downs & Wyke Oliver Farm	Broad location - 4/01/0001,6,8 and 4/03/0007,12,16,19-20	Submitted site – estimated potential about 300 homes	Nearby
Weymouth	Markham and Little Francis	Broad location - 4/11/0004,5, 9	Submitted site – estimated potential about 500 homes	N/A
Weymouth	Wey Valley (East of Nottingham)	Broad location - 4/12/0005,8-10,14	Submitted site – estimated potential about 400 homes	N/A
Yetminster	Land to the west of St Andrews School	1/08/138/016	Council identified site – estimated potential 55 homes	N/A
Yetminster	Land to the north and east of St Andrews	1/08/138/002	Submitted site – estimated potential 50 homes	N/A
Yetminster	Land off Chapel Lane	1/09/138/0001	Council identified site - estimated potential 30 homes	N/A

APPENDIX 3 – AUTUMN 2011 CONSULTATION FEEDBACK

Locations	Approaches suggested through the working groups	Summary of additional consultation comments
Weymouth area growth options	Markham and Little Francis identified as a possible location for growth	Safeguard higher land from development
	Wey Valley identified as a possible location for growth	Important open gaps at Wey Valley and Lodmoor should be maintained.
	Littlemoor identified as a possible location for growth	Concerns raised that the site is severed from the existing community, other sites should be considered before AONB and loss of productive farmland.
	Chickerell growth options - help enhance the supply of employment sites and appropriate open space / important open gap function is retained.	Strong support for levels of growth and development. Green infrastructure generally supported, although need to recognise that highway improvements would be required. Open space essential - continuous gap not justified.
	<i>Additional sites put forward as part of consultation:</i> Coombe Farm, Chapel Lane, Upwey Land at Dorchester Road, Upwey Land at Watery Lane, Upwey (W of North Manor Farm) Wyke Oliver Farm, Preston Down, Weymouth Independent Quarry, Portland Icen Lane, Littlemoor Include land at School Hill, Chickerell within the Chickerell Urban Extension Former car park, Mandeville Road,	

Locations	Approaches suggested through the working groups	Summary of additional consultation comments
	Chickerell and land adjoining Mandeville Road, Chickerell	
Dorchester and surrounds growth options	Large-scale development on land north of the watermeadows and south-east of the bypass around Dorchester should not be allowed due to impact on the character and setting of the town (particularly in terms of Thomas Hardy's heritage) and poor access connections to the town	Mixed reactions, with some support but more asking for this to be reconsidered. Concerns about delivery raised due to the significant investment needed in road network. However Dorchester is the one place with jobs and others felt that growth in this location makes more sense than distributed development in villages, and the landscape is no more attractive than many of the alternative options.
	Crossways could deliver a step-change in growth with significant level of development to the north and east, and further employment to the south, if housing, infrastructure and jobs were phased to ensure a balanced community not reliant or dormitory to Dorchester, and issues regarding HGV traffic could be overcome. Infrastructure provision is essential. Community involvement in preparing a masterplan is needed.	Mixed reactions, with some in full support, and almost equal numbers disagreeing due to uncertainty over impact on existing services / infrastructure to support the new development and whether local people would be in support. Concern that it would remain a dormitory to Dorchester and that the train service is some distance from the village centre and not well used. Concern that this area is not attractive option for businesses. The HGVs serving the quarries would still go through the centre. It should not be prioritised over other areas that desperately need more stimulus. Existing surface water run-off and impact on aquifer would need to be addressed. Concerns that it was being 'dumped on' yet again.
	If housing development is needed, land at the Quarr in Maiden Newton may be a suitable site, subject to suitable access arrangements.	Concerns raised about impact on possible site of Medieval Village and route of Wessex Ridgeway through the Quarr.
	Land south of Neil's View in Maiden Newton may be a suitable site if an employment site is needed.	Part of the site at Neil's View is being progressed forward for affordable housing
	Both land around Charminster Farm and land south-east of Charminster, off Westleaze would be suitable sites for employment and some housing development.	Mixed response, more support for employment. Concerns about A352 junction.
	If housing development is needed, land at Simsay Fields in Cerne Abbas adjoining the new school site may be suitable. Development of land at Francombe Farm may also be suitable for housing or employment, but any development should not undermine	Cerne Abbas will need to grow over the period of local plan and these should be considered along with in full. Potential benefits highlighted by developer.

Locations	Approaches suggested through the working groups	Summary of additional consultation comments
	the current business.	
	If development is needed, land south of Athelhampton Road in Puddletown may be a suitable site for homes and possibly some small-scale employment.	One comment supportive but concerned if farmland needed for food / fuel production.
	Land south of Three Lane End in Puddletown may be a suitable site if an employment site is needed. Housing would be affected by noise from the bypass.	No comments
	<i>Additional sites put forward as part of consultation:</i> Land adj Coombe Road, Winterbourne Steepleton	
Bridport area growth options	If a significant level of development is needed in Bridport, Vearse Farm has the potential to deliver development opportunities for housing and employment over the long term. Road access and traffic along West Allington may be a problem.	There was a mix of views at the consensus event. Some comments were very supportive. There was general agreement that development needs to go hand in hand with infrastructure. Some questioned whether this scale of development was really needed. Another comment suggested that better quality dense development could meet needs on less land. Suggestion that 50% should be affordable housing. Others felt that there are not enough jobs for an increased population -development should be in Dorchester or Weymouth, where there are jobs. Concerns that this was unnecessary development of a farmland site in the AONB. Others felt that the land is already blighted by the A35 and is suitable for development. Suggestion that this should trigger a parish boundary review as residents would benefit from and use the facilities provided in the town. Suggestion that land immediately to the south of West Road but west of River Symene should be included.
	If housing development is needed, land at Jessopp Avenue (East of Bredy Vet Centre) site may be suitable. However the green corridor/amenity use is important, and the cycle route should continue along the old railway line. The site is not appropriate for employment.	Concern expressed to the loss of green corridors. The cycle path reference should be dropped.

Locations	Approaches suggested through the working groups	Summary of additional consultation comments
	Do not allocate land East Of Wychside Close, off The Burton Road, Bridport for development.	Higher density development is needed.
	If housing development is needed in Bridport, land off Happy Island Way may be suitable. The site is not appropriate for employment because of its access through housing areas.	Concern that this was unnecessary development of a farmland site in the AONB. It is a valuable local amenity space linking to the wider green corridor. There are not enough jobs for an increased population - development should be in Dorchester or Weymouth, where there are jobs. Bradpole parish plan identifies the area for allotments or as a small holding for sustainable food production. It was rejected in an inquiry in 1986 and nothing has changed since then.
	<i>Additional sites put forward as part of consultation:</i> Symondsbury Estate and Colfox Family (no sites specified) Land to rear/west of 169 to 179 Victoria Grove, Bridport Small parcels of land at Allington and Ryeberry Hill Land at Watton Hill Land off Pymore Road at St Catherine's School	n/a
Beaminster area growth options	Comments on land north of Broadwindsor Road were invited	Some areas susceptible to surface water flooding. Some support. Concern was expressed that any development in Beaminster is hampered by the road access.
	Comments on land off Hollymoor Lane were invited	Suggestion that land should be allocated for much fewer homes (about 4 dwellings).
	Comments on land at Lane End Farm were invited	No comments
	<i>Additional sites put forward as part of consultation:</i> Land west of Drimpton	n/a
Lyme Regis area growth options	Comments on land at Woodberry Down were invited	Mixed response. Some support. Lyme desperately needs housing for lower income owners and for affordable rent. Suggestion that it should include a lower level of market housing sufficient to subsidise affordable social housing on the remainder of the site. Reference was also made to the need to increase the density of the housing. Suggestion that commercial / employment opportunities should be limited to tourism or education field studies.

