



Dorset Council Local Plan



Crossways/ Moreton Station 2021 Consultation Summary of Responses



January 2023



Dorset
Council

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1. Crossways / Moreton Station

1.1. Introduction

- No comment

1.2. Vision

Paragraph 27.2.1

Nexus Planning on behalf of Hallam Land Management

- Hallam Land Management supports the vision for Crossways / Moreton Station to become one of the largest Dorset villages by 2038.
- The vision should detail how Crossways / Moreton Station will meet the development needs of both the South Eastern and Central Functional Areas, and will become a significant hub for sustainable commuting to employment opportunities at Dorchester, Wool, Poole, Bournemouth and Weymouth, as well as, for longer distance commuting, London.

Knightsford Parish Council

- Needs a stronger vision for future of Crossways which will be doubled in size.

Public response

- Given the scale of development proposed the vision should be deleted.
- Crossways development just doesn't support the supposed vision for Dorset of having the right jobs and houses in the right place.

1.3. Development Strategy

Strategy

Crossways Parish Council

- Crossways Parish Council notes that a number of homes have been given planning permission since the consultation on the preferred options for the West Dorset, Weymouth & Portland Local Plan.

Morton Parish Council

- Crossways and Moreton, both Tier 3, should only be increased in line with the percentage increase for Tier 1 Weymouth, which is 6%.
- For Crossways 8% would approximate to an allocation of about 96 houses (assuming Crossways currently has about 1200 houses), and for Moreton, which has 90 houses, 8% would equal an allocation of about 7 houses.
- Concern that other larger settlements (such as Sherborne) have more facilities and amenities is allocated fewer houses than Crossways.
- Concern that Wool, with the highest percentage travelling by train at 4.8% has deliberately been given a significantly lower allocation than that to Crossways.
- Concern with scale of housing growth at Crossways and Moreton Station - no other settlements in Dorset are planned to be expanded by such amounts.
- Neither the 162% increase to Crossways or the 617% increase to Moreton Station are justified by any of the statements in the DCLP on spatial development and the housing hierarchy.

- Concern that largescale proposals are considered ‘small scale infilling to meet local needs’, in relation to the settlement hierarchy.

Knightsford Parish Council

- Crossways has a number of sites which have had planning permission for years but no houses have been built.

Nexus Planning on behalf of Hallan Land Management

- Crossways / Moreton Station provides the optimum solution to the significant challenges facing the Plan to accommodate its minimum housing requirement (in addition to unmet needs from the adjoining Bournemouth, Christchurch and Poole (BCP) Authority area) whilst achieving its objectives of protecting Dorset’s environment, locating development within sustainable travel distances of employment opportunities and providing green infrastructure.
- The allocations at Sturminster Marshall are not justified and are inconsistent with the Framework.
- Alderholt is not a sustainable location for strategic growth. The majority of residents at the settlement are reliant on the private car to access employment opportunities. The existing highway network is not capable of accommodating additional development.
- We object to the allocations at Lytchett Matravers and Sturminster Marshall that require amendments to the Green Belt boundaries. Exceptional circumstances do not exist as there are other sites (such as Upper Woodsford) available.
- The Area of Search will be refined into a formal allocation through either an Area Action Plan or a Local Plan Review.

Origin3 on behalf of Obsidian Strategic

- Object to the further significant expansion at Crossways/Moreton Station as Crossways village is not a sustainable location for such high levels of growth.
- Question the availability and deliverability of the Crossways/Moreton allocations and commitments (1,644 dwellings) informed by market capacity, and also where many sites are subject to sand and gravel extraction prior to development for housing/other uses.
- Residents will need to travel considerable distances to get to shops, health and other facilities and employment on a daily basis.
- Suggestion that the proposed allocations don’t fit with the climate emergency as there are more sustainable options closer to Dorchester.
- Reference to Inspector’s comments in the examination of the West Dorset, Weymouth and Portland Local Plan (adopted 2015) in terms of Crossways as an unsustainable location for meeting long term needs of Dorchester.

Compton Valence Farms

- Query allocations in Crossways - not a sustainable location - lack of frequent train service and poor road network, flooding.

Public response

- Accept the need to build homes, for local people.
- No support for large scale development at Crossways.
- Increase the population to a small-town status.
- Brownfield sites first.
- Development should be shared over local villages.
- Other villages should be considered - Bere Regis, Puddletown, Bovington, Broadmayne.

Infrastructure

Crossways Parish Council

- The parish council considers that new development should be accompanied by suitable infrastructure - in the case of Crossways the local roads around the village will need to be improved.
- The parish council considers that further investment is needed in Crossways Health Centre.

Nexus Planning on behalf of Hallan Land Management

- Hallam Land Management supports the assertion that Crossways / Moreton Station offers significant opportunities for sustainable travel.
- In terms of existing facilities, Crossways / Moreton Station benefits from the following: Frome Valley First School; Convenience stores; Public houses; and Library.
- Woodsford Fields (site allocation ref. CRS5) provides the opportunity to deliver a two form entry expansion of the Frome Valley First School, a local shop and playing pitches.
- The resolution to grant on land south of Warmwell Road (site allocation ref. CRS1) includes a replacement community centre and a doctors' surgery.
- Upper Woodsford provides the opportunity to deliver a significant amount of new facilities, such as: Additional primary school(s); Secondary school; Local town centre (including retail units, pubs / restaurants, doctors' surgery etc); Playing pitches; new bus services.

Public response

- Infrastructure is not supported. Developers avoid their commitments.

Dorset Heathland (Paragraph 27.3.4)

Natural England

- Natural England strongly supports the need for a master plan approach to the delivery of strategic SANG for residential development at Crossways.
- Natural England's preferred option for the long term management of the Crossways SANGs is for the land and appropriate funding to be passed to the Dorset Wildlife Trust (DWT).
- DWT own and manage the nearby Winfrith and Tadnoll Nature Reserves, international heathland sites that are most likely to be affected by any increase in residential pressures from the proposed development.
- The availability of suitable alternative locations where dog walkers will be welcome that are also in the ownership of the DWT will allow for more effective management of visitors to the reserves while facilitating a positive relationship with the local community.

RSPB

- There are several references to SANGS in paragraph 27.3.3, which we welcome. However, it is essential that a clear map is provided which shows existing and proposed SANGS with the associated housing allocations within the plan.
- We welcome paragraph 27.3.4 and its recognition of the importance of the Dorset heathlands and the requirement for SANGS to offset the impacts of additional recreational pressure on adjacent heathlands arising from new residential development.

Nexus Planning on behalf of Hallan Land Management

- Natural England has always sought to create a strategic network of Suitable Alternative Natural Greenspace (SANG) at Crossways / Moreton Station, linking the proposed SANG with the approved SANG at the Silverlakes development.
- During our discussions with Natural England we agreed that site allocation ref. CRS4 (which benefits from planning permission) and site allocation ref. CRS6 would provide a sufficient

quantum of SANG that would mitigate the developments of these sites in addition to providing headroom to mitigate a development of Woodsford Fields (site ref. CRS5).

- Policies CRS5 and CRS6 of the consultation document, sufficient SANG is approved / allocated to enable the delivery of 140 dwellings at site ref. CRS4 and 150 dwellings at site ref. CRS6, as well as up to 402 dwellings at site ref. CRS5. These sites are all within the same landownership, meaning that the spare SANG capacity can be shared without complicated agreements.
- Upper Woodsford provides the opportunity to deliver a substantial area of additional SANG to ensure that the new settlement does not have a net impact on the ecological interests of the SPA.
- There is the potential to link this into the developing network at Crossways / Moreton Station that, in addition to creating a significant area of connected accessible open space, would also provide substantial wildlife corridors that will deliver substantial ecological enhancements.
- By virtue of the landownership straddling the River Frome (which runs into Poole Harbour), Upper Woodsford offers a valuable opportunity to extract nitrogen from the river through appropriate filtration methods. This, in conjunction with the removal of a significant amount of land from intensive agricultural use to deliver the new settlement.

Public response

- Section uses SANGs to off-set areas taken for development. Given this is a County-wide plan it is not clear why SANGS are not proposed elsewhere.

Poole Harbour Catchment

RSPB

- We welcome the paragraph 27.3.5 statement about the presence of all allocations within the Poole Harbour catchment and to ensure through mitigation that all allocations at Crossways and Moreton Station are nitrate neutral.

Freshwater Wetland

RSPB

- Given that the River Frome is a freshwater wetland we also strongly recommend that the Council considers a requirement for phosphate neutrality as well.

1.4. Town Centre Strategy

- No comments

1.5. Main Development opportunities

The following sections include summaries of representation received regarding the following policies:

- Village wide issues
- CRS1 Land south of Warmwell Road
- CRS2 Moreton Station / Redbridge Pit
- CRS3 Land adjacent to Oaklands Park
- CRS4 Land to the west of Frome Valley Road
- CRS5 Land at Woodford Fields
- CRS6 Land to the west of Crossways
- CTS7 Land adjacent to Deer Leap House

1.6. Village wide issues

Infrastructure

Morton Parish Council

- The amenities in the village are dispersed throughout the settlement and are of purely neighbourhood significance.

Public response

- Overstressing existing infrastructure.
- We have two shops, a social club, library and a small doctor's surgery.
- CIL or planning obligations will be insufficient.
- It is not clear how the infrastructure enhancements essential to implement the proposals for Crossways will be provided.
- There should be a policy with supporting guidelines specifying the community infrastructure needed for all new developments.

Health

Affpuddle and Turnerspuddle Parish Council

- It is good news that a surgery is already planned for Crossways, but further development should not now take place until this has been built as otherwise the expansion will increase the traffic flow from Crossways to Puddletown.

Public response

- Larger Doctors surgery.
- Pharmacy.
- A new doctors surgery would be beneficial, but would this replace or supplement the current one?

Education

Affpuddle and Turnerspuddle Parish Council

- Crossways and Moreton are in the catchment area of St Mary's Middle School in Puddletown. And so, residents of Crossways will (for now) need to be able to easily access Puddletown.
- Crossways needs its own Middle School provision or safe roads linking it with Puddletown.

Puddletown Area Parish Council

- Crossways to be provided with its own middle school.

Public response

- Plans to increase the size of the local school would be welcomed.
- The first school which is near capacity, and no further schools within Crossways.
- All secondary education will entail journeys away from the village.

Police

Dorset Police

- Bid for developer funding for the police force.

Green space

Public response

- A lot of access to green space in the village is provided to the west side.

Housing

Public response

- Second homeowners.
- Properties unlikely to be affordable; new domestic properties, or that those properties will be "affordable".

Water and waste

Wessex Water

- Wessex Water has developed a high level proposed foul drainage scheme to support existing allocations in the Crossways Catchment.
- Further allocations are likely to generate significant improvements including possible replacement of a ~7km length of foul pumping main.
- Development at Crossways is served by Dorchester Sewage Treatment Works.
- Improvements will be required in accordance with our comments on DOR13.
- We will require significant consultation within the catchment to ensure development construction and phasing matches investment.
- We have yet to appraise the impact on the water supply network, significant improvements are likely to be required.

Morton Parish Council

- Need in the area for Sewerage, electricity, water supplies, broadband supply and speed, medical facilities, and parking for top-up shopping.

Public response

- Additional power, water and waste disposal services required.

Moreton Station

South Western Railway

- High quality walking and cycling routes between all the sites and the rail station will need to be provided. Significant improvements to the level crossing on the B3390 are also likely to be required.
- Station facilities will also need to be improved including:
- pedestrian footbridge over the railway at the station (including land to enable this to be provided)
- Secure cycle parking
- enhanced platform facilities such as waiting shelters
- High quality travel planning will also be required including financial incentives to try rail travel.

Crossways Parish Council

- Crossways Parish Council considers that the links between Moreton Station and Crossways are poor.

Puddletown Area Parish Council

- Existing rail services should be maintained.

Public response

- People usually drive to the station and park or drop off /pick up.
- Improve the railway, it's only a minor station, trains do not stop all the time.
- Rail tickets are too expensive.
- people will not use the train station.

Public transport

Yellow Buses

- Opportunity to create a new sustainable settlement.
- Potential to better serve area to Dorchester.
- Two additional vehicles required to provide hourly service.
- Cost of £650,000 over four years for pump prime funding.
- Developer could work direct with Go South Coast.

Go South Coast Buses

- Support with amendments.
- Currently connected by service 5.
- Need for transport masterplan to connect all allocated sites and improve overall connectivity, could pool develop contributions collectively to deliver service improvements.

Highways (village wide)

Puddletown Area Parish Council

- Local roads around Crossways are not likely to be able to manage the additional flows of traffic connected with the proposed housing allocations (in particular the junction at Waddock Cross on the B3390 and the link between Crossways and the West Stafford Bypass).
- Notes the poor road links between Crossways and Puddletown which may create problems for school traffic.
- The council should consider new/wider roads to link Crossways with Bere Regis.
- The council should consider the following improvements to local roads/infrastructure: pedestrian bridge over Moreton Railway Station, traffic calming along the B3390 as it passes through Affpuddle/an Affpuddle bypass, improvements to the crossroads at Waddock Cross on the B3390.

Affpuddle and Turnerspuddle Parish Council

- It is probable that people will try to use the B3390 to get up to the A35 to avoid the traffic hotspots at Wool, Wareham, and Sandford. Narrower parts of the B3390 were never intended to handle such heavy use.
- The cross-roads at Waddock Cross are particularly hazardous. The expansion of Crossways will lead to significantly higher traffic flows through Affpuddle, where the quality of life of residents is already being dramatically impacted by heavy traffic flow.
- Consideration needs to be given to new or wider roads linking crossways with Bere Regis and these roads needs significant traffic calming strategies and pavements if they pass through any small villages.
- The only way to tackle this issue is to send more traffic off the B3390 at Waddock, to Gallows Hill (C6) and thence to link to A35 and A31 at Bere Regis. (This C designated road is in fact a much better road than the B3390 as it is wide and strong, having been built to carry tank transporters to Bovington).
- If it is deemed necessary to also protect Bere Regis (Rye Hill) from traffic increase there is probably now a good case for going ahead with a southern bypass for Bere Regis taking traffic from the A35 roundabout east of Bere Regis, across the Bere Stream floodplain directly to the top of Ryehill and re-joining the C6 to pass then to Crossways or Bovington or Winfrith or the coast.
- This sort of solution would protect quality of life for people living by the B3390 in Affpuddle and close to Rye Hill in Bere Regis.
- This would incorporate a 20-mph zone on the very short stretch of the B3390 involved.

Knightsford Parish Council

- The massive expansion of Crossways only seems to make a single reference to road infrastructure – the extension of the West Stafford by-pass to eliminate a railway crossing.
- If the planned expansion goes ahead it will have impacts on many minor roads in the surrounding area. The junction on the Dorchester by-pass must also be improved.

Morton Parish Council

- A DCC road traffic study has shown that the increase in housing and quarrying will produce a very significant increase in road traffic through Crossways, with congestion likely at peak times especially at the level crossing in Moreton Station.
- All roads out of Crossways and Moreton Station have single carriageway sections incorporating blind corners.
- Suggestion that statistics for people travelling to work by foot indicate that Crossways has a very poor level of local employment.
- Concern that percentages for travel to work are not linked to housing allocations.
- The new inhabitants of the proposed 1644 houses will have to travel out of Crossway to find between 1463 and 1551 jobs.
- Concern that the majority of people will need to use a car to travel to work from Crossways.
- Reference to the West Dorset Local Plan Examination - Examiner's Report (2015) – Crossways functions as a dormitory settlement, substantial enhancements to transport links are required for Crossways to meet long term growth needs of Dorchester.
- Concern with using Crossways as a location which is capable of offsetting some of the county town's development needs.
- Lack of substantial transport improvements at Crossways.
- Allocation of housing is independent of the percentages traveling to work by car, train or foot or even the availability of alternatives means to travelling to work other than by car.

Public response

- Narrow roads.
- Out commuting.
- The B3390 is already an overused country road.
- The B3390 is a narrow road, single track in parts through Affpuddle village and Warmwell;
- The road to the south of Crossways is dangerous and the road to the north is single lane width over one of the bridges.
- A transport impact assessment is required.
- A further increase in volumes of traffic including gravel lorries (ref Minerals Plan) will add significant danger to nearby residents.
- Horses, cyclists and pedestrians have no safe passage as there is no footpath or cycle track and steep banks either side of the road.
- The only reference to road improvements in the plan is an upgrade to the D31233 and the five ways junction.
- Development will increase the number of vehicles travelling northbound on the B3390 towards a blind bend and the narrow Hurst Bridge where residential properties and business premises have to pull onto the road in front of traffic travelling at 60mph.
- Consideration must be given to speed restrictions and traffic calming on this northern stretch of the B3390.
- What measures will the Council adopt to relieve pressure of vehicles travelling northbound towards Hurst Bridge?

West Stafford Link Road

Crossways Parish Council

- Crossways Parish Council is concerned about access to and from the village - in particular the west link road, existing development not supported by necessary infrastructure - e.g. proposals to replacement a section of the D21322 between Crossways and Dorchester & replace one of the railway level crossings.

Broadmayne Parish Council

- Broadmayne Parish Council welcomes the proposed West Stafford link road.

Affpuddle and Turnerspuddle Parish Council

- The construction of a link road to the West Stafford bypass will only help with those who are trying to get to Dorchester. What is the aim for people who are travelling from this area to the east?

Morton Parish Council

- A proposal to build a new section of road to bypass a level crossing and railway bridge is also now in serious doubt due to lack of finance.

Nexus Planning on behalf of Hallan Land Management

- Third party land is required between the western edge of the Silverlakes site and the West Stafford bypass to provide the connection sought by the Council. As it is understood that the Council has not established the proposed alignment of this link road beyond Silverlakes, and it is unknown whether this is deliverable the contribution towards highways network improvements at Crossways could be spent as appropriate once there is certainty on the most suitable way in which to better enhance road connections at Crossways.
- The development of Upper Woodsford provides the opportunity for a new road link between Crossways and the West Stafford bypass within the single landownership.
- This comprises a new bridge over the no 37 level crossing at Woodsford Road (allowing this level crossing to be closed), with an access point in the south-western corner of the Upper Woodsford site onto the D21322 to the north of the railway line, allowing the no.38 level crossing to be closed.

Dorchester Civic Society

- Paragraph 27.3.7 refers to connection to the West Stafford bypass as part of improving connections with Dorchester, but the difficulties at the Dorchester end (e.g., at Max Gate junction and crossing the railway) for both cars and cycles are ignored.

Public response

- No mention of road infrastructure besides West Stafford by-pass - more roads will be affected.

Cycle routes

Broadmayne Parish Council

- No mention of a designated cycle route between Crossways and Dorchester.

Affpuddle and Turnerspuddle Parish Council

- In addition, it would allow us to take forward a safe cycling/walking scheme linking Briantspuddle and Affpuddle for which there is a demand.

Public response

- Support cycleways and footpaths.

Quarries

Crossways Parish Council

- Crossways Parish Council notes that the local plan does not reference the quarry to the south west of Crossways.

Morton Parish Council

- Concern with plans for additional quarries close to the area.

Character

Crossways Parish Council

- Crossways Parish Council considers that the levels of development being considered will have an adverse effect on the character of the existing village.

Employment

Morton Parish Council

- Loss of buildings built for employment purposes to other uses.
- Lack of employment in Crossways - A 21ha sited protected in successive West Dorset Local Plans for employment has been changed to mixed use because of a lack of industrial interest.
- The number of jobs required for the economically active people who may live in the 1644 houses allocated to Crossways will far exceed that which could be obtained if the 2.5ha of employment land on CRS1 were to be occupied.
- Concern that level of employment development proposed at Crossways does not reflect the level of housing development.
- Crossways will have a shortfall of between 1248 B1(c) jobs if all the employment land is used for B1(c) industries, and 1336 jobs B8 jobs if all the land is used for B8 industries, as a result of the housing and employment land allocations to Crossways.

Public response

- Crossways not suitable for more employment.
- Employment land should be relevant to the skill base of inhabitants.
- Employment areas.
- What type of jobs will be created in this area.
- Covid has brought about new work and living concepts.
- Offices and units are half empty.

Habitats

Dorset Wildlife Trust

- Crossways developments lie close to Winfrith and Tadnoll DWT reserve therefore we have a particular concern about any additional recreational pressure on that site from development.
- The reserve already suffers significantly from problems related to public access, particularly disturbance of birds by dogs.
- We support paragraph 27.3.4 requiring a co-ordinated approach with regard to mitigation for impacts on international nature conservation sites.
- Although there is currently no public access, it should be noted that the Warmwell Viridor site (shown on the plan as Tip Closed) has exceptional biodiversity interest and it is likely that The Warmwell Airfield Quarry is also a site of high biodiversity interest.

Sustainability Appraisal

Morton Parish Council

- General lack of facilities in Crossways – reference to SD92: Addendum to Sustainability Appraisal 2019 [SD02] presented to the Inspector at the Purbeck Local Plan Examination in August 2019.

Public response

- The Sustainability Appraisal for Crossways is severely flawed.
- The SA relies on rail transport because there is a station when regular frequent stopping services are needed for it to be meaningful.

1.7. Policy CRS1: Land south of Warmwell Road

Principal of development

Public response

- Welcome housing around Moreton Station.
- No support for large scale development at Crossways.

Employment land

Morton Parish Council

- The Summer Farm development CRS1 originally was granted approval on the basis that it had 3,5ha of employment land. Subsequently the developers convinced West Dorset District Council to reduce the employment land to 2.5ha because of lack of interest.

Paragraph 27.5.2 - Habitats

Dorset Wildlife Trust

- The allocation lies close to Skippet Heath Site of Nature Conservation Interest (SY78/037), a site of mixed woodland and heathland.
- It is important that the allocation of housing in this area supports management of the SNCI and does not cause harm through inappropriate recreational use.
- It is important therefore to mention the SNCI in the text and policy to ensure its safeguarding in the same way as the scheduled monument has been safeguarded.
- Paragraph 27.5.2 & Criteria II of Policy CRS1 should be amended accordingly.

Paragraph 27.5.2 - Strategic Alternative Natural Green Space (SANG)

Natural England

- Natural England has no objection to the policy subject to the following amendment:
- CRS1 Clause V: The policy should include reference to the Dorset Wildlife Trust being the preferred owner and manager of the SANG and Skippet Heath Heathland Support Area.
- In addition the area of agreed SANG and Heathland Support Area should be shown on the Proposals Map (Figure 27.1).

Paragraph 27.5.2 - Poole Harbour

RSPB

- Appropriate references to recreational and nitrate mitigation requirements.

Paragraph 27.5.5 - Village Hall & Health Centre

Crossways Parish Council

- Crossways Parish Council supports the delivery of a new village hall and health centre in connection with the proposed housing allocations.
- Crossways Parish Council is concerned that a new village hall and health centre may not be delivered with the proposed homes and/or that this development may be phased for delivery at a later date and the local plan.
- Crossways Parish Council query whether the reference to community facilities in paragraph 27.5.1 should be taken out of the emerging local plan.

Morton Parish Council

- A new health centre had been proposed by the initial developers of CRS1, (DCLP page 226) but a new developer has taken over the site and the new health centre is now in serious doubt.

Public response

- New village hall should be built first.
- New 'village centre' on Warmwell road would increase traffic through the village.

Paragraph 27.5.5 - Masterplan

RSPB

- We welcome the requirement for a masterplan to address on and off site mitigation and other issues.

Paragraph 27.5.6 - Heritage

Historic England

- We support the supporting text's recognition of the presence of designated and non-designated heritage assets (in particular the Bowley's Camp Scheduled Monument) within and adjacent to the site, and the need to consider impacts on their settings and significance. We also support the inclusion of criterion V, bullet point 3.

Biodiversity Net Gain

Natural England

- A further clause should be provided requiring the scheme to deliver at least a 10% biodiversity net gain.

Green Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Policy CRS1 – Criterion I & II

RSPB

- We welcome Criterion I and II in this policy.

1.8. Policy CRS2: Moreton Station / Redbridge Pit

Principal of development

Terence O'Rourke on behalf of Moreton Estate

- Support, Para 27.3.3 - Bullet Point as opposed to Policy H4 of the Purbeck Local Plan.
- The Plan needs to be more specific and clearer with regards to the requirements under CRS2 and its supporting text.

Crossways Parish Council

- Crossways Parish Council consider that the proposed allocation should not be treated as part of Crossways (as it falls within the neighbouring Moreton Parish Council area).
- Crossways Parish Council does not consider that the train station makes Crossways a sustainable location for development.

Morton Parish Council

- Redbridge pit does not adjoin Moreton Station or Crossways settlement boundaries.
- Lack of local need for development at Moreton Station.
- Moreton Station settlement, number 165 in the list of 270 Dorset settlements, only has a pub and a railway station for its proposed 617% expansion.

Portland & Poole CPRE

- The proposal for a Holiday Park nr Morden is not supported due to damage to a sensitive area and would involve release from Gelt Belt.
- The proposal that Wool and Moreton Station should get the majority of the proposed housing in Purbeck ignores the high quality of the natural environment at Wool and the inadequate infrastructure services and facilities at Morton Station.
- The presence of a railway line does not of itself provide adequate infrastructure services and facilities.

Compton Valence Farms

- The land south of the B3390 (in Purbeck Local Plan) - unsuitable and not viable.

Public response

- Don't develop the caravan site.

Care facility

Terence O'Rourke on behalf of Moreton Estate

- The number of elderly care units within the Purbeck Local Plan is not specifically capped.
- There are substantial differences between the provision, use, demand and viability for a care home and extra care units, not only in form, facilities and provision but also occupancy.
- The wording within the supporting text of the Plan should therefore reflect the draft Purbeck Local Plan.
- Policy CRS2 does not specify a quantum or definition in relation to "supported living", the definition of which isn't usually age specific but relates to a range of services / living arrangements designed for individuals with disabilities thus allowing citizens to attain or retain levels of independence.
- Such accommodation should be provided within settlements, such as within Tier 1 or 2 settlements, where everyday facilities and the availability of public transport is accessible.

Morton Parish Council

- Residents and care workers of any care facility will only be able to access limited local facilities.

- Care home residents will be in significant competition with local people to access local facilities due to limited additional provision proposed.
- The proposed care facility Crossways fails the DCLP requirements for care facilities in sections 4 and 27.
- Crossways is not an appropriate location to site a care facility for 65 old people in need of care.

Heritage

Historic England

- While we support criterion V and in particular bullet point 5, we note the presence of two grade II listed buildings (The Frampton Arms and stable buildings) to the immediate north of the site. These are described in the supporting text at 27.1.3 (along with other historic buildings and features) as making an important contribution to the identity of Moreton Station as distinct from Crossways.
- Amend supporting text for Policy CRS2 to refer to the presence of heritage assets close to the site.
- We would welcome a minor change to criterion V of Policy CRS2 to include a new bullet point that requires the masterplan to ensure that the settings and significance of these heritage assets are conserved and enhanced. The supporting text could also be amended to explain this.

Strategic Alternative Natural Green Space (SANG)

Natural England

- Natural England has no objection to the principle of the allocation subject to the following amendment:
- CRS2 Clause IV: Natural England welcomes the inclusion of the scale of the SANG and Heathland Support Area to be provided, but note the features are not shown on the Proposals Map (Figure 27.1). The map should be amended to show these features along with the developable area within the allocation (see comment below).

Dorset Wildlife Trust

- The Policy mentions the need for a SANG and a Heathland Support Area. These are however not shown on the proposals map (despite the policy saying that they are), though it is helpful to have the minimum sizes stated.
- We assume they are intended to be as currently shown on the Purbeck Local Plan Moreton inset map.
- As the Redbridge site is still currently an SNCI, any SANG area should be of sufficient scale and quality to fully compensate for any habitat loss and loss of opportunity for post-minerals restoration, and biodiversity enhancements should be a key priority as well as public access.
- The maps should be amended, and a further criteria added to III & V in the policy.

RSPB

- We welcome recognition of the importance of the Dorset heathlands and the requirement for SANGS to offset the impacts of additional recreational pressure on adjacent heathland.

Terence O'Rourke on behalf of Moreton Estate

- The Plan notes that the development will be required to provide an on-site SANG and off-site Heathland Support Area. This requirement is not objected to, nor is the nonspecific nature in which they should be managed, which can be appropriately determined at the application stage.

Public response

- This is mature pine / oak woodland with some heathland and is already laid out with paths (picture attached) etc perfect for SANG provision.

Redbridge SNCI

Natural England

- CRS2 Clause V: The allocation includes the Redbridge SNCI which away from the active quarry retains significant wildlife interests that must be protected and enhanced by the allocation. Clause V should therefore include a bullet requiring the masterplan to protect and enhance the remaining habitats within the SNCI.

Dorset Wildlife Trust

- The site contains Redbridge Site of Nature Conservation Interest (SNCI, our ref: SY78/027). Although a significant part of the Redbridge SNCI is currently an active mineral extraction site, there is remaining heathland and wetland interest and agreement in minerals planning that this area will be restored to the appropriate wildlife habitat when the period of extraction operations is completed.
- The SNCI interest should be retained, buffered and enhanced through any allocation for development.

Poole Harbour Catchment

Natural England

- Further clauses should be provided requiring the scheme to deliver nitrogen neutrality in relation to Poole Harbour.

RSPB

- It is unclear why there is no reference to the requirement for nitrate neutrality.

Biodiversity Net gain

Natural England

- Further clauses should be provided requiring the scheme to deliver at least a 10% biodiversity net gain.

Habitats

Environment Agency

- We are pleased to see that green space as part of a SANG, will be incorporated into the site. This should include areas of wildlife habitat and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Public response

- Loss of wildlife and habitats, trees, birds, squirrels.
- Large development in ecologically important area.
- Very species rich biodiverse area.
- Site comprises woodland.
- Should preserve if the council is serious about biodiversity and tree planting.

Installations

Environment Agency

- There is an inert landfill in this area, which should be taken into consideration in any proposals.

Open space

Public response

- Recreation.

- Sun / shade providing interest and enjoyment for the local community's physical and mental health.

Transport

Morton Parish Council

- Lack of mention of DCC Traffic Study of traffic in Crossways as a result of the Examiner agreed new quarries very nearby and the proposed housing in the DCLP.
- Congestion is predicted along Warmwell Road, the time of peak through traffic.

Enhanced Retail (Fiveways Junction)

Morton Parish Council

- Providing enhanced retail provision on Warmwell Road close to Fiveways junction would virtually guarantee congestion.
- Impact on fiveways junction as a result of development including increased retail provision.
- The proposal above to site ...enhanced retail provision... close to Fiveways junction is poor planning and is not agreed.

Paragraph 27.5.8 - Quarry restoration

Morton Parish Council

- Redbridge Pit should have already been restored by the end of 2022 and according to the restoration plan.

1.9. Policy CRS₃: Land adjacent to Oaklands Park

Principal of development

Natural England

- Natural England has no objection to the policy.

Green Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Strategic Alternative Natural Green Space (SANG)

RSPB

- The appropriate SANG must be secured and in place before the plan is adopted.
- The plan should confirm that any measures will be in place before occupancy of new houses.

Pool Harbour Catchment

RSPB

- It is not clear whether this allocation requires to be nitrate neutral and if so whether adequate mitigation measures have been secured.

Transport

Crossways Parish Council

- Crossways Parish Council has concerns around the suitability of local roads to support further traffic and the links between the village and the surrounding area (in particular the suitability of a west link road).

Contributions

Public response

- The impacts on Habitats cannot be monetised. e.g. to whom is the financial contribution to be made, how is it proposed the contribution is spent.

1.10. Policy CRS₄: Land to the west of Frome Valley Road

Principal of development

Nexus Planning on behalf of Cavanna Homes

- Cavanna Homes supports the allocation of land to the west of Frome Valley Road within the Plan for housing and suitable alternative natural greenspace (SANG), which is within its ownership.
- The Site benefits from outline planning permission for 140 dwellings (including 35% affordable housing) and SANG, and Cavanna Homes is currently preparing a reserved matters application for the Site to be submitted later this year.
- The Site is deliverable, with development due to commence in early 2022.

Natural England

- Natural England has no objection to the policy.

Public response

- Overall concept is okay.
- Too much housing for the village.

Strategic Alternative Natural Green Space (SANG)

Dorset Wildlife Trust

- The policy wording states that this site is shown on the proposals map but it is not on the linked Dorset Explorer layer, and the map in the consultation document does not label CRS₄.
- The SANG for this site should also be shown on the map, particularly as the CRS₅ allocation relies on it.
- Criteria III from CRS₁ is also required in the policy.

RSPB

- We welcome information that a SANG has been secured for this allocation. The requirement for a SANG should however be included in the policy.
- The plan should confirm that any measures will be in place before occupancy of new houses.

Pool Harbour catchment

RSPB

- It is not clear whether this allocation requires to be nitrate neutral and if so whether adequate mitigation measures have been secured.

Green Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Transport

Public response

- Vehicle access to the school is currently constricted and dangerous with sharp blind turns often obstructed further by parked cars.
- Higher traffic levels would cause serious issues around school timings.
- The access to the railway and level crossing could be inadequate.

1.11. Policy CRS5: Land at Woodford Fields

Principal of development

Nexus Planning on behalf of Hallan Land Management

- There are no legal impediments to its development it is therefore available for development.
- The Site is sustainably located within walking distance of a range of services and facilities.
- Hallam Land Management can confirm that the residential development of the Site is viable.

Site Capacity

Nexus Planning on behalf of Hallan Land Management

- Capacity testing has shown that the development of the Site for 402 dwellings, including land to facilitate the two-form entry expansion of Frome Valley First School, appropriate landscape buffers, open space and a footpath link up to the Site's boundary with the adjoining Dear Leap House draft allocation.
- The allocation of the Site is supported by the evidence base for the emerging Local plan, in particular the Sustainability Appraisal.
- Hallam Land Management objects to the Plan's level of housing that is proposed at the Site – 275 dwellings.
- The Site can accommodate 402 dwellings at a density of 38 dwellings per hectare within the indicated development areas.
- Latest housing mix evidence for West Dorset, which indicates a greater need for smaller dwellings that can be accommodated at a higher density.
- This capacity has regard to the requirement to: include the necessary land to facilitate the expansion of the existing Frome Valley First School; an appropriate landscaping buffer for the eastern boundary; a significant quantum of natural and semi-natural open space (circa 3 hectares); formal sports provision; allotments; a local shop; and ancillary works (including highways and SuDS).

Paragraph 27.5.23 - Surface Water flooding

Nexus Planning on behalf of Hallan Land Management

- Surface water flood risk capable of being mitigated through the incorporation of appropriate SuDS.

Paragraph 27.5.25 - Site access

Nexus Planning on behalf of Hallan Land Management

- Appropriate access points into the Site can be formed via the existing residential development to the immediate west and from Dick o' the Banks Road through the southern boundary.

Crossways Parish Council

- Crossways Parish Council has concerns about the opportunities to form suitable access into the site and potential on-street car parking/congestion connected with the development.

Public response

- The main vehicular access (27.5.25) will put an unacceptable traffic load on Dick O' Th' Banks.

Paragraph 27.5.25 - Highways

Crossways Parish Council

- Crossways Parish Council is concerned about the wider impacts that further trips to and from the village might have on the local road network.
- Crossways Parish Council considers that references to a new road link between the D21322 and the West Stafford Bypass should be taken out of paragraph 27.5.25 because this link is not deliverable.

Public response

- Significant increase in traffic volumes must raise the issue of speed limits and traffic calming.
- Higher traffic levels would cause serious issues around school timings.

Paragraph 27.5.26 - Connection to Morton Station

Nexus Planning on behalf of Hallan Land Management

- The masterplan for Land at Woodsford Fields has been updated to show the connection that links into the adjoining Deer Leap House site, and towards Crossways village centre.

Landscape & Heritage

Nexus Planning on behalf of Hallan Land Management

- The Site is unconstrained in terms of landscape and heritage designations.

Strategic Alternative Natural Green Space (SANG)

Natural England

- Natural England objection, further information required.
- The proposed allocation will provide for a significant development within 5km of the heathland Habitats sites and would give rise to a likely significant effect in combination with other allocations.
- Natural England welcomes the inclusion at CRS5 Clause II setting out the requirement for a SANG, however, details are required of the size and location of the SANG.
- This is particularly important in this locality as scope for walking to an area of SANG are restricted by existing housing and the railway line.

RSPB

- We welcome recognition for the requirement for SANGS with this allocation, although SANGS are not specifically referred to in para II of the policy.
- The plan should confirm that any measures will be in place before occupancy of new houses.

Dorset Wildlife Trust

- The site lies within 5km of the Dorset Heaths/Heathlands international sites, including Dorset Wildlife Trust's Winfrith and Tadnoll Nature Reserve.
- Therefore a SANG on site will be essential, as well as provision for management of improved ability to manage public access to the nature reserve (such as a heathland support area).
- Criteria III from CRS1 is also required in the policy.

Nexus Planning on behalf of Hallan Land Management

- Potential impacts on the nearby Dorset Heathlands Special Protection Area are mitigated through the approved SANG provision at land west of Frome Valley Road (site ref. CRS4) and the proposed SANG at land south-west of Crossways (site ref. CRS6).
- The approved SANG at land west of Frome Valley Road (CRS4) and the proposed SANG at land west of Crossways (CRS6), which are within the same landownership as the Site, have headroom capacity to accommodate up to 402 dwellings as agreed with Natural England.

Poole Harbour catchment

Natural England

- Further clauses should also be provided requiring the scheme to deliver nitrogen neutrality in relation to Poole Harbour.

RSPB

- It is not clear whether this allocation requires to be nitrate neutral and if so whether adequate mitigation measures have been secured.

Net gain in biodiversity

Natural England

- Further clauses should also be provided requiring the scheme to deliver at least a 10% biodiversity net gain.

Nexus Planning on behalf of Hallan Land Management

- The site would achieve a net gain in biodiversity.

Green Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Infrastructure

Nexus Planning on behalf of Hallan Land Management

- Other community infrastructure requirements will be picked up through CIL.

Crossways Parish Council

- Acknowledge that the proposed allocation could make Crossways a more cohesive community.

Environment

Public response

- Due consideration should be given to the environment and setting of the current dwellings on the edge of Crossways bordering CRS5.
- There are deer and other wildlife.

Design

Public response

- The houses on the edge of Crossways are set lower than Woodsford Fields, so the impact of constructions overshadowing the current settlement would need to be mitigated.
- Preferably any proposals would have the gardens of new houses backing onto the gardens of existing properties, or adequate space between existing and new buildings be given.

Supporting documents

Nexus Planning on behalf of Hallan Land Management

- The following supporting documents were supplied; CRS5 SHLAA form, Ecological appraisal, Landscape and visual appraisal, Transport Accessibility Appraisal, Waste Water Study, Flood Risk and Drainage advice, Draft Site Masterplan, Masterplan map.

1.12. Policy CRS6: Land to the west of Crossways

Principal of development

Nexus Planning on behalf of Hallan Land Management

- There are no legal impediments to its development it is therefore available for development.
- The Site is sustainably located within walking distance of a range of services and facilities.
- Hallam Land Management can confirm that the residential development of the Site is viable.
- The allocation of the Site is supported by the evidence base for the emerging Local plan, in particular the Sustainability Appraisal.

Public response

- Overall concept is okay.
- Do not agree with the approach.

Site Capacity

Nexus Planning on behalf of Hallan Land Management

- Hallam Land Management objects to the Plan's level of housing that is proposed at the Site.
- The masterplan at demonstrates a density of 38 dwellings per hectare. This therefore allows the 150 dwellings, along with landscaping, SuDS and open space, to be provided on a smaller development area that allows the creation of a larger area of SANG.
- The attached masterplan demonstrates that 7.68ha of SANG can be provided at the Site (as opposed to the previously considered 7.38ha). In addition to mitigating the development of 150 dwellings at the Site this, in conjunction with the approved SANG on land west of Frome Valley Road (site ref. CRS4) provides sufficient headroom to provide 402 dwellings on Woodsford Fields (site ref. CRS5). allowing the development potential of that site to be optimised.

Public response

- Fewer new homes e.g. 100.
- Disproportionate number of houses proposed.

Strategic Alternative Natural Green Space (SANG)

Nexus Planning on behalf of Hallan Land Management

- Paragraph 27.5.28 - Hallam Land Management wish to highlight that this paragraph should include reference to the land at allocation CRS5 as opposed to sites CRS1 and CRS2 (in the case of the former, the resolution to grant for the site's development includes the provision of its

own SANG; and the allocation of the latter in the emerging Purbeck Local Plan review includes a requirement for an on-site SANG to consume its own needs and an off-site Heathlands Support Area).

- Potential impacts on the nearby Dorset Heathlands Special Protection Area are mitigated through the on-site SANG provision. Capacity testing has shown that the development of the Site for housing, including appropriate landscape buffers, open space and SANG.

Natural England

- Natural England has no objection to the policy subject to the following amendment:
- 27.5.27. The text should be supported by identifying the area within the allocation set aside for SANG on the Proposals Map (Figure 27.1).

RSPB

- We welcome recognition in the plan for the requirement for SANGS with this allocation.
- The plan should confirm that any measures will be in place before occupancy of new houses.

Dorset Wildlife Trust

- The site lies within 1km of the Dorset Heaths/Heathlands international sites (Warmwell Heath), and within 5km of Dorset Wildlife Trust's Winfrith and Tadnoll Nature Reserve, also internationally designated.
- Therefore a SANG on site will be essential, as well as provision for management of improved ability to manage public access to the nature reserve (such as a heathland support area).
- Criteria III from CRS1 is required in the policy.

Poole Harbour

Natural England

- Further clauses should also be provided requiring the scheme to deliver nitrogen neutrality in relation to Poole Harbour.

RSPB

- It is not clear whether this allocation requires to be nitrate neutral and if so whether adequate mitigation measures have been secured.

Dorset Wildlife Trust

- The site also lies within the Poole Harbour catchment and this is not covered in the text or policy.

Net gain in biodiversity

Natural England

- Further clauses should also be provided requiring the scheme to deliver at least a 10% biodiversity net gain.

Nexus Planning on behalf of Hallan Land Management

- The site would achieve a net gain in biodiversity.

Green Infrastructure

Environment Agency

- We are pleased to see that green space as part of a SANG, will be incorporated into the site. This should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Landfills

Environment Agency

- There are landfills in the vicinity of this site. Assessment of any potential impact from the landfills and any other previous land uses should be undertaken, and any required mitigation put in place.

Site Access

Nexus Planning on behalf of Hallan Land Management

- An appropriate access into the Site can be formed off the existing highway network through the eastern boundary.

Landscape and Heritage

Nexus Planning on behalf of Hallan Land Management

- The land is unconstrained by landscape and heritage designations.

Surface water

Nexus Planning on behalf of Hallan Land Management

- Surface water can be accommodated through suitable SuDS.

Design

Public response

- The western / northern boundaries should be wider for broad paths and linear green space.
- Change the whole character of the area.

Heritage

Public response

- Heritage centre for the former airfield hangers.

Supporting documents

Nexus Planning on behalf of Hallan Land Management

- The following supporting documents were supplied; CRS6 SHLAA form, Transport Assessment, Noise Survey Report, Arboricultural assessment, Archaeological assessment, Ecological assessment, Assessment of flood risk and preliminary water management strategy, Sustainability Statement.

1.13. Policy CRS7: Land adjacent to Deer Leap House

Principal of development / Self Build

Mission Planning on behalf of Leaping Deer Ltd

- The allocation for 40 self-build plots is fully supported.
- It is considered that the site could (and possibly should) accommodate more development.
- This should be in line with the allocation and should also seek to protect the site's environmental assets.
- Given the size of the site it could also incorporate custom build housing and affordable housing in line with the adopted policy.

- The site will be providing much needed plots for self and custom build and affordable housing units.

Public response

- Overall concept is okay.
- Too much housing for the village.

Site capacity

Mission Planning on behalf of Leaping Deer Ltd

- The site extends to circa 13 hectares and could accommodate further self-build units.

Public response

- Fewer new homes e.g. 25 to retain more woodland.
- What will happen to the swallet holes?

Heritage

Historic England

- Historic England notes the intent of Policy CRS7. We note the presence of two grade II listed buildings (The Frampton Arms and stable buildings) to the immediate north-east of the site. These are described in the supporting text at 27.1.3 (along with other historic buildings and features) as making an important contribution to the identity of Moreton Station as distinct from Crossways. Amend supporting text for Policy CRS7 to refer to the presence of heritage assets close to the site.
- We would welcome the introduction of a new criterion into Policy CRS7 to require that the settings and significance of these heritage assets are conserved and enhanced. The supporting text could also be amended to explain this.

Woodland / Priority Habitat

Natural England

- Natural England objection, further information required.
- This is a large allocation for a modest number of dwelling, with the majority of the land supporting deciduous woodland, including large areas mapped as Priority Habitat.
- Natural England objects in principle to the loss of any Priority habitat, or loss of non-priority habitat that supports foraging Annex I birds (e.g. nightjar). Further information is therefore required on the developable area within the allocation.

Dorset Wildlife Trust

- The allocated land currently consists of broadleaved and coniferous woodland.
- These are likely to have some existing biodiversity interest and the site should be subject to further survey prior to allocation.
- Removal of existing semi-natural habitat is likely to mean the bar to achieve net biodiversity gain could be very high, making the allocation unviable, as well as being challenging in climate change terms. Both issues require further investigation.
- Should the allocation be pursued, we would expect to see reference to retention and enhancement of biodiversity features in the text and policy.

Mission Planning on behalf of Leaping Deer Ltd

- The site is a private woodland and has no public access.
- The site is an existing commercial wood and there is a felling license currently in force.
- It is envisaged that the development proposed by the allocation would remove as little woodland as possible, nevertheless, some trees will need to be removed.

- The landowner would wish to protect the sylvan nature of the site.

Strategic Alternative Natural Green Space (SANG)

Natural England

- The proposed allocation will also provide for a significant development within 5km of the heathland Habitats sites and would give rise to a likely significant effect in combination with other allocations. Natural England welcomes the inclusion at CRS7 Clause II setting out the requirement for a SANG, however, details are required of the size and location of the SANG.

RSPