



**The West Dorset, Weymouth & Portland Local Plan Examination**

On behalf of The Owners of Aldwickury (Representor ID: 262)

Matter 9: Peripheral Weymouth Localities

Land at Radipole Lane, north of the Wessex Stadium and Police HQ,  
Southill, Weymouth

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**DLA Ref: 04/304A**

**November 2014**

The evidence which I have prepared and provide for this proposal in this statement is true and has been prepared and is given in accordance with the guidance of the Royal Town Planning Institute and I confirm that the opinions expressed are my true and professional opinions.

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## 1.0 INTRODUCTION

1.1 This statement is submitted in response to the West Dorset, Weymouth & Portland Local Plan Examination (WDWP) and supplements my previous representations made to the Local Plan review process. In particular, it addresses Matter 9 – Peripheral Weymouth Localities. This report promotes the inclusion of my client's site in the local plan for residential led mixed use development.

## 1.2 Summary

The following representations are made in relation to Matter 9:

1. The Littlemoor growth option is not considered to be a suitable location for new development due to its location within the Area of Outstanding Natural Beauty (AONB). Therefore, development on this site would be contrary to Government advice in the NPPF, particularly as the land at Radipole Lane, Southill is deliverable.
2. Development on the northern part of the Chickerell site is considered to have a detrimental impact on the AONB. There are also concerns in terms of the access arrangements and the potential impact on the existing road network.
3. The Southill growth option at Radipole Lane is considered to be the most appropriate and suitable location for new development. The site is better related to the urban area of Weymouth, it is not located in the AONB and would have less of an impact on the adjoining AONB than the other options.
4. The Southill site is deliverable, is in one ownership and should be allocated for development.

## 2.0 **SITE AND CONTEXT APPRAISAL**

### 2.1 **Location**

The site is located on the edge of the western area of Weymouth to the west of Radipole Lane, some 1.5 miles from Weymouth Town Centre.

### 2.2 **Site Characteristics**

The site comprises an open area of land with the western part used for a 9 hole, par 3, golf course and driving range. The bulk of the site is located within the West Dorset District Council area, with a strip adjoining the south-eastern site boundary to Radipole Lane located within the Borough of Weymouth and Portland. The site lies within the urban fringe of Weymouth at Southill, a suburban residential area located to the north-west of the town of Weymouth and is largely surrounded by urban uses. The access road runs north – south through the site from the Wessex roundabout to the sub-station, see section 2.6 below.

2.3 The site is in a sustainable location. There are public transport routes running in the vicinity of the site providing transport to Weymouth town centre. The site is also well related to the primary road network.

### 2.4 **The Surrounding Area**

Given the location of the site within the urban fringe of Weymouth/Southill, it is predominantly surrounded by urban uses and infrastructure. These neighbouring uses are set out below.

### 2.5 **Southill**

This is a substantial suburban residential area, located to the east of the site. The housing includes a mix of dwelling styles and ages and range from 1940s and 1950s properties through to more modern styles, typical of the 1970s and 1980s, in the southern and eastern parts of Southill. Radipole Lane forms the south-western edge of Southill.

**2.6 The Dorset Police HQ**

This substantial, modern office complex is located to the immediate south of the site and includes a 3 storey building facing the Wessex roundabout and Radipole Lane.

**2.7 The Electricity Transformer Substation and Power Station**

This comprises a large complex on a site of some 9ha, located to the immediate north and west of the site, accessed from a road running north from the Wessex roundabout. There is a large screening mound on the eastern and southern sides of the sub-station which have become established with woodland.

**2.8 The Wessex Stadium**

This football stadium and associated car parking area is located to the immediate south-west of the Police Headquarters, on the opposite side of the access road serving the substation and golf driving range. It is a substantial urban feature and recreational use (Planning permission was recently given to residentially redevelop the site but subject to the Football Club being relocated see paragraph 4.5.8 below).