Locations	Approaches suggested through the working groups	Summary of additional consultation comments
Sherborne area growth options	If it is needed, land at Barton Farm would be the best place in Sherborne to provide development, subject to suitable phasing, infrastructure provision and services. Solutions would be needed to reduce rat running along Acreman Street / Blackberry Lane and to mitigate the adverse impact on the character of the town and gap between Sherborne and Yeovil.	There was mixed opinion. Concern was expressed the site was 'too big too soon'. The need for housing development needs to be linked to fresh and major employment opportunities. Concern that no mention was made of the extra pressure upon the A30. Agreement that a long-term solution to the traffic problems in Sherborne is needed and should include a solution for Acreman Street / Blackberry Lane and the present Horsecastles traffic lights. It was pointed out that development on the site would not damage to the gap between Sherborne and Yeovil, as the development does not extend westwards beyond Barton Gardens. It was also pointed out that there is a need to carefully check for unexploded Luftwaffe bombs from the Sept 1940 raid.
	Land to the west of Sherborne, between Lenthay Road and Bradford Road is not considered appropriate for housing or employment development due to the distance from town centre, lack of connectivity and concerns over flooding in the southern part of the site.	Generally supportive – consider the area is not suitable for development for the reasons given. One respondent felt that the site does have good access and is soundly linked with existing road network.
	Land to the East of Coldharbour Business Park is not appropriate for development. It would have significant landscape impact and undermine the gap between Sherborne and Osborne. It is the site is of historical importance as an old battlefield.	Supportive comments agreeing that an employment site would be better located on the western (Yeovil) side of the town. Military helicopters fly over the site.
	Although Yetminster has poor access to the wider road network, if development is needed land west of Thornford Road could be a suitable site, although there are localised flooding concerns. Land east of Thornford Road, Yetminster was not considered as suitable as it could encroach into an area of conservation value where the historic field pattern contributes to the character of the village. Land To Land north of Chapel Lane has very poor access.	Some support for small scale development off Thornford Road, as long as a footway is provided. However the scale of the proposed is out of proportion with the village and could generate significant traffic on rural roads. Concern that it will undermine the gap between Yetminster and Beer Hackett. Concern was expressed that the access route from Chapel Meadow is impossible, the other access is very close to a floodplain. And development off Chapel Lane would encroach on an ancient field system.

Locations	Approaches suggested through the working groups	Summary of additional consultation comments
	<p><i>Additional sites put forward as part of consultation:</i></p> <p>Thornford should be considered as a location for more housing.</p> <p>Farm Buildings at Toll Bridge Farm, Babylon Hill, Yeovil.</p> <p>Land adjacent to Babylon Hill, Retail Park, Yeovil</p>	

APPENDIX 4 – SUMMARY OF LVIA FINDINGS

Site	AONB	LVIA conclusions
BEAM (EXCLUDED) Land off Hollymoor Lane	Within	<p>Although views of the site would be available from the surrounding landscape, the site would be seen in close association with the existing urban fabric of Beaminster</p> <p>Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures</p>
BEAM 1 Land north of Broadwindsor Road, Beaminster	Within	<p>There is potential for views of the site from the south (notably the ridgeline west of at Waytown, which would view the site without seeing it alongside the existing urban form at Beaminster. This is as a result of the elevated nature of the north portions of the site. The remainder of the site would be seen in close association with the existing urban fabric of Beaminster</p> <p>Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures</p>
BEAM 2 Land at Lane End Farm	Within	<p>Although views of the site would be available from the surrounding landscape, the site would be seen alongside the existing urban fabric of Beaminster</p> <p>Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures</p>
BRID 1 Land at Vearse Farm, Bridport	Within	<p>There is potential for views from an area directly to the north of the site, which would view the site with only a small built context of development at Allington and Skilling. Design mitigation would need to ensure that the development is respectful of the character and appearance of these areas. In all other views, it is shown that the site is seen in close association with the existing urban fabric of Bridport and is therefore an acceptable location in principle for development.</p> <p>Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures</p>
BRID 3 Land east of Bredy Vet Centre, Bridport	Within	<p>The site would be seen within the existing urban fabric of Bridport, and is therefore not considered to have significant visual impacts</p> <p>Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures</p>

Site	AONB	LVIA conclusions
CHIC 2 Chickerell Urban Extension	Nearby	There is potential for localised views of the northern edge of the site, in which development would appear isolated from existing development at Chickerell. The remainder of the site would be seen in close association with the existing urban area at Chickerell. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
CRS (EXCLUDED) Lane north of Crossways	N/A	Although views of the site would be available from the surrounding landscape, the site would be seen in close association with the existing urban fabric of Crossways. This visual impact is considered to be less significant than if the site were to be seen in isolation. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
CRS (EXCLUDED) Lane north- west of Crossways	N/A	Although views of the site would be available from the surrounding landscape, the site would be seen in close association with the existing urban fabric of Crossways. This visual impact is considered to be less significant than if the site were to be seen in isolation. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
CRS (EXCLUDED) Lane south- west of Crossways	N/A	There is potential for views of the site from the south (a stretch of land north of Owermoigne and Warmwell) which would view the site without seeing it alongside the existing urban form at Crossways. In practice, views here are quickly curtailed by extensive intervening vegetation, and the site would not be visible in this area. In all other views, the site would be seen in close association with the existing urban fabric of Crossways. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
CRS 1 Land south-east of Crossways	N/A	There is potential for views of the site from the south (a stretch of land north of Owermoigne) which would view the site without seeing it alongside the existing urban form at Crossways. In practice, views here are quickly curtailed by extensive intervening vegetation, and the site would not be visible in this area. In all other views, the site would be seen in close association with the existing urban fabric of Crossways. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
DOR (EXCLUDED) Land South-East of Dorchester	Nearby	Although views of the site would be available from the surrounding landscape, the site would be seen alongside the existing urban fabric of Dorchester. A small area to the north east of the site would view the site in isolation, and would need to be subject to mitigation. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
DOR (EXCLUDED) Land North of	Nearby	There is high potential for views of the site with little or no visibility of development in Dorchester. This is notable in nearby pockets of the landscape to the north of the site, and the elevated ground to the west

Site	AONB	LVIA conclusions
Dorchester		of Dorchester. This would result in a visually isolated development with significant visual impacts. The isolation of the site from the urban form of Dorchester is considered to result in potentially significant landscape and visual impacts.
DOR 2 Parkway Farm Business Site, Poundbury	Within	The site would be seen within the existing urban fabric of Dorchester, and is therefore not considered to have significant visual impacts Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
LITT 1 Littlemoor Urban Extension	Within	There is potential for views of the site from the west (notably the ridgeline west of Hewish Hill and around Shilvinghampton) which would view the site without seeing it alongside the existing urban form at Littlemoor. This is as a result of the elevated nature of the north eastern portions of the site. The remainder of the site would be seen alongside the existing urban area at Littlemoor. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
LYME 1 Woodberry Down	Within	There is potential for views of the site from the high ground to the west around Holcombe, which would view the site without seeing it alongside the existing urban form at Lyme Regis. This is as a result of the elevated nature of the north eastern portions of the site. The remainder of the site would be seen alongside the existing urban fabric of Lyme Regis. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
SHER (EXCLUDED) Barton Farm Extended site	N/A	The site would form a substantial extension to the existing built form at Sherborne, reaching into the green strip of land to the north of the town. The above TZVIs demonstrate that development at the site would not substantially extend the area visually affected by development in and around Sherborne, however, the lack of definition and visual containment of the site to the north west and south west, and the encroachment of development onto the slopes of the low hills to the north of the town would result in adverse landscape impacts. The extension of the urban form of Sherborne into the gently sloping and expansive landscape above the town is considered to result in potentially significant landscape and visual impacts. Mitigation measures would reduce, but not fully mitigate these impacts
WEY 10 Markham and Little Francis, Weymouth	N/A	Although views of the site would be available from the surrounding landscape, the site would be seen within the existing urban fabric of Weymouth. This visual impact is considered to be less significant than if the site were to be seen in isolation. Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures
WEY 12 Land at Wey Valley, Weymouth	N/A	Although views of the site would be available from the surrounding landscape, the site would be seen within the existing urban fabric of Weymouth. This visual impact is considered to be less significant than if the site were to be seen in isolation

Site	AONB	LVIA conclusions
		Development could be sensitively accommodated at this site without significant landscape and visual impacts, subject to the suggested mitigation measures

APPENDIX 5 – CONCLUSIONS FROM THE SUSTAINABILITY APPRAISAL OF THE ALTERNATIVE STRATEGY

The Sustainability Appraisal of the land north of Dorchester identified adverse impacts in the longer term associated with climate change vulnerability, soil and water quality, and quality of life. This is due to potential flooding issues associated with the flood plain to the south of the site would restrict access to essential services and facilities and cause a decrease in self-sufficiency in terms of food production, particularly in the longer term when the frequency and severity of flooding is likely to increase as the impacts of climate change are realised. Adverse impacts were also identified with respect to the setting of historic and cultural features, such as the Stinsford conservation area and grade 1 listed building St Michaels Church to the east of the site.

There were negative landscape and visual impacts identified with developing the Amenity Open Space North of the A35, with the local scheduled monuments and AONB adversely affected. In the longer term, adverse impacts associated with surface water flooding may increase vulnerability to climate change, affect water quality, and compromise safety. Residents at the site will be able to access the essential services and facilities of Dorchester by sustainable transport means.

The Sustainability Appraisal of the land Southeast of Dorchester indicated that there may be adverse impacts upon the AONB to the south of the site and the setting of the nearby Scheduled Monuments and Historic Park and Gardens in the short to medium terms. The essential services and facilities of Central Dorchester will be accessible by sustainable transport modes, although in the longer term this may be compromised to a degree by surface water flooding at the site, which may also increase vulnerability to climate change, affect water quality and the adversely affect the safety of future residents.