

## WEYMOUTH, PORTLAND, LITTLEMOOR AND CHICKERELL

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### 1 INTRODUCTION

1.1 This paper provides the background to the Weymouth, Portland, Littlemoor Urban Extension and Chickerell area-specific chapters in the Local Plan. It shows how decisions on specific allocations have been arrived at to satisfy the future needs and demand identified in the Joint Local Plan, taking into account environmental, site specific and deliverability constraints. The purpose of the background paper is to explain how the policies were informed and evidenced, having regard to the National Planning Policy Framework and other relevant legislation, evidence base studies and site specific characteristics.

1.2 The overall strategy for development is contained within the background paper on the Sustainable Pattern of Development. The conclusions from the overall strategy were that the distribution of development should take account of:

- the needs, size, and roles of the area’s settlements, taking into account any current imbalances
- 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);
- the environmental constraints of the plan area (including landscape and nature conservation designations and areas of flood risk and coastal erosion).

### 2 LOCAL STRATEGIES

#### CORPORATE PLANS

2.1 The corporate plans for West Dorset District Council and Weymouth & Portland Borough Council (2013) highlight a number of priorities under economy, communities and environment. These include:

- Facilitating inward investment to create more better-paid jobs
- Improving infrastructure to enable businesses to grow
- Regenerating and supporting vibrant town centres
- Preventing homelessness and supporting communities to meet their housing needs
- Working with partners to improve public health and wellbeing
- Facilitating sustainable leisure, culture and community activities
- Ensuring safe and thriving communities with respect for each other
- Protecting and enhancing the built and natural environment
- Managing the implications of climate change, including flooding and coastal protection

- 2.2 The Weymouth & Portland 'After Dark Strategy' (2010) outlines recommendations to improve the diversity, safety and sustainability of Weymouth town centre's evening and night-time economy, making it an even safer and more enjoyable place to be — a place for everybody.

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## COMMUNITY PLANS

- 2.3 The Community Plan for Weymouth & Portland 2013 -16 sets out a series of aims under four headings; Economy, Communities, Environment and Innovation.
- **Economy** – encourage a broad range of employers and for them to grow, meet training needs, support regeneration, promote the borough, develop the cultural environment and specialist tourism.
  - **Communities** – improve the supply and quality of affordable housing, tackle health inequalities, child poverty, antisocial behaviour, create a more inclusive and appealing environment in Weymouth Town centre.
  - **Environment** - protect, promote, manage & improve access to the natural environment to benefit the community, tourism, health improvement, climate change mitigation and adaptation.
  - **Innovation** – secure investment in the borough, support high quality outdoor sporting and cultural activities building on 2012 Olympic and Para-Olympic legacy.

- 2.4 A Vision for West Dorset, Community Plan 2010-2026, produced by the West Dorset Partnership, includes a number of relevant aims:
- Increase the amount of affordable housing across a range of tenures (including social, rented, shared ownership), especially to support and encourage young people to live in the area
  - Direct new housing provision – affordable and market –to meet local need or where it can help provide a better balance of homes and jobs for all ages; and maximise the use of the existing housing stock
  - Reduce the need to travel by providing jobs and services close to homes or to places which are accessible by other means of transport to the car.

The vision for Chickerell is to:

- Maintain and enhance wildlife and nature conservation interests such as the Fleet and Radipole.
  - Continue to look principally to Weymouth for its higher order needs
  - Continue to provide development that serves its own needs as well as the needs of the Weymouth and South Dorset area
  - Increase the range of local facilities
- 2.5 The Chickerell Parish Plan was produced by local residents in 2007 and covers Chickerell, Buckland Rippers, Charlestown, Coldharbour, Littlesea, Cobham and Knights in the Bottom. Issues raised in the Parish Plan included:
- Housing affordability
  - Retention of local facilities such as shops
  - Frequency of public transport
  - Traffic speeds

The plan includes the following aims:

- More activities for younger residents
- Reduce speeding traffic and make roads safer
- Improve recycling facilities

- Maintain the local environment
  - Support community activities
- 2.6 A town plan was produced for Portland by the South West Network of Rural Communities in 2006. In 2008 the South West Regional Development Agency commissioned Terence O’Rourke to produce a vision for Portland 2012 and beyond. The 2006 Action Plan sets out list of issues and possible solutions under the following headings:

<p><b>The Economy</b></p> <ul style="list-style-type: none"> <li>▪ Lack of supermarket and other shopping</li> <li>▪ Lack of visitor and those staying on the island</li> <li>▪ Lack of training opportunities</li> </ul>	<p><b>Social &amp; Community</b></p> <ul style="list-style-type: none"> <li>▪ Fear of crime &amp; anti social behaviour</li> <li>▪ Lack of health services</li> <li>▪ Lack of childcare and play schemes</li> <li>▪ Lack of community facilities</li> </ul>
<p><b>The Environment</b></p> <ul style="list-style-type: none"> <li>▪ Lack of affordable housing</li> <li>▪ Unsightly disused quarries</li> <li>▪ Fly tipping/ litter</li> <li>▪ Restrict new development</li> <li>▪ Loss of openspace</li> <li>▪ Lack of play areas / youth facilities</li> <li>▪ Run down appearance</li> </ul>	<p><b>Transport &amp; Accessibility</b></p> <ul style="list-style-type: none"> <li>▪ Better bus services</li> <li>▪ Need for rail service</li> <li>▪ Lack of parking</li> <li>▪ Poor state of footpaths</li> <li>▪ Vehicle speeds</li> </ul>

- 2.7 The 2012 and beyond vision is to make Portland a more successful and thriving community, through the careful redevelopment of available land, and by providing more opportunities and better facilities and amenities for local residents, businesses and visitors. Key tasks are:
- To improve the island for residents
  - To improve the island for visitors
  - To improve the island for business

### 3 RESEARCH AND EVIDENCE

#### THE NEEDS, SIZE, AND ROLES OF THE AREA’S SETTLEMENTS

##### WEYMOUTH

- 3.1 After the Bournemouth and Poole conurbation, Weymouth is the largest urban area in Dorset, with a population of 52,230. It is a significant commercial and employment centre and a nationally important tourist and recreation destination attracting half a million staying visitors a year. The borough has an exceptionally high quality landscape, seascape and built heritage, which makes it an extremely attractive place to live and work. However it also contains areas of multiple deprivation (some areas within the top 10% of deprived areas in the country), has an economy that is overly reliant on low paid service jobs, and faces difficult challenges due to climate change.
- 3.2 The town centre is the retail, commercial, and tourist heart of Weymouth, including a ferry terminal and commercial wharfs. In order to continue the town centre’s important economic function for the area, issues of flooding and regeneration need to be addressed. The exceptional quality of the historic built environment has justified significant financial investment by English Heritage over the years and more recently with the Weymouth Seafront Regeneration project. There are however a number of regeneration issues still to

be addressed which include: run-down and underused sites; potential contamination and other abnormal costs affecting the viability of redeveloping some key sites; friction between different types of uses, particularly related to night-time leisure; and poor housing conditions.

- 3.3 The high quality of life is a major attraction for people moving to the area, particularly to retire and this ageing population places demands on health, housing and support services. In addition many economically active people leave the area in pursuit of higher paid jobs.
- 3.4 Much of Weymouth's employment provision is located on the edge of the town within West Dorset district (the Granby and Lynch Lane Industrial Estates). A significant number of residents also work in Dorchester so there is a high level of out-commuting.

## PORTLAND

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- 3.5 Portland with a population of 12,840 has a unique coastal character with very distinct villages and settlements separated by wide open spaces parts of which are marked by the presence of the quarrying industry. It is dominated by the sea to the north and west, and the rising slopes of Verne Heights to the south and east and has a much more rural character than the more urban Weymouth.
- 3.6 The working of Portland stone has gone on since mediaeval times and was the main source of wealth on the island. The construction of the Portland Breakwaters made Portland Harbour one of the largest man made harbours in the world which in turn led to the large naval presence up until the mid 1990s. The Port has since developed cargo handling, bunkering and marine services and facilities for cruise ships and provides deep water berths accessible from nearby international shipping lanes. It is of regional significance and has the potential to become a major gateway for the UK. After the closure of the naval base in 1996, Portland Port purchased the site to generate a commercial port and became the statutory Harbour Authority. The Port attracts employment and investment to the area and is a major asset to the local community. The key industries supported within the port estate and harbour include Stevedoring of marine and land based cargo operations, vessel replenishment activities, transshipment opportunities and land and marine energy projects. The Port however has expressed concern that there may be a shortage of land in the longer term.
- 3.7 There are particular areas that suffer from high levels of multiple deprivation on Portland, around Castletown, Chiswell and Fortuneswell. There has been a considerable amount of regeneration over the past 15 years by the Regional Development Agency at Osprey Quay. The Island contains some of the largest employment areas in the Borough at Osprey Quay, Southwell Business Park and Portland Port. However at the current time there remains a mismatch between the available employment and skills and experience of some of the population.
- 3.8 The transport links with Portland were assessed in greater detail through the Portland Transport Capacity – Technical Assessment – Dorset County Council Aug 2012. This predicts that the proposed local plan housing and employment developments plus an allowance for windfall development can be accommodated. Further growth is predicted to cause capacity problems on the A345 at Preston Beach Road and Fortuneswell.
- 3.9 The western relief road route and Underhill Relief Road are not in any funding programme and are therefore extremely unlikely to be delivered in the plan period. There is no currently defined alignment to either route and there are potential environmental impacts that would need to be fully assessed as part of developing any scheme.

## CHICKERELL

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- 3.10 The total population of Chickerell is about 5,520. Chickerell town has grown considerably over the last few decades. To the south (but within the town boundary) lie the Granby industrial estate, Lynch Lane industrial estate, the Budmouth Technology College and the housing areas of Charlestown, Lanehouse (in part) and the edge of Westham. These areas function as outer settlements to Weymouth.
- 3.11 Chickerell has more jobs than economically active people, because of the Granby Industrial Estate. There is a net outflow of people commuting from Weymouth and Portland, some of whom work in Chickerell but most of whom commute further afield, particularly to Dorchester.
- 3.12 There is a continuing demand for affordable housing and employment land within Chickerell and this area has the potential to help meet some of the future development needs of Weymouth which cannot be met within the borough boundary.