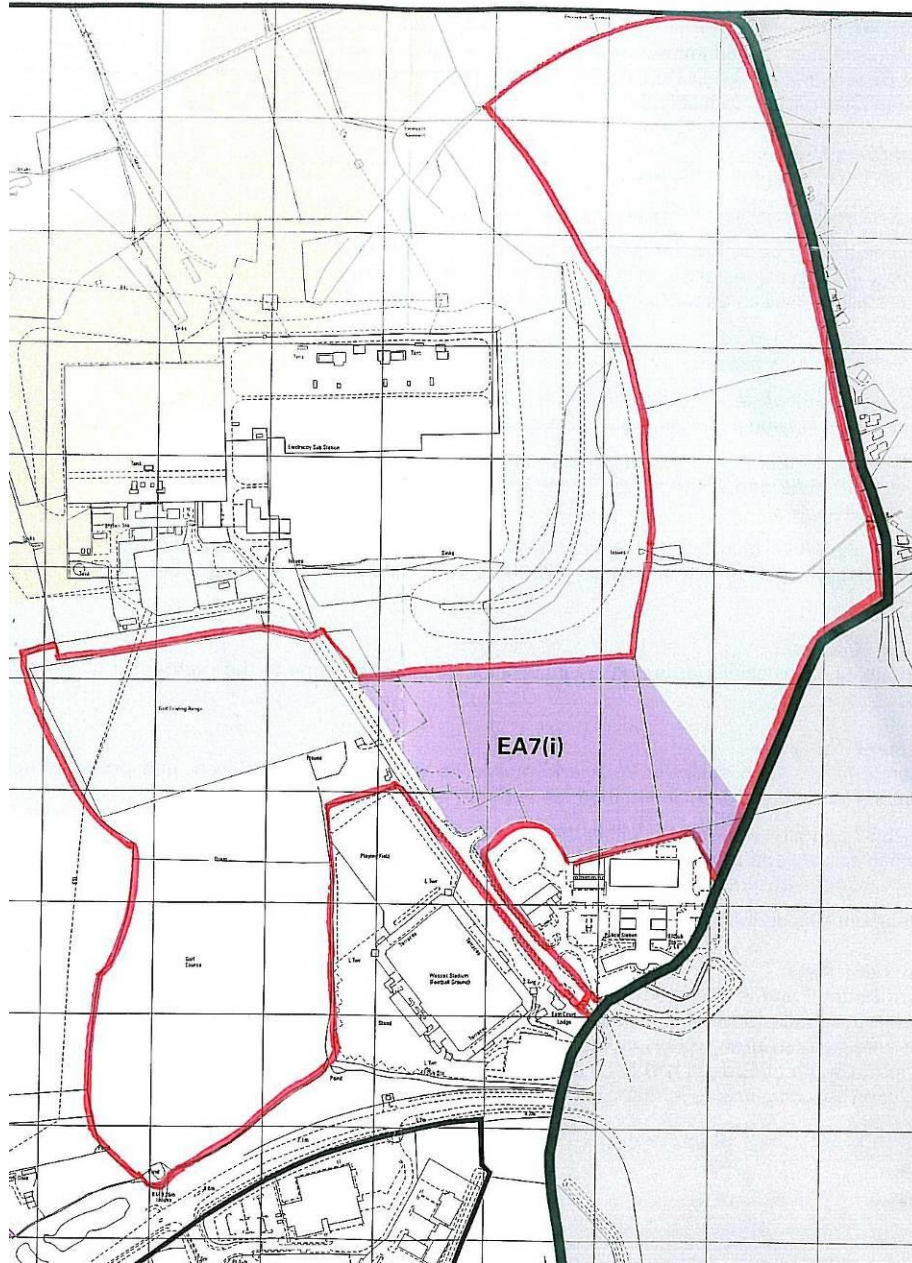
**2.9 The Granby Industrial Estate**

This is located to the south-west of the Wessex roundabout, linked to it by Hampshire Road, which leads through the industrial estate to Charlestown.

### 3.0 EXISTING LOCAL PLAN DESIGNATION

3.1 The proposals map of the Adopted West Dorset District Local Plan 2006 shows the site to be of local landscape importance and the southern part of the site within Employment Area EA7.

**Figure 3.2:** Extract from the WDDC Adopted Local Plan Proposals Map 2006



## 4.0 REPRESENTATIONS

4.1 Representations are made in relation to Matter 9 – Peripheral Weymouth Localities. Taking each of the Inspector’s questions in turn below.

4.2 **Does LITT1 (Littlemoor) offer the best opportunity for accommodating future development needs and has the need to develop in the AONB been fully justified in accordance with the NPPF?**

4.2.1 The proposed urban extension to Littlemoor is located in the Dorset AONB where, in accordance with paragraph 115 of the NPPF, great weight should be given to conserving the landscape and scenic beauty of such areas, which have the highest status of protection in relation to landscape and scenic beauty. Therefore, exceptional circumstances are required to show why this option should go ahead.

4.2.2 It is considered that Littlemoor is not an appropriate location for new development for the following reasons and that exceptional circumstances have not been proven:

4.2.3 **Reason No 1. Physical Limitations**

Parts of the site are physically remote from the existing urban area and this separation would be exacerbated by the now built Weymouth Relief Road

4.2.4 **Reason No 2. Traffic Generation**

An urban extension of this size would result in significant traffic generation, putting additional strain on the existing road network. Whilst the relief road improves accessibility to the area and takes some of the pressure off the surrounding roads, assurances would need to be sought that the development would be able to successfully integrate with the relief road.