## LITTLEMOOR

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- 3.13 Littlemoor is a northern suburb of Weymouth (population 3,642) that straddles the administrative boundaries of Weymouth & Portland Borough Council and West Dorset District Council with the majority of the built up area lying within Weymouth & Portland. It was predominantly built in the 1970s and 1980s with a local centre and estate layouts typical of their era. The area is well served by transport links following completion of the Weymouth Relief Road, and having Upwey railway station to the west and bus routes through the area.
- 3.14 Littlemoor has a greater number of younger residents (i.e. those in the age categories 0-15 and 15-59 ) than the rest of Weymouth & Portland and 35% of the housing stock is council or housing association rented compared with 13% in the borough as a whole. Littlemoor West is the most deprived 'super output area' in Weymouth in terms of employment and health and second for education and skills. The level of unemployment is higher than the borough as a whole, 6.4% compared with 4.2%. There are no employment areas in Littlemoor apart from within the Local Centre which contains shops, a health centre, and library.

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## THE AVAILABILITY OF LAND, AND WHETHER IT HAS BEEN PREVIOUSLY DEVELOPED

- 3.15 The main site options for delivering additional growth were identified through the Strategic Housing Land Availability Assessments (SHLAA) and Employment Land Reviews (ELR) for both councils. These assessments included an analysis of each site's current planning status and history, ownership, potential constraints (topography/ground condition, flood risk, access, contamination, infrastructure, landscape / townscape character), availability, suitability and achievability, an estimate of potential capacity and delivery/phasing.
- 3.16 Due to the urban nature of Weymouth & Portland in the past the majority of development came forward from previously developed 'brownfield' and other windfall sites within the Defined Development Boundaries. Although this supply will gradually diminish over time, urban capacity studies and SHLAA have identified that just over a half of the land supply in this plan period will be made up of these types of sites within existing Defined Development Boundaries. Detailed figures are set out in the Sustainable Pattern of Development background paper.

## THE HALCROW URBAN EXTENSION STUDY

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- 3.17 Consultants Halcrow Group Ltd carried out an Urban Extension study for West Dorset District Council in 2008 to establish the deliverability of significant urban extensions in the district. For the Weymouth area broad locations at Chickerell and Littlemoor were assessed and no significant restraints were identified in these locations. Analysis indicated that a target of 700 dwellings (which had at the time been proposed in the Proposed Changes to the South West Regional Spatial Strategy) could be achieved given a development rate of 150 dwellings per year. There could potentially be a greater number accommodated, however consideration would have to be given to the balance of housing with the provision of employment land. The viability assessment indicated that all the Weymouth development options had a positive net present value residual value.

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## ENVIRONMENTAL CONSTRAINTS

- 3.18 Environmental considerations are covered in the background paper Environment and Climate Change, however there are site specific issues that are discussed in more detail in this section.
- 3.19 Weymouth's development has been strongly influenced by its peninsular location and topography. Consequently it has a close relationship with the sea, river valleys, escarpments and ridges.
- 3.20 The areas surrounding the town centre are not continuously built up but are dissected by open spaces and landscape features, including large wetland reserves extending into the urban fabric. Much of the surrounding countryside is an Area of Outstanding Natural Beauty and other parts of the borough include other national and international designations which protect the environment but also restrict the amount of land available for future development.
- 3.21 Portland is physically and visually separated from Weymouth with the only link a single carriageway road on the causeway adjacent to Chesil Beach and The Fleet. Much of the Island is covered by national and international environmental designations and it is at the heart of the Jurassic Coast World Heritage Site. The high quality landscape, important nature conservation interests, restricted access across Chesil Beach and distinctive settlements means there are limited opportunities for any further major development.
- 3.22 Chickerell lies partly within the Dorset AONB and the West Dorset Heritage Coast where there are a number of caravan parks and military sites. The Fleet and Chesil Beach to the west is designated as an SSSI, SPA, Ramsar site and candidate SAC.
- 3.23 There is open countryside of the AONB to the north of Littlemoor, the built up areas of Preston and Dorchester Road to the east and west and the open space of the southern edge of the Southdown ridge to the south.

## 4 POLICY OPTIONS AND ALTERNATIVE APPROACHES CONSIDERED

- 4.1 The following sections provide an overview of how the various site allocations were selected, and the alternatives sites that were considered. A more detailed assessment of the sites that have been taken forward in the local plan is included separately.

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## CONTINUED POLICIES

- 4.2 Some existing local plan site specific allocations have not been implemented, or are still required. These will be carried forward into the joint plan and are detailed below.

	<b>New Policy</b>	<b>Old</b>	<b>Notes</b>
WEY 13	Land at the Old Rectory, Lorton Lane	H1f	Continued – likely to be implemented following completion of relief road
WEY 15	Bowleaze Cove	TO7	Continued site specific policy to retain tourist and leisure related uses
PORT 3	Former Hardy Complex	H1c /H1i	Simplified due to phase of development reached (part built, part under construction, permission granted for remaining phase)
PORT 2	Osprey Quay	H1e	Simplified due to phase of development reached – importance of master plan highlighted
CHIC 1	Land at Putton Lane	EA6	Simplified due to phase of development reached (outline permission granted) - policy retained to clarify requirement for mix of uses

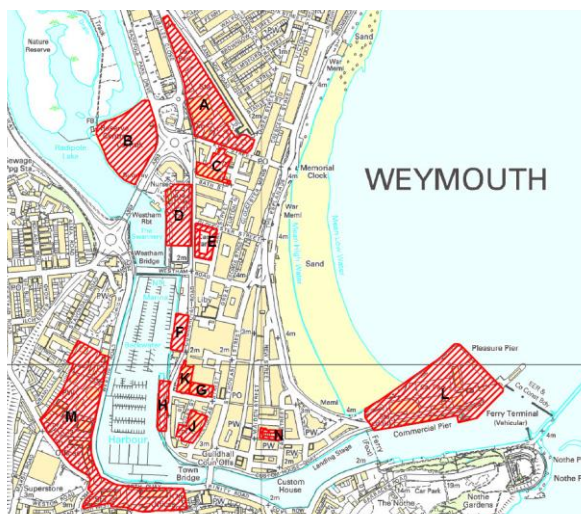
#### OPTIONS IN AND AROUND WEYMOUTH

- 4.3 The Weymouth & Portland Options for Growth Consultation (Weymouth & Portland Core Strategy “Our Community, Your Future: Options “ Consultation Document) in June 2009 identified Weymouth town centre as a focus for growth and regeneration and broad locations for greenfield growth at Preston Downs, Markham and Little Francis, Easton and Wey Valley. It also included options for growth on the edge of Weymouth but within the administrative boundaries of West Dorset District Council at Chickerell, Southill and Littlemoor which were subject to a joint consultation exercise. Further consultation was undertaken in Autumn 2011 and Summer 2012 on the pre-submission draft joint local plan plus an alternative sites consultation in November December 2012.

#### WEYMOUTH TOWN CENTRE

- 4.4 Weymouth Town Centre is the economic, commercial and tourist heart of the borough. Its regeneration and continuing economic viability is seen as essential for delivering increased self-containment and the sustainability of the borough.
- 4.5 The Strategic Housing Land Availability Assessment identified sites within the town centre with potential for development. These are capable of supporting a mix of commercial and residential uses. Some are existing car parking sites which could come forward depending on the parking strategy adopted for the town, particularly given the scope provided by the Park and Ride site associated with Weymouth Relief Road at Mount Pleasant. The evidence used to inform the Transport Study Overview 2011 carried out by Buro Happold on behalf of Dorset County Council suggested that between 300 and 600 spaces could be removed from the town centre. More detailed examination of how many spaces are required, their function and location is to be carried out alongside the work on the Town Centre Master Plan.

**Map 1: Potential Development Sites**



- Site A: Train Station & Jubilee Sidings
- Site B: Swannery Car Park
- Site C: Bus Depot
- Site D: Melcombe Regis Car Park
- Site E: Park Street Car Park
- Site F: Harbourside Car Park
- Site G: Post Office Sorting Office
- Site H: The Loop Car Park
- Site J: Ten Pin Bowling Alley
- Site K: Multi-Story Car Park
- Site L: Pavilion and Ferry Terminal
- Site M: Gasholder to Council Offices
- Site N: Governors Lane Car Park

4.6 The potential development of these sites was the starting point for consideration of how the town centre might expand and regenerate. Conclusion from the Joint Town Centre Retail and Leisure study also informed the options put forward for considered in the 2009 Options Consultation. These were as follows:

- Subject to the management of flood risks, Weymouth Town Centre should be the focus for new retail, cultural, commercial and housing development with associated improvements to the public realm and waterfront.
- Significant demolition of existing buildings to provide sites for development
- Extend westwards and northwards towards the inner harbour and Swannery by developing on surface level car parks and other under utilised land.
- Provide additional space in existing buildings and sites that could be converted or more intensively used on more than one level.
- Extend the town centre northwards by the provision of significant new retail development to the north of King's Street.
- Two options for the Pavilion and Ferry Terminal site – comprehensive mixed use scheme that may include housing, a new ferry terminal, a new or remodelled community theatre, retail and leisure development, a transport interchange, large public square and improvements to the public realm and esplanade either with or without a hotel, marina, visitor/education centre and public car park.
- A Waterside Loop project to improve and enhance the public realm and link the waterside visually and physically to the town centre. This would extend from Radipole Lake and the Swannery beside the inner harbour to the Esplanade via Custom House Quay. Pedestrians and the town centre circular bus route would have priority and artists would be involved in the design process

#### WHAT YOU TOLD US AT THE CONSULTATION

<b>ISSUES &amp; OPTIONS 2007, PREFERRED OPTIONS 2009</b>
<ul style="list-style-type: none"> <li>▪ Keep local character and look after historic features</li> <li>▪ Access, parking and flood risk needs consideration with brownfield sites</li> <li>▪ Traffic congestion is an issue</li> <li>▪ Fear of crime in Weymouth Town Centre</li> <li>▪ Issues with HMOs (houses in multiple occupation) in the Park District</li> <li>▪ Need for public transport interchange at the station</li> </ul>



- Lack of Arts Centre facilities.

The preferred option to provide for future retail, cultural & commercial needs of Weymouth town centre growth was to extend westwards and northwards towards the inner harbour and Swannery by developing on surface car parks and other under-utilised land.

There was a mixed response to the encouragement of redevelopment of parts of the town centre for housing with other uses subject to mitigation of flood risk. In particular there was concern about loss of parking and the limited opportunity for growth but others supported the proposal particularly the Highways Agency.

A project to improve and enhance the public realm and link the waterside visually and physically to the rest of the town centre was fully supported.

There was support for the principle that development should achieve the highest standard of quality and design.

**ISSUES IDENTIFIED THROUGH THE TOWN CENTRE ACTION AREA PLAN ISSUES AND OPTIONS CONSULTATION APRIL 2008**

Traffic congestion – major shake up of routes in the town is required  
Higher density development should be encouraged in the town centre to promote use of sustainable forms of transport.

The town centre is a source of substantial employment although less so for the office sector.

There is a lack of hotel parking

Many hotels /guesthouses are being converted to flats.

Limited number of cultural venues and lack of indoor leisure activities.

Evening economy is focussed on pubs and clubs which causes high levels of alcohol related crimes

More than enough pubs/clubs and amusement arcades -ban 24 hour drinking

Main leisure ground is beach and Promenade which should be improved.

Town is well served by buses and trains but links between them are poor

Pedestrianisation has enhanced the shopping experience and should be extended.

Much of the town centre is at risk of flooding

Weymouth needs to present a distinct quality and retain its retail offer.

New housing is principally flats which leads to loss of character

Conversion of houses to HMOs leads to pressure on services and infrastructure

Much of the town centre is a Conservation Area with many listed buildings. Historic character attracts visitors

The inner harbour marina and surrounding environment is important to the economic prosperity of the town centre

Retail businesses moving out to peripheral shopping centres leaves area run down and deteriorating

Too many charity shops, cheap £ shops – limited range of shopping sends people to other areas.

- 4.7 It emerged from these consultations there was a need for more detailed investigation of the extent of the flood risk in the town centre and the development of a Flood Risk Management Strategy to enable the town centre to continue its existing role and be a location for future growth and regeneration. A Flood Risk Management Strategy was undertaken by consultants Royal Haskoning for the Environment Agency and Weymouth and Portland Borough Council which identified a preferred option for future flood defences. This involved repairs to the harbour walls, a tidal flood barrier and raising of the Esplanade. It was however recognised that further work would be needed to develop the options further.

- 4.8 Issues around the night time economy and fear of crime led to the development of the 'After Dark Strategy' drawn up the Borough Council, Dorset Police and other partners. It involved considerable public consultation and resulted in an overall vision and both land use and town centre management proposals to improve the diversity, safety and sustainability of the town centre's evening and night-time economy, making it an even safer and more enjoyable place to be.

<b>THE 'AFTER DARK' PUBLIC CONSULTATION IN 2010 IDENTIFIED THE FOLLOWING ISSUES AND OPPORTUNITIES FOR THE NIGHT TIME TOWN CENTRE</b>
Unsafe streets and spaces Daytime / night-time tensions A broader representation of people is needed Seasonal differences and range of activities The harbourside role as a heritage quayside – remove traffic more sitting out areas The inner harbour role as a contemporary marina – more family friendly, redevelop car parks The esplanade role as traditional seaside – good quality public realm, beach side activities The centre of town - old town – embrace and enhance The pavilion peninsula – after dark destination for everyone

- 4.9 The autumn 2011 joint local plan public consultation took forward these results. The working groups identified similar themes and zones within the town centre where particular activities would be encouraged, potential development opportunities, transport initiatives and areas where public realm improvements should be concentrated. The following solutions were put forward by the groups.

<b>THE AUTUMN 2011 JOINT LOCAL PLAN PUBLIC CONSULTATION</b>
<p><b>GENERAL</b></p> <p>Support the rationalisation of car parking provision through mixed use development on Weymouth Town Centre car parks (as part of the Town Centre Master plan proposal). Encourage public realm enhancements in key areas such as the Custom House Quay and St Thomas Street.</p> <p>Support the provision of shopping and leisure uses as part of development proposals for Weymouth Town Centre. Potential solutions (as identified in the After Dark Report) could include the provision of family friendly attractions which are mutually supported by public realm enhancements and greater waterborne accessibility.</p> <p>Allocate bus station / Upwey Street area as development site</p> <p>Allocate site at Lodmoor for Leisure Uses which could include multi-use Stadium</p> <p>Expand town centre upwards and westwards. Maximise benefits from waterside outlook / public realm.</p> <p><b>WATERFRONT EXPERIENCE</b></p> <p>Traffic-free sitting out areas, boatwatching / events, potential to create pedestrian circuit utilising tidal barrier</p> <p><b>FERRY PENINSULA</b></p> <p>Leisure focus / draw with complementary uses e.g.: hotel / conference / exhibition / retail. Do the ferry terminal and theatre need to stay here?</p> <p>Allocate the Pavilion Area for redevelopment to include multi-use sporting / cultural uses</p> <p><b>ESPLANADE SOUTH</b></p> <p>Current uses work well (hotels, guesthouses, nightclubs and visitor facilities). Protect and enhance Listed Buildings</p> <p><b>ESPLANADE NORTH</b></p> <p>Current uses work well (hotels, guesthouses). Protect and enhance Listed Buildings</p> <p><b>HUB</b></p>

Public transport interchange. Improve frontage / first impressions. Could move depot / coach parking uses to rear of station  
 Retain transport hub proposals at Weymouth Railway station (as existing Local Plan policy T10 with addition of focus on improving public realm)  
**SWANNERY**  
 Gateway to RSPB centre – links important. Potential development over parking for retail / leisure offer that complements the town centre  
**WESTWEY**  
 Scope for regeneration – road realignment / reclaim some inner harbour to realise and maximise benefits of waterfront outlook and public realm. Housing and offices.

4.10 These in turn led to the policies in the draft local plan. Due to the complex issues of the town centre it was proposed that a Town Centre Master Plan should be developed to guide comprehensive redevelopment of the key sites and provide more detailed guidance on design, movement (including parking provision), distribution of activities and uses. The local plan would provide the over arching strategy and ensure that future developments would contribute to the growth and regeneration aims of this strategy.

4.11 Based on this strategy, it is expected that town centre regeneration will deliver at least 400 new homes as part of mixed-use development schemes and significant retail and business opportunities over the plan period.

**THE LOCAL PLAN PRE SUBMISSION PUBLIC CONSULTATION SUMMER 2012**

**GENERAL**  
 Objections to the potential loss of town centre car parks that will adversely affect viability of the town centre.

**SWANNERY / STATION AREA**  
 Lack of information on a vision or definition of uses for this large, sensitively located site (Swannery /Station area – WEY3).  
 Policy at the Swannery should not cover the SSSI.  
 Further retail development at Weymouth Station is likely to detract from the town centre's viability

**FERRY PENINSULA**  
 Concern about type and mix of uses proposed for the Ferry Peninsular (WEY6)

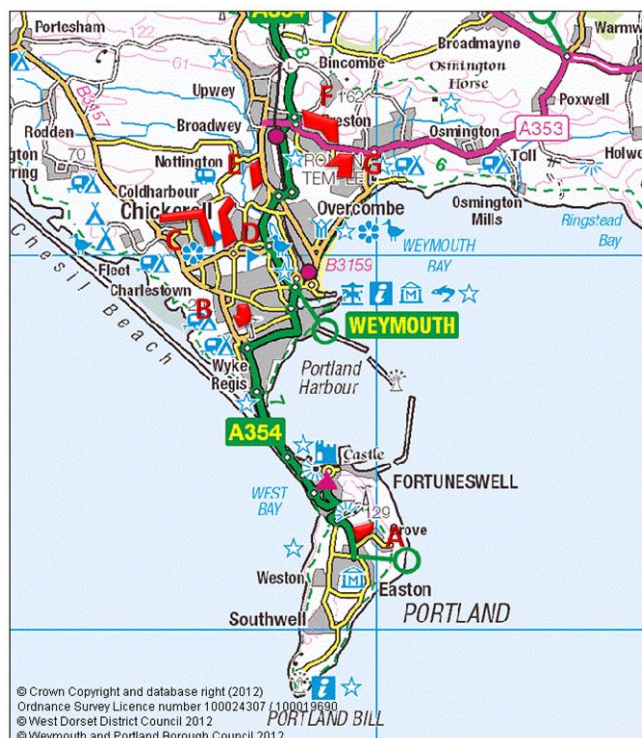
- Housing will be a key element to support the scheme
- Housing should be restricted
- Site should remain primarily for family-oriented leisure and tourism uses (including indoor facilities)
- include continued provision for sealife tower (here or at Lodmoor)
- Include potential for Visitor facilities to interpret the Jurassic Coast World Heritage Site
- Adequate parking needs to be provided for users of the Pavilion Theatre and Ferry Terminal.
- The maximum height of buildings should be clearly defined, and limited to 3-4 storeys

4.12 The public consultation in June and July 2012 for the pre-submission draft of the joint local plan did not raise any significant issues with the Weymouth Town Centre policies and so they have generally been carried forward into the submission draft of the plan. Some clarification and minor wording changes have been made. The SSSI area has been removed from the Town Centre master plan area boundary. The uncertainty over the timescales of the economic recovery mean that in the short to medium term the focus should be on ensuring the continuing viability of the existing centre, but providing flexibility in the long term for future expansion.

## SIGNIFICANT GROWTH OPTIONS

- 4.13 In recognition that not all growth requirements could be accommodated on previously developed land and that some greenfield development would be required, four broad locations for growth were identified in Weymouth and Portland. These were at Markham and Little Francis, Wey Valley, Preston Down and Easton and were sites that had been put forward as part of the Strategic Housing Land Availability Assessment process and selected on the basis of its criteria. These criteria included whether the site was within a sustainable location in terms of proximity to facilities and transport networks, well related to the existing settlement, not subject to a national or international environmental designations, and a suitable size where benefits in terms of community infrastructure / level of affordable housing would be achieved. Sites such as those at Upwey (land off Elwell Street and land at Bayard Farm) were excluded on the basis of their poor relation to existing built development and impact on the Conservation Area.
- 4.14 Urban Extensions to Weymouth within West Dorset at Chickerell, Southill and Littlemoor were also considered in more detail following the results of the Halcrow Urban Extension study.

**Map 2: Potential sites for significant growth**



- A** – Land at Easton, Portland
- B** – Markham and Little Francis
- C** – Urban Extension at Chickerell
- D** – Urban Extension at Southill
- E** – Land at Wey Valley
- F** – Urban Extension at Littlemoor
- G** – Preston Down

## LAND AT EASTON

- 4.15 This site was identified as a broad location for greenfield development and a potential site for the Portland Academy proposal for education facilities on the island. It is a 20 hectare site located in the centre of Portland, to the east of Easton Lane and north of Grove Road. The site is partly occupied by a tenant, Albion Stone Quarries, who are currently using the site but are no longer working the stone. There are no environmental designations on the site although it is adjacent to an SSSI. It is within a low flood risk area and within walking and cycling distance of local services and facilities. The south-west corner forms part of the Easton Conservation area and the south eastern corner abuts the Grove Conservation area. The majority of the eastern portion of the site is currently used as sports pitches. Part of

the site is subject to a legal agreement for restoration for public amenity and nature conservation purposes.

OPPORTUNITIES	CONSTRAINTS
<p>Would help meet borough’s housing targets, would provide a substantial number of affordable units.</p> <p>Within walking and cycling distance of local facilities including employment, retail, health and education.</p> <p>Low flood risk area</p>	<p>Provision of extensive housing units on Part of the site is subject to legal agreement to restore for nature conservation and amenity purposes.</p> <p>Loss of biodiversity</p> <p>Potential impact of additional traffic on The Fleet.</p>

## WHAT YOU TOLD US AT THE CONSULTATION

2009 OPTIONS FOR GROWTH CONSULTATION
<p>There was limited public response to the option for a greenfield housing location at Easton however amongst it was general support although some respondents would only support a small development.</p>
<p>There were objections from statutory consultees in relation to large scale of development on Portland.</p> <p>Dorset Wildlife Trust objected to any allocation that may have a detrimental impact on SSSI or SNCI designations and Natural England also objected as increased traffic could impact on the Chesil and Fleet SPA.</p> <p>Natural England identified a condition to restore Independent Quarry to Nature Conservation purposes and considered development would create a biodiversity loss.</p> <p>In relation to the two options for Portland Academy on the site i.e. with or without housing, the option for the Academy on its own was preferred. It was also suggested that children would have limited chances if they were in the same place from 0-19, and that the infrastructure would not support the increased traffic.</p>

- 4.16 At the next consultation (2011) the respondents were asked to consider the scope for more development on Portland and whether there should be an upper limit to development.

THE AUTUMN 2011 JOINT LOCAL PLAN PUBLIC CONSULTATION - Portland
<p>Traffic and environmental designations are two limiting factors to development on Portland</p> <p>If you do not need to widen the road across the causeway i.e. impact on the environmental designations then more development is not a problem.</p> <p>Portland previously had far more jobs &amp; houses and the roads were okay then – is there a need for a new road?</p> <p>Generally only a small proportion of land has environmental designations however on Portland it is more of an issue. Policies need to have stronger criteria for mitigation</p> <p>Don’t need to develop on area with environmental designations as needs can be met elsewhere.</p> <p>How important is it to retain a corridor for a new road to Portland (The Western Route)?</p> <p>There is no money to build, but should we safeguard it?</p> <p>If we don’t safeguard there is no opportunity to build it if policies change in the future.</p> <p>If the road is not going to be built for some time the design and therefore land requirements are likely to change and so should not safeguard land at this stage.</p> <p>The road has many issues and may cause damage to sites of international importance.</p> <p>There is a lack of alternative road to Tophill</p> <p>Good bus network</p> <p>Need to extend cycle route up old railway incline to Weston &amp; The Bill</p>

Poor cycle route around Portland this is a shame as access to the Island from Weymouth is very good.

On Portland generally a lack of facilities and amenities for the local population i.e. meaning more travelling to Weymouth.

Portland Port – needs better connections – but does it have to be a road? - consider boat links.

How much push for new housing is from the community and how much from developers and landowners?

There is local concern over excessive housing building and inadequate infrastructure.

Need housing to higher standard with low density suitable for retired, young couples and needs to be affordable

Need more affordable housing for families to remain in the area

Need appropriate housing for aging population

Not enough for young people

The Comer Homes site allocation means no one else can develop

More job opportunities needed - is the Osprey Quay being used to provide more jobs.

Lack of employment opportunities

Optical fibre infrastructure link – entrepreneurs / small businesses provide opportunities for Portland

Underhill and lower Fortuneswell poor quality building stock needs regeneration, Gateway to Portland (Victoria Square) needs tidying up,

Osprey Quay – highly visible from everywhere – remains incomplete - provides jobs - WPSA - marine leisure & tourism area

Portland Port & Harbour – would like a chapter dedicated to Ports (to include Weymouth) & include policies that recognise & enable the port to prosper.

Include a criteria based policy allocating Portland Port for employment related uses subject to appropriate landscape, heritage and conservation mitigation and enhancement where necessary. The port offers significant local, regional opportunities for the area.

Ferry link to Weymouth to be exploited.

Southwell Business Park - New Academy – new skills – new vision for education

Impact of Academy (Southwell) e.g. in releasing land for potential housing/other development

Opportunities to exploit Quarry and other industrial heritage

Coastal strip – threat of quarrying to ancient land

Keep Portland Weird

Love it or hate it! The Island is an alternative Dorset Venue. Very Different. A great outdoor experience. Major venue for :- sailing. Climbing, windsurfing, Bird watching, fishing (beach & sea)-

Needs a camp site.

Allocate a site or sites on Portland for Motor Home / Camping facility to support outdoor activity / lifestyle of associated visitors / tourists

Fantastic heritage not promoted – not joined up

Tourism not resolved within a framework to retain spend on island & provide employment(Tophill area)

Whole island – valuable open spaces to be kept, open gaps between villages

Integrate communities within Portland & with Weymouth

- 4.17 This site was not included as an allocation for housing in the draft plan in recognition of the significant existing levels of housing commitments outstanding (including Osprey Quay and the former Hardy Complex), and concerns about potential impact from major growth on The Fleet SPA and SAC.

- 4.18 The potential for community education / training facilities on the Island to serve the local community, and tourism facilities for visitors, can be dealt with under generic policies rather than site-specific allocations.
- 4.19 In recognition of the importance of Portland Port to the local and wider economy a new policy PORT 1 was included which sought to safeguard land within port jurisdiction for port operational and ancillary uses.

**THE LOCAL PLAN PRE SUBMISSION PUBLIC CONSULTATION SUMMER 2012**

**GENERAL**

Concerned about capacity of the link and roads onto Portland. Suggestion that a policy is needed safeguarding land for the construction of the Western Route Relief Road. Also requirement for Underhill Relief Road and reference to Port providing opportunity to alleviate through traffic to Tophill. Or alternatively an appropriate limit is placed on development.

**PORTLAND PORT**

Much of the land within the Port Jurisdiction is protected by national and international nature conservation designations. As worded does not comply with NPPF and Habitats regulations.

**OSPREY QUAY**

Osprey Quay should include provision of Transport Hub including Park and Ride to reduce traffic on the Island.

**FORMER HARDY COMPLEX**

Allocation should not be included as Hardy Complex site will not come forward. Replace with an alternative site where delivery is more certain

- 4.20 As a result of consultation responses from Natural England and Portland Harbour Authority and discussions with the two parties policy Port 1 has been omitted from the submission draft of the local plan. The future growth needs of the Port can be dealt with under generic policies for employment, ECON 1 Provision of Employment and ECON2 Protection of Key Employment sites and the relevant environment policies (dealing with nature conservation, landscape and seascape, built heritage and archaeological remains, coastal erosion and land stability, and flooding) would deal with the sensitive environmental issues around the Port estate.

**LAND AT MARKHAM AND LITTLE FRANCIS**

- 4.21 The broad location examined for significant growth extends from Chickerell Road in the north rising up to almost the top of the Wyke ridge in the south extending westwards to Lanehouse Rocks Road and eastward to St Augustine's School and the rear of properties in Markham and Hardy Avenues. It is largely open and undeveloped comprising old pasture fields. There is a small area of woodland, centrally positioned, which is designated as SNCI, and a belt of tree planting along the southern boundary along the backs of the houses in Russell Avenue and Purbeck Close. Cockles Lane, which crosses the site, is an ancient smugglers' route to the coast. The hedges along the track have regenerating Elms on both sides. Lanehouse stream crosses the site at its lowest point from the play area in Ludlow Road to the rear of houses in Westdowne Close and ponds higher up to the south on the contour line. The expanse of open land provides an important gap in the built development and can be viewed from great distances (Osmington, the Ridgeway, and western routes into the borough).
- 4.22 This area was assessed as having the potential to deliver up to 500 homes developed on the lower ground to the north whilst maintaining the open landscape / wildlife corridor function of the southern land which rises steeply up to the ridge. The main vehicular access

would be from Chickerell Road. An area to the south east of the site has been registered as a ‘Town Green’: the designation has been rejected by the courts and appeal court however campaigners are seeking a further hearing at the Supreme Court. There are no overriding infrastructure constraints to development, although surface water flooding is notable.

OPPORTUNITIES	CONSTRAINTS
<p>The site could provide a substantial part of the housing requirement.</p> <p>It is within walking and cycling distance of local facilities including employment, retail, health and education</p> <p>Improved and formalised access to substantial areas of open space.</p> <p>Development would provide a significant number of affordable units.</p> <p>Provision of a mix of housing types including family housing.</p> <p>Improved footpath and cycle links to the strategic network.</p> <p>Existing hedge boundaries and tree planting maintain character of the area.</p> <p>Site is within single ownership</p> <p>No significant infrastructure constraints</p>	<p>Development would affect the most significant strategic open undeveloped part of Weymouth,</p> <p>Rising slopes of southern part of the site very visible, potential adverse impact on landscape character</p> <p>Wildlife corridor function with links to the Heritage coast and west.</p> <p>SNCI designation</p> <p>Town green status (if retained by Supreme Court) on part of the site.</p> <p>Generate a need for additional school places</p> <p>Areas subject to surface water flooding</p> <p>Ordinary water course within the site.</p>

**Indicative map shown at 2011 consultation**





WHAT YOU TOLD US AT THE CONSULTATIONS

**2009 OPTIONS FOR GROWTH CONSULTATION**

There was significant public objection to this option with the main reason being those listed below:-  
 It has great amenity and landscape value  
 The transport infrastructure would not support large numbers of additional houses in the area  
 There is potential flooding in nearby neighbourhoods as there are springs across large parts of the area and local roads are already prone to flooding due to surface water which would increase  
 Part of this land is registered as a Town Green and many local residents use it regularly for recreational purposes  
 It is an important open gap between Westham and Wyke Regis  
 It has a wide diversity of wildlife and forms a wildlife corridor from the nature reserves in Town to the Fleet

**Statutory Consultees:**  
 The Highways Agency supported it in relation to accessibility and proximity to the town centre and sustainable transport links however the proposals would need to be supported by a Transport Assessment.  
 Dorset Wildlife Trust would object to development that might affect the SNCI  
 Natural England objected to the loss of wildlife corridors and stepping stones if they could not be protected and enhanced through development.

**THE AUTUMN 2011 JOINT LOCAL PLAN PUBLIC CONSULTATION**

Safeguard higher land from development  
 Need to consider green infrastructure

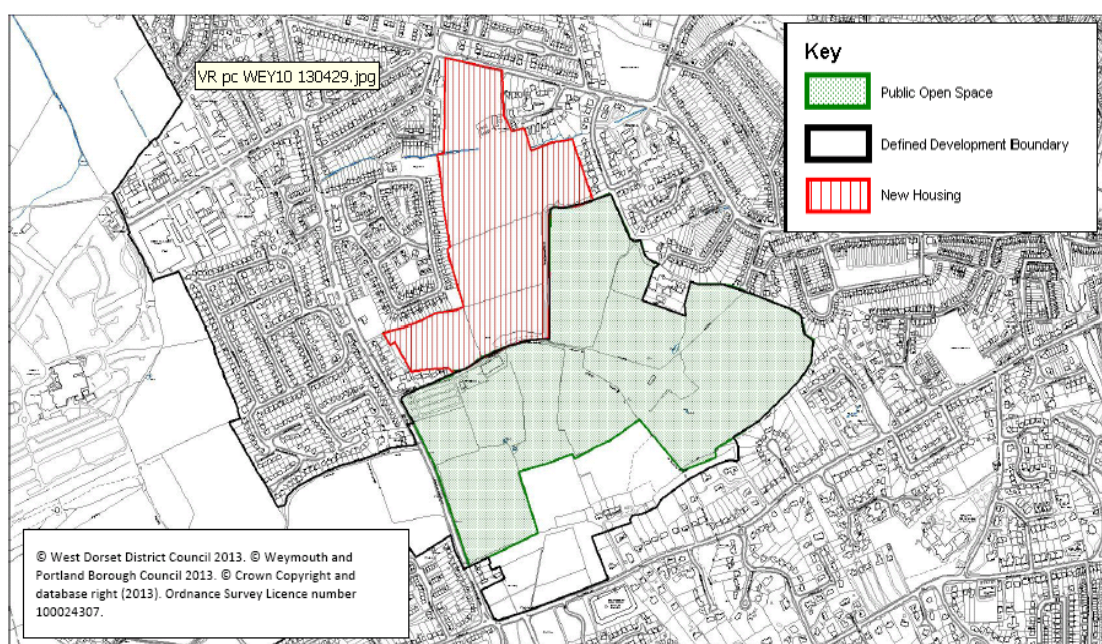
4.23 The developers prepared an indicative masterplan for the site, which is shown below, together with a range of supporting information (which has been superseded by their subsequent planning application). In addition they supplied other supporting information which is listed in the more detailed site assessment (see separate document).



- 4.24 The site was included as an allocation in the draft plan. It proposed a level of development slightly lower than that proposed by the developer, due to concerns regarding the wider landscape impact.

<b>THE LOCAL PLAN PRE-SUBMISSION PUBLIC CONSULTATION SUMMER 2012</b>	
<p>500 dwellings is too many Development would result in an adverse impact on wildlife, landscape and the open gap. It would result in the loss of a highly valued recreational open space - 'green lung' within a built up area. Part of the site is the subject of a Supreme Court case concerning registration as a Town Green. Therefore may not be deliverable if the appeal is successful. The local plan has not demonstrated a need for the development at Markham and Little Francis as a greater number of sites were allocated. Other sites are more suitable for development. Proposal would have an adverse impact on local services and infrastructure particularly education, healthcare, roads and drainage, particularly in combination with other allocations.</p> <p><b>Developer:</b> Land allocated for development needs to be enlarged to take account of the land take for strategic flood alleviation and provision of secondary access off Lanehouse Rocks Road. Site has the capacity for 600 units and would enable a new access to the school and retain 17 hectares of land for public open space. The policy should refer to an element of convenience shopping /local services.</p> <p><b>Statutory Consultees:</b> Scheme generates a need to extend or replace St Augustine's Primary School No significant issues raised that might affect the soundness of the plan</p>	

- 4.25 This proposal received the greatest number of local objections of all the sites in Weymouth. The pending Supreme Court decision on the issue of the registration of part of the site as a town green means that there is no certainty that it could be delivered as part of the housing allocation. Modifications have therefore been suggested to omit the area of the town green from the allocation and confine development to the area north of Cockles Lane, which provides a natural boundary to the development.



4.26 This smaller development area means that the site does not require a secondary access, and that the potential to expand St Augustine’s School is not compromised. In order to address sustainable development issues the development will be carried out in accordance with an agreed master plan that will be subject to a sustainability assessment, such as a BREEAM Communities Assessment or equivalent, carried out by a suitably qualified assessor. An outline of some of the issues to be addressed is set out in the more detailed site assessments (see separate document).

**URBAN EXTENSION AT CHICKERELL**

4.27 The potential areas for development wrap around the northern and eastern edge of Chickerell. They have been assessed as having the potential to deliver a total of up to 850 homes, made up of approximately 340 units on the northern site and 500 units on the eastern site. This level of growth is likely to be the limit to development around Chickerell - any more would breach major constraints / barriers.

**Indicative map shown at 2011 consultation**



4.28 There are strong hedgerows along the northern and eastern boundaries as well as historic trackways which help define the green edge to the site. Important green gaps between the southern and eastern edge of the town and the Chickerell link road and the Weymouth Football Stadium help retain the individual identity of the town.

4.29 A new vehicular access onto the Chickerell Link road would be required linking through the development. The whole development would be designed to link into the centre of Chickerell and the wider countryside around.

OPPORTUNITIES	CONSTRAINTS
Potential for housing and small scale employment. Access is achievable without significant infrastructure costs. Good links to the existing highway network.	Land east of Chickerell forms a green buffer/open gap function. While the site is outside the Dorset AONB, development could be prominent in the landscape in longer views as the land rises

<p>Good pedestrian routes into the town as well as existing public rights of way linking to the countryside. Existing hedgerows and other natural vegetation, waterways and ponds within the site. Close to existing employment sites Close to existing community facilities</p>	<p>up to a ridge to the north. This scale of development would put additional pressure on local community facilities, and generate the need for a new First School. A small part of the site is susceptible to surface water flooding and there is a Major Aquifer within the site.</p>
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## WHAT YOU TOLD US AT THE CONSULTATIONS

<b>2009 OPTIONS FOR GROWTH AROUND WEYMOUTH CONSULTATION</b>
<p>The consultation results did not show a consensus view about the three options (east of Chickerell, west of Southill, and Littlemoor). Amongst local residents there was some support for the urban extension to Chickerell. Objection from the public were:</p> <ul style="list-style-type: none"> <li>▪ There is already large scale development approved. Wish to retain Chickerell as a village</li> <li>▪ Wish to keep green buffer/wildlife corridor and not merge with Weymouth. Keep separate identity.</li> <li>▪ Insufficient infrastructure already- schools, roads, drainage and sewerage system, open space, shops and other facilities.</li> <li>▪ Road system with Chickerell not suitable for additional traffic</li> <li>▪ New development should not be near electricity sub station or pylons.</li> </ul>
<p>Statutory Consultees and Other Organisations: Development on the higher ground is likely to be prominent Further investigation in terms of drainage connections to surrounding nature conservation interests such as The Fleet is required.</p>

<b>THE AUTUMN 2011 JOINT LOCAL PLAN PUBLIC CONSULTATION</b>
<p>Weymouth and Portland is very constrained therefore have to look to land in West Dorset to meet growth needs Chickerell is outside of the AONB and not affected by designations + constraints. Deliver employment land within the Chickerell growth option to help enhance the supply of employment sites within the Borough. There is a lack of jobs which results in more commuting in an area with a lack of public transport Chickerell has had enough development already. Accept that Chickerell has had significant development and there are opportunities for more integrated development. Ensure appropriate open space / important open gap function is retained within masterplan proposals for development to the south and east of Chickerell keep a green wedge around golf course at Chickerell A continuous open gap is not justified Land to north of Chickerell could link into existing facilities Chickerell is already a dormitory Highway drainage is poor Contribution to infrastructure - cross-boundary use is a possibility e.g. Chickerell The relationship between the Local Plan and neighbourhood plan is difficult particularly in areas of large development – e.g. Chickerell</p>

- 4.30 Both the northern and eastern extensions were included as an allocation in the draft plan.

<b>THE LOCAL PLAN PRE-SUBMISSION PUBLIC CONSULTATION SUMMER 2012</b>	
<p>Detrimental impact on local infrastructure, including the local road network.                      Before any new housing is built it is essential that Chickerell gets its own facilities such as medium sized supermarket, skate park, cemetery, leisure and not have to look to Weymouth for these. The Link Road site could potentially be used in part for retail. Land to the east part of the urban extension is the wrong place for a retail store for the area.                      The school should be retained in current position.                      850 Homes too many should be in the region of 200 – 400.                      Drainage problems - flooding is already an issue and this would be exacerbated                      Landscape – particularly from development on steeply rising ground                      Residential amenity of existing properties                      Possible health risk from proximity to pylons                      Wildlife (list of species attached) that could not be successfully mitigated                      Erosion of open gap between Chickerell Village and Weymouth - this also forms an important wildlife route from The Fleet to Chaffeys lake.</p> <p><b>Developers:</b>                      Requirements for masterplanning and phasing are too inflexible and could delay the delivery of housing</p> <p><b>Statutory Consultees:</b>                      Further evidence is required to understand the particular impacts that the location, type and scale of development could have on the Strategic Road Network                      Impact on wildlife including ecological connectivity and great crested newts, a European Protected Species. This could be overcome with appropriate mitigation.</p>	

- 4.31 There were no issues raised through the consultation process that would affect the soundness of the plan. Many of the concerns raised will be addressed through the master plan process such as; nature conservation and ecological connectivity, landscape mitigation, provision of services and surface water drainage. To ensure the urban extension is developed in accordance with the principles of sustainable development the master plan will need a sustainability assessment such as BREEAM for Communities or equivalent carried out by a suitably qualified assessor. An outline of some of the issues to be addressed is set out in the more detailed site assessments (see separate document).
- 4.32 The provision of a larger local convenience retail store can be achieved through the Putton Lane site, urban extension or through the retail policies that would allow this type of development provided it is well related to local centres and residential areas. Link Park that was suggested as suitable for retail development (in the representations from Chickerell Town Council) is an important element of the wider key employment provision. It has the potential to achieve development that provides higher quality better paid jobs which is a strategic objective of the plan.
- 4.33 Land off Rashley Road the existing school site would only be developed if a replacement school including playing fields was secured as part of the urban extension.

**LAND AT SOUTHILL**

- 4.34 The potential area for development is on land west of Southill, to the north of the Chickerell Link Road. The broad area includes agricultural land, land that has been previously allocated for employment use, and some land used for recreation. It has been assessed as having the potential to deliver a mixed use development of 700 or more dwellings and employment using most of land. Developing the whole area would also

mean moving the current recreational facilities at Weymouth Football Stadium and Golf Course.

OPPORTUNITIES	CONSTRAINTS
<p>Potential for employment and housing. Proximity of electricity transformer to part of this option may make employment uses more suitable close to this. Close to good road links</p>	<p>High land to the north would make development here very visible, Part of the area forms a green buffer between Chickerell and Weymouth. Existing recreation uses would need to be kept or moved to other areas and development. Access would require significant investment in infrastructure</p>

## WHAT YOU TOLD US AT THE CONSULTATION

2009 OPTIONS FOR GROWTH AROUND WEYMOUTH CONSULTATION
<p>The consultation results did not show a consensus view about the three options. Amongst local residents the greatest level of opposition was to the Southill option. Objections from the public were:</p> <ul style="list-style-type: none"> <li>▪ Would lead to the loss of 'green buffer'/wildlife corridor.</li> <li>▪ Do not want existing recreational uses – golf and football – relocated</li> <li>▪ Environmental problems- housing not appropriate near to transformer station, pylons, stadium.</li> <li>▪ Lack of infrastructure</li> <li>▪ The fields and houses already flood</li> <li>▪ Development would be out of scale with the existing community, which has a village feel.</li> <li>▪ Development would be too visible</li> <li>▪ Would make a rat-run along Radipole Lane worse.</li> </ul> <p>Statutory Consultees and other Organisations: Development on the higher ground is likely to be prominent within the landscape. Includes land which may act as wildlife corridor. This option would be more difficult to integrate with the existing community due to the structure of the existing fabric. Further investigation of all three options in terms of drainage connections to surrounding nature conservation interests such as the Fleet and Radipole Lake.</p>

- 4.35 This site was not progressed for housing as the least preferred option and difficulties in creating positive links with the adjoining community.

## LAND AT WEY VALLEY

- 4.36 The potential area for development lies to the west of Dorchester Road, east of Nottingham Court and south of Nottingham Lane. It is within the Wey Valley ward approximately 4km north of the town centre in close proximity to Redlands Sports and Community Hub and Wey Valley School, and less than 0.5km from Mount Pleasant Business Park and adjacent supermarket. The developable area sits between the suburban ribbon development of Dorchester Road and more rural sporadic historic buildings running into the linear settlement of Nottingham village.
- 4.37 The site consists of an agricultural landscape of fields divided by hedge boundaries parts of which contain small pieces of ancient woodland. The area provides an open gap between

Dorchester Road and Nottingham village which is within a Conservation Area. The River Wey which is adjacent to the site is a chalk stream (Biodiversity Action Plan (BAP) priority habitat) that provides a valuable north / south corridor wildlife corridor.

- 4.38 The site has been assessed as having the potential to deliver 400 new homes. The main vehicular access would be off Nottingham Lane and there are no overriding infrastructure constraints. A separation would need to be kept between the urban area of Weymouth and rural Nottingham, providing a buffer to the wildlife corridor along the Wey Valley.

OPPORTUNITIES	CONSTRAINTS
<p>Well connected to the highway network and Mount Pleasant Park and Ride. Close to facilities including Pre, Primary and Secondary Schools, sport and recreation facilities, shops and employment sites Would provide a mix of housing types including family housing and a significant number of affordable housing units Existing hedgerows/ woodland can be retained and substantial additional tree/woodland planting included to enhance local landscape character and provide a buffer to wildlife corridor</p>	<p>Adjacent to Nottingham Conservation Area. Development would close the gap between Dorchester Road and Nottingham Village. Impact on existing landscape character and ancient woodland. Impact on local services including education. Very small part of the site, to the north susceptible to surface water flooding. Minor Aquifer in the site</p>

**Indicative map shown at 2011 consultation**



WHAT YOU TOLD US AT THE CONSULTATIONS

<b>2009 OPTIONS FOR GROWTH CONSULTATION</b>
<p>The main objections to this proposal from the general public were the:</p> <ul style="list-style-type: none"> <li>loss of green space, open gap and impact on the landscape</li> <li>poor transport infrastructure</li> <li>potential cost of flood protection</li> <li>Damage to wildlife</li> <li>Damage to the character of the area</li> </ul>
<p><b>Statutory Consultees:</b></p> <p>There were conflicting views on accessibility and proximity to services and facilities such as shopping and employment.</p> <p>It is considered there are opportunities to enhance the functioning of the River Wey catchment as a floodplain and wildlife corridor.</p> <p>Natural England considered this allocation could impact on the mature woodland and be contrary to sustainability criteria.</p>

<b>THE AUTUMN 2011 JOINT LOCAL PLAN PUBLIC CONSULTATION</b>
<p>Important Open gaps at Wey Valley should be maintained</p> <p>Sensitive location but mitigation possible through planting and safeguarding land to the west that would make the proposal acceptable.</p>

4.39 The site was allocated in the draft plan. An area to the south which comprises Redlands Farm that was considered as part of the site during the 2011 consultation was not included, because of concerns over maintaining the existing farming enterprises within the site.

<b>THE LOCAL PLAN PRE-SUBMISSION PUBLIC CONSULTATION SUMMER 2012</b>
<p>Concerns that the development would have detrimental impact on landscape character and heritage (Conservation Area and open gap), wildlife and trees.</p> <p>Unnecessary loss of agricultural land.</p> <p>The site is liable to flooding &amp; surface water drainage problems.</p> <p>Impact on local services and road safety and congestion.</p> <p>400 units is excessive and in excess of housing need.</p> <p><b>Statutory Consultees:</b></p> <p>No significant issues raised that might affect the soundness of the plan</p>

No significant issues were raised through the consultation in relation to the site at Wey Valley that would affect the soundness of the plan. The site will be developed in accordance with a comprehensive master plan to ensure that appropriate mitigation measures are incorporated, this will include strategic landscaping to mitigate any detrimental impact on landscape character and appropriate sustainable drainage measures to deal with flooding/drainage issues. In order to address sustainable development issues the master plan will need to be subject to a sustainability assessment such as BREEAM Communities Assessment or equivalent carried out by a suitably qualified assessor. An outline of some of the issues to be addressed is set out in the more detailed assessments (see separate document).

LAND AT PRESTON DOWN

4.40 Scope for significant growth was identified within the wards of Littlemoor and Preston, on land that currently provides an open gap between the two areas. The area is bounded by Littlemoor Road to the north, Lorton Valley Nature Park to the south, 1980s residential



estate development off Louviers Road to the west and 1970s residential development in Preston to the east.

- 4.41 Two areas known as Destiny Fields and Land South of Louviers Road abut a large tract of open and undeveloped land consisting of Wyke Oliver Hill, Lodmoor Marsh and Lorton Valley, parts of which are designated for their wildlife value, and also valued for providing an open gap and informal recreation opportunities. Much of this area is now included within the Lorton Valley Nature Park.
- 4.42 Land at Destiny Fields off Louviers Road has now been granted planning permission for 176 new homes and is currently under construction. An outline application has also been approved for approximately 100 new homes on land to the south of Louviers Road.

**URBAN EXTENSION AT LITTLEMOOR**

- 4.43 The site extends north of Littlemoor Road and is within the Dorset AONB. There are views of it from the South Dorset Ridgeway although it is visually contained from the wider AONB by the higher land to the north and east. The existing field network has mature hedgerow boundaries and provides an important north/south wildlife corridor and good footpath links to the open countryside.

**Indicative map shown at 2011 consultation**



- 4.44 This area has been assessed as having the potential to deliver 500 homes and around 15ha of employment land. It could be designed to create a positive gateway to Weymouth, and integrate with the existing development of Littlemoor and provide a positive visual enhancement to the AONB.

OPPORTUNITIES	CONSTRAINTS
Potential for employment and housing. Good access to Weymouth Relief Road and	Within Area of Outstanding Natural Beauty The existing field network has mature

<p>wider highway network                  Providing a positive edge to the development and appropriate landscaping could enhance the AONB and create a positive gateway to Weymouth                  The existing service centre for Littlemoor is directly to the south therefore close to existing facilities. There are good transport links with frequent bus services, access to the relief road and Upwey station                  District heating networks between the employment and housing uses.</p>	<p>hedgerow boundaries which provides an important north / south wildlife corridor                  Littlemoor Road would segregate the development from the existing settlement.                  There are several watercourses running through or adjacent to the site.                  Noise from Littlemoor Road                  Development would generate the requirement for a new First School.</p>
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WHAT YOU TOLD US AT THE CONSULTATIONS

<p style="text-align: center;"><b>2009 OPTIONS FOR GROWTH AROUND WEYMOUTH CONSULTATION</b></p> <p>The consultation results did not show a consensus view about the three options. Amongst local residents there was some support for the urban extension at Littlemoor.</p> <ul style="list-style-type: none"> <li>▪ Objection from the public were:</li> <li>▪ The site is within the AONB</li> <li>▪ Development would destroy views of the downland from the south.</li> <li>▪ Relief Road is sufficient change for the area</li> <li>▪ New road screening bank forms natural development boundary</li> <li>▪ New development would be separated from facilities by the road</li> <li>▪ No natural boundary to prevent further expansion</li> <li>▪ Would lead to increase use of Coombe Valley Road</li> <li>▪ Lack of appropriate infrastructure</li> <li>▪ Capacity of Relief Road</li> <li>▪ Land designation will constrain the amount of houses that could be built and not all the site deliverable</li> <li>▪ Employment land would further restrict the amount of houses possible</li> <li>▪ Larger retail provision would be required as existing supermarket inadequate for 700 new dwellings</li> </ul> <p>Statutory Consultees and other Organisations:                  A major issue was the location within the AONB however consultees have not ruled it out as there is potential to achieve environmental enhancement.                  The Highways Agency considers it to be the least favourable because of its distance from the town centre and potential to encourage out commuting.                  Further investigation in terms of drainage connections to surrounding nature conservation interests is required</p>
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<p style="text-align: center;"><b>THE AUTUMN 2011 JOINT LOCAL PLAN PUBLIC CONSULTATION</b></p> <p>Other sites should be considered before one within the AONB                  Development in AONB areas, especially on the border, has the potential to set a dangerous precedent for the future. The encroachment of North Weymouth into the AONB is a matter of great concern.                  The draft NPPF – reaffirms the commitment to conserve the AONB                  The site is severed from the existing community                  It will lead to the loss of productive farmland                  Deliver employment land within the Littlemoor growth option to help enhance the supply of employment sites within the Borough.</p>
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Development at Littlemoor has been poor and needs something better  
 Weymouth and Portland v constrained therefore have to look to land in West Dorset to meet growth needs  
 Joint working will help bring forward sites on the boundary between Weymouth and Portland and West Dorset, opportunities for considering these site for Weymouth's growth – no objection from West Dorset members therefore there is potential  
 Focus on where there are existing facilities or where they need augmenting e.g. Littlemoor, and provide employment so that the area is more self- contained.  
 Create own parish?

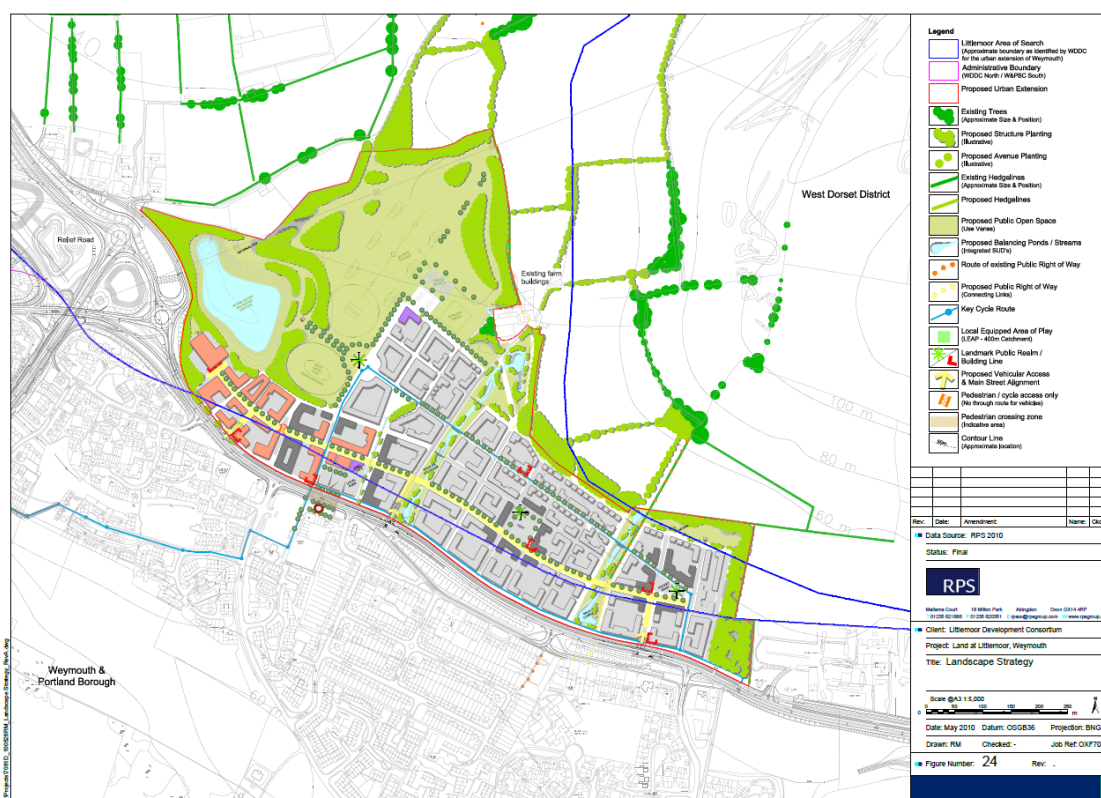
- 4.45 The site was included in the draft plan. The location of the proposed Littlemoor Urban Extension within the Dorset AONB was recognised as a key issue. However Natural England did not consider this to be an insurmountable constraint because of the potential to achieve positive environmental enhancement of the AONB through development of the site. Furthermore, unlike most of the other growth options the site could also accommodate a significant amount of employment land, well related to the transport network. The employment would provide the opportunity for a better balance between housing and jobs within Littlemoor and Weymouth.

**THE LOCAL PLAN PRE-SUBMISSION PUBLIC CONSULTATION SUMMER 2012**

Concerns regarding the detrimental impact on AONB / landscape. Alternative sites available outside the AONB. If development can be justified it should be landscape led and provide significant enhancement to the rural /urban interface.  
 Loss of open gap.  
 Loss of productive dairy farm.  
 Reduced access to open countryside for existing community.  
 Land prone to flooding  
 Concerns about the size of development and impact on local infrastructure, including the local road network, severance of the road and community facilities. This may exacerbate existing social problems. The local centre may undermine Weymouth town centre.  
 The site should be extended to include the contiguous area east of Icen Farm and north of LITT 1 below the 40m contour.  
**Developer:**  
 Broadly support the allocation for mixed-use development.  
 The amount of employment land needs to be reduced to take into account the retention of the balancing pond, landscaping and open space requirements.  
**Statutory consultees:**  
 Further work is needed to assess the likely impacts of development upon the Strategic Road Network (SRN).  
 The plan will need to be able to demonstrate that the proposed allocation will result in a significant overall landscape enhancement within the Dorset AONB

- 4.46 Modifications are proposed to clarify that the policy requires a landscape-led approach. Detailed design issues of integrating the site with the surrounding area, any necessary highway improvements, and sustainable drainage will be addressed through the master plan. In order to address sustainable development issues the master plan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. An outline of some of the issues to be addressed is set out in more detailed assessments (see separate document).

4.47 The developer has submitted a landscape strategy for the site illustrated below.



4.48 The landscaping scheme would be located on an existing urban edge, extending into the landscape at the base of a chalk ridge. The development location provides the opportunity to create a more sympathetic interface with the rural landscape of the Dorset AONB and to provide greater diversity in terms of landscape features and habitats. Native tree and shrub planting would form areas of dense scrub and woodland vegetation around the perimeter of the site where it adjoins the rural landscape to create a framework for the development. The large curving expanses of the planting would reflect the curving forms of the local topography, providing a setting for the wider rural landscape and a backdrop to development in views looking out. This landscape framework would add greater visual diversity to the new settlement edge and also soften the appearance of urban development in views back from the AONB.

4.49 The amount of employment land expected from the site has also been reduced to a minimum of 12 hectares to take account of the balancing pond developed as part of the relief road.

**ADDITIONAL EMPLOYMENT SITE: LAND AT ICEN AND WEYSIDE FARMS**

4.50 Now that the relief road has been completed, land at Icen and Weyside Farms occupies a very prominent position at the gateway to Weymouth. There have been a number of enforcement issues associated with the sites and their appearance does not reflect the positive image that would be desirable in such a gateway position.

4.51 By allocating the site for employment uses there is the opportunity to rationalise and strengthen the employment opportunities and achieve some environmental improvements to create a more positive image at the entrance to Weymouth. There are good road links to the sites and it is close to existing residential development therefore could help further the aims of greater self containment for Weymouth.

- 4.52 Policy wording has been amended following the summer 2012 public consultation to reflect the regularisation of uses on site.

**ADDITIONAL SITES PUT FORWARD FOR DEVELOPMENT**

- 4.53 The following sites were put forward for development through the 2011 consultation and considered, but have not been progressed as part of the local plan.

<b>SITE</b>	<b>REASON FOR NOT TAKING FORWARD</b>
Icen Lane, Littlemoor	Development would be detrimental to landscape character. Would need exceptional justification to develop as within AONB. Sufficient housing supply
Coombe Farm, Chapel Lane, Upwey	Development would be detrimental to landscape character. Would need exceptional justification as within AONB. Sufficient housing supply
Former car park, Mandeville Road, Chickerell	Site is within Heritage Coast – undeveloped landscape character and so further development would have detrimental impact.
Land adjoining Mandeville Road, Chickerell	Site is within Heritage Coast – undeveloped landscape character and so further development would have detrimental impact.
Land at Dorchester Road, Upwey	Development would impinge on important open gap between Dorchester Road and Church Street and adjacent Conservation Area.
Land at Watery Lane, Upwey (to West of North Manor Farm)	Existing frontage development along Watery Lane, land to west excluded to safeguard AONB, Conservation Area and open gap.
Wyke Oliver Farm, Preston Down, Weymouth	Steeply sloping site. Development would impact on landscape character and project into open farmland within the important open gap.

- 4.54 The following sites were put forward for development as a result of the pre submission consultation in June/July 2012 and an Alternative Sites public consultation was undertaken during November and December 2012. The alternative sites consultation summary forms part of the background evidence. None of these sites have been taken forward as local plan allocations. They were not considered suitable alternatives to the local plan allocations as they were not of a sufficient scale to deliver the amount of homes required or mixed use opportunities.

<b>ALTERNATIVE SITE</b>	<b>CONSULTATION SUMMARY</b>
Land to the North of Upwey, between Dorchester Rd & Icen Lane,	Does not relate well to exiting residential development and is remote from local services and facilities Concern over impact on Strategic Road Network(SRN) Parts likely to be constrained by wildlife interests Within AONB Surface water flooding issues Foul water improvements required. Narrow access roads would cause congestion Adverse impact on character of Upwey conservation area. Pressure on local services
Land at 'The Willows' Icen Lane, Bincombe	Within AONB and development should only be permitted in exceptional circumstances. The site lies beyond the acceptable northern limit of potential development

	<p>Concern about impact on SRN                  Surface water flooding issues                  Site does not relate well to existing settlement or facilities</p>
<p>Land to the west of Southdown Avenue</p>	<p>Significant intrusion into the Lorton Valley and would result in a reduction in ecological connectivity and negative impact on biodiversity                  Concern about impact on SRN                  Adjacent to flood zone 2/3 may be at risk due to sea level rise and increase storminess.                  Public foul main crossing the site &amp; foul water disposal may require improvement to the existing sewer network.                  Concern over loss of part of green infrastructure network and open gap.                  Provides a more flexible and responsive housing supply to LITT 1.                  Would reduce pressure on AONB</p>
<p>Wyke Oliver Farm, Weymouth</p>	<p>Extent of development westwards into Lorton Valley would result in narrowing of wildlife corridor/open gap therefore would not ensure 'no net loss' of biodiversity.                  Concern at potential impact on SRN                  Potential for surface water flooding                  Need to undertake capacity improvements to foul sewerage. There are major public foul and foul sewers crossing the site.                  Foul water disposal may require improvements to existing sewer network.                  Lead to coalescence of Littlemoor and Preston                  Result in high volumes of traffic in Overcombe estate.                  Detract from landscape quality                  Provides additional dwellings that would not encroach on AONB                  Delivers a significant amount of green infrastructure to link to Lorton Valley Nature Park.                  The cumulative impact of the development on the traffic capacity on Portland should be noted.                  Objection from Mineral Planning Authority as access to future and existing quarry working is via Bumpers Lane.                  Surface water flooding                  foul water disposal may require improvements to existing sewer network                  Impact on Heritage asset (Conservation Area)                  Encroachment on open gap, and SNCI                  Damage to wildlife and natural habitats – east/west wildlife corridor                  Not well related to existing built up area                  Loss of employment land                  Within walking distance of Easton                  Opportunity to enhance SNCI                  Available and deliverable within 5 years</p>
<p>Land at Bottomcombe, Portland</p>	<p>Surface water management will be required.                  Footway links necessary.                  An assessment of industrial archaeology is needed.</p>

	<p>Foul water disposal may require improvements to the existing sewer network.</p> <p>Site is adjacent to a conservation area – a heritage asset. Natural England recommends the SNCI is included within the Portland Quarries Nature Park to secure safe public access and appropriate biodiversity enhancements.</p> <p>Dorset Wildlife Trust were concerned over the potential conflict with SNCI which has already experienced some damage. The SNCI should be handed over to an appropriate management body.</p>
Land at Avalanche Road, Portland	<p>Question the sustainability of the location as there are no local amenities or schools.</p> <p>Part of the site is subject to minerals planning permission and may conflict with sensitive land uses such as residential development.</p> <p>Surface water management will be required.</p> <p>Capacity improvements are likely to require local upsizing works or relief sewers.</p> <p>Would add to traffic congestion and high levels of on-street parking</p> <p>Harm the character of the Important Open Gap.</p> <p>Loss of open space and impact on the views across the island and the World Heritage Site.</p>
Coombefield and Suckthumb Quarries	<p>Unable to determine likely level of traffic generation due to unclear proposed use.</p> <p>Minerals Planning Authority objects due to potential sterilisation of the resource and would prejudice the use of this and other permitted mineral sites. Conflict with Review of Minerals Permissions (ROMP).</p> <p>Surface water management will be required.</p> <p>Foul water disposal may require improvements to the existing sewer network.</p> <p>Would support the local economy by creating jobs and investment on the island.</p> <p>Would provide local people with access to recreational/community facilities.</p> <p>Increased traffic on the island.</p> <p>Loss of Important Open Gap.</p>
Land at Independent Quarry	<p>Planning condition to restore to nature conservation uses. Strategically important location, that once restored would strengthen ecological connectivity. Restoration of green infrastructure would be a pre-requisite to development. Compensatory measures may be necessary. Natural England considers this allocation would be unsound.</p> <p>The proposed use (residential) would conflict with the Mineral Planning Authorities current aim of achieving restoration of this now disused quarry for nature conservation and public amenity. The MPA would object to the site allocation should the access conflict with use of the access to the masonry works.</p> <p>In terms of education provision, this site combined with all</p>

	<p>the other developments on Portland could be accommodated through the expansion of IPACA or St. George’s Primary.</p> <p>DCC note the potential for surface water flooding. Surface water management will be required. Foul water disposal may require improvements to the existing sewer network.</p> <p>There is insufficient employment land on Portland to support further residential development.</p> <p>Within an area of Local Landscape Importance.</p> <p>Close proximity to SSSI and SAC, development would have a detrimental effect on these designations.</p> <p>Development could create and enhance new open spaces</p>
<p>Land at the Bob Lucas Stadium formally known as the Wessex Stadium Weymouth/Chickerell</p>	<p>Improvements to cycle and pedestrian links, expansion of education provision, and junction modifications required.</p> <p>Loss of community/recreation facility</p> <p>Site adjoins ordinary water course and is susceptible to surface water flooding.</p> <p>Combined public sewer running west to east, which would be a constraint on building and tree planting.</p> <p>Foul water disposal may require improvements to existing sewer.</p> <p>The site is isolated from the rest of Chickerell</p> <p>Further residential development is not needed</p> <p>Harm to green gap and wildlife corridor</p> <p>Close proximity to employment sites and services.</p> <p>Brownfield site that would take the pressure off Chickerell</p> <p>Reduces pressure for development within the AONB</p> <p>The landscaping should focus on the creation of species rich limestone grassland</p> <p>Improvements to cycle and pedestrian links, expansion of education provision, and junction modifications required.</p> <p>Flooding problems with ordinary water course in Southill</p> <p>Water main crosses part of the site and foul water disposal may require improvements to the existing sewer network.</p> <p>Site should be retained as an employment site.</p> <p>Not within easy walking distance of services</p> <p>Reduces pressure for development within the AONB</p> <p>Site has planning permission which recognises its development potential</p> <p>Good accessibility to highway and employment areas</p> <p>Could form a logical part of Chickerell urban extension or redevelopment of Bob Lucas Stadium.</p>



5 GREEN INFRASTRUCTURE

CONTINUED POLICIES

PORT 4	Portland Quarries Nature Park	TO9	Continued policy (previously called Portland Quarry and Stone Centre) with amended boundaries as extent of proposal has been clarified. Includes 'aspiration area' for future inclusion in the nature park.
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LAND AT TUMBLEDOWN FARM

- 5.1 Weymouth & Portland Borough Council's Management Committee agreed in December 2010 to retain Tumbledown Farm and develop it over time to meet strategic needs of the council. These needs include;
- additional cemetery capacity
  - a location for the disposal of human cremated remains in a woodland type environment
  - the burial of pets (or their cremated remains)
  - allotments/community food provision
  - co-located facilities for the council's parks team and the RSPB
  - Improvement to a key green space for nature conservation and public access.
- 5.2 It was recognised that the proposal would also enable some existing allotments at the Cross Road site to be relocated to allow for cemetery expansion. (These are statutory allotments and any relocation would need to go through the required consent procedures).
- 5.3 Tumbledown Farm is an 11 ha site owned by Weymouth & Portland Borough Council and comprises open agricultural grass land, water meadows, woodland, fences, gates, hedges, ditches, watercourses and access roads. There are also several minor buildings mainly comprising stabling for horses and storage. Electricity and water is present on site.
- 5.4 The site is outside the development boundary and forms part of the Radipole Conservation Area. It is designated as an Area of Local Landscape Importance, an Important Open Gap and there are areas on site which have Site of Specific Scientific Interest (SSSI) designation.
- 5.5 Identifying the site for the multi-functional use will ensure that proper provision can be made for the needs of the council's Bereavement and Parks Services and they can plan their future programmes in light of this designation. The landscape and nature conservation constraints will have a significant bearing on how the site is developed. There is also an expectation from Natural England that the areas will be managed to improve condition of the SSSI.
- 5.6 In response to the draft plan consultation in June / July 2012, 60 representation were received on this policy objecting to the loss of Cross Road allotments and concern that; the site was too far away from Cross Road for replacement allotments, the land was not suitable for cultivation, disposal of human remains would have a detrimental impact on soil, vegetation and water quality and loss of open gap.
- 5.7 The Tumbledown farm proposal is not conditional upon the closure of the Cross Road allotments and there is unmet demand in the north and east of Weymouth that could be met at Tumbledown Farm. In addition there are several other elements to the scheme that would be of great benefit, namely wildlife conservation in the form of management of SSSI