4.2.5 **Local Service Provision**

The existing local service provision and community facilities at Littlemoor are unlikely to be sufficient to meet the needs of a new

community. Furthermore, Littlemoor is not well related to nearby settlements, being 2.6 miles from Weymouth Town Centre, and so the use of existing facilities at other settlements is not a realistic option. Also, Littlemoor is remote from existing employment opportunities, such that an urban extension in this location is likely to result in a high number of journeys to work by car. This would result in a greater reliance on the private car with a greater proportion of trips outside of the local settlement. This would not lead to a sustainable form of development.

#### **4.2.6 Topography**

The land rises to the north. Therefore, the proposed development will be highly visible and dominant in the landscape from this viewpoint within the AONB. Therefore, the development on this site would be detrimental to the character and appearance of the AONB.

#### **4.2.7 Future Living Environment**

Some of the development would be located within close proximity of the relief road. This could result in noise and disturbance to future occupiers from the traffic using the relief road. Care would need to be taken to ensure that noise levels from the relief road will not have a detrimental impact on the residential amenity of future occupants.

#### **4.2.8 Conclusion**

To conclude, it is considered that Littlemoor is not an appropriate location for new development, especially given that there are other sites available away from sensitive designated areas, such as the land at Radipole Lane, north of the Wessex Stadium and Police HQ, Southill, Weymouth, which is better related to the existing urban area. Therefore, the development of this site within the AONB has not been fully justified such that exceptional circumstances have not been proven.

**4.3.0 Is the redevelopment of LITT2 (Littlemoor) a sound proposal given its prominent siting in the landscape and its location in the AONB?**

4.3.1 LITT2 is the northern part of the proposed development site and occupies land at a higher topographical level. Therefore, development on this site would be highly visible and dominant in the landscape, which would be detrimental to this part of the Dorset AONB.

**4.4.0 How serious are the constraints identified by various parties to development at Chickerell?**

4.4.1 This site comprises an area of greenfield land on the northern and eastern side of Chickerell, and forms a buffer between Chickerell and Weymouth. It is considered that Chickerell is not an appropriate location for new development for the following reasons:

**4.4.2 Reason No 1. Physical Limitations**

The location of the proposed urban extension forms a buffer between Chickerell and Weymouth that serves to prevent these two settlements from merging into one another and protects the surrounding countryside from encroachment. Development on this site would therefore erode an important gap between Chickerell and Weymouth, which could result in the coalescence of these two settlements. This principle would not apply to the site to the north of the Police Headquarters, Radipole Lane. Also, the northern part of this site lies adjacent to and would be visible from the Dorset AONB. Therefore, development on this site would have a detrimental impact on views to and from the AONB.

**4.4.3 Reason No 2. Access**

Access to the site would have to be achieved through Chickerell village. This would put significant additional strain on the existing road network. Consideration to the provision of congestion relief would need to be given and this is likely to require significant infrastructure investment.



#### 4.4.4 Reason No 3. Local Service Provision

The existing local service provision within Chickerell is limited, such that a large proportion of trips are likely to be external to Chickerell. The site is also 2.5 miles from Weymouth Town Centre, compared with, for example, the 1.5 miles for the land to the north of the Police Headquarters, Radipole Lane, such that a majority of trips are likely to be undertaken by car.

#### 4.4.5 Reason No 4. Potential Impacts to the landscape

The land to the north and east of Chickerell is shown on the adopted Local Plan Proposals Maps as land of Local Landscape Importance. Also, the northern part of the site lies adjacent to and would be visible from the Dorset AONB. Therefore, large scale development on this site would have a detrimental impact on views to and from the AONB.

#### 4.4.6 Reason No 5. Site Ownership

Representations have been made by three different consultants on this site on behalf of various different landowners. The splintered ownership of the site reduces the prospect of housing being delivered and questions how achievable development on this site is. (In comparison, the land to the north of the Police Headquarters, Radipole Lane is in one ownership, which increases the prospect of the site being developed).

#### 4.4.7 Conclusion

To conclude, it is considered that the land to the east of Chickerell is not an appropriate location for new development, as it would erode the buffer between Chickerell and Weymouth. Also, it is likely that significant infrastructure investment would be required to bring this site forward. It is considered that there are other more suitable sites available, such as the land at Radipole Lane, north of the Wessex Stadium and Police HQ, Southill, Weymouth.

#### **4.5.0 Other Alternative Available Sites – Land to the north of the Wessex Stadium and Police Headquarters, Radipole Lane, Southill, Weymouth**

4.5.1 This option is considered to be the most suitable and appropriate location when compared to the other options to accommodate future development for the following reasons:

#### **4.5.2 Policy Restrictions**

The site is not affected by significant national designations and is located outside of the Dorset AONB. Development here would be less detrimental to views to and from the AONB. Whilst it is acknowledged that the buffer between Southill and Chickerell would be slightly reduced. However, the reduction would be far less than the reduction caused by development at Cickerell. Therefore, in terms of policy restrictions, the site at Radipole Lane is considered to be the most suitable option.

#### **4.5.3 Access**

Access to the site can be achieved from Radipole Lane and the existing access road. Vehicles would not need to travel through existing residential areas to access the site. Moreover, improvements would be made to the existing road network as part of the infrastructure investments, thus minimising the impact on the existing road network. In particular, the highway works would relate to improvements to the Wessex Stadium Roundabout junction to create additional capacity and improve highway safety.

#### **4.5.4 Local Service Provision**

The site is within walking and cycling distance from the existing local facilities at the local centre of Radipole Lane. The nearest schools are also within walking distance and include three pre-schools, four primary and three secondary schools. In addition, this development option can provide a new village centre, to supplement the existing service provision at the local centre on Radipole Lane. This would help to minimise trips to other settlements.

#### 4.5.5 **Landscape**

It is envisaged that the northern part of the site would be used for public open space as the land rises on this part of the site. This would ensure that development on the site does not dominant the landscape or appear visually prominent. In addition, that land to the north of the Wessex Stadium and west of the access road would remain in use for open space/sports uses, so providing good separation between Chickerell and Southill.

#### 4.5.6 **Site Ownership and Lack of Constraints**

This site is in one ownership, it is available for development and there are no constraints to its deliverability. Therefore, it would make a valuable contribution to the Council's housing supply. However, if the site is not considered suitable now, it could be allocated as safeguarded land for future development.

4.5.7 Whilst concerns have been expressed regarding the potential for noise from the sub-station, a noise survey has been carried out. This concluded that there would be no detrimental impact to the residential amenity of future occupiers from the sub-station subject to easily achievable mitigation measures.

#### 4.5.8 **The Wessex Stadium**

This football stadium is located to the immediate south-west of the Police Headquarters and adjoins the site at Radipole Lane. Outline planning permission (LPA Ref: WD/D/14/001938) has recently been granted by the Council for up to 170 homes on the site, albeit subject to Weymouth Football Club finding alternative accommodation. Nevertheless, this demonstrates that the Council considers this area to be a suitable and sustainable location for new housing.

#### 4.5.9 **Conclusion**

In the above circumstances, it is considered that land to the north of the Police Headquarters, Radipole Lane, Weymouth is an appropriate and suitable location for development and would make a valuable contribution to the Council's housing supply. It is available, suitable and achievable and should be allocated for development.

## 5.0 CONCLUSIONS

5.1 This statement is submitted in response to the West Dorset, Weymouth & Portland Local Plan Examination (WDWP) and supplements my previous representations made to the Local Plan review process. In particular, it addresses Matter 9 – Peripheral Weymouth Localities.

5.2 **Does LITT1 (Littlemoor) offer the best opportunity for accommodating future development needs and has the need to develop in the AONB been fully justified in accordance with the NPPF?**

Littlemoor is not considered to be a suitable or appropriate location for development due to its location within the Dorset AONB and the remoteness of parts of the site from the existing urban area. There are other more suitable sites outside of the AONB.

5.3 **Is the redevelopment of LITT2 (Littlemoor) a sound proposal given its prominent siting in the landscape and its location in the AONB?**

Development on this site would be highly visible and dominant in the landscape, which would be detrimental to this part of the Dorset AONB.

5.4 **How serious are the constraints identified by various parties to development at Chickerell?**

Chickerell is not considered to be an appropriate location for future development as development on this site would erode an important gap between Chickerell and Weymouth, which could result in the coalescence of these two settlements. However, this would not apply to the Radipole Lane site.

5.5 There are also concerns in terms of the access arrangements, the potential impact on the existing road network and the existing local service provision.

5.6 **Land to the north of the Wessex Stadium and Police Headquarters, Radipole Lane, Southill, Weymouth**

This site is considered to be the most appropriate and suitable location for new development. The site is better related to the urban area of

Weymouth, does not erode the buffer between Southill and Chickerell, is not in the AONB and would have less of an impact on the adjoining AONB than the other options. Also, the site is in one ownership, free from constraints and therefore is deliverable. As such, it would make a valuable contribution to the Council's housing supply.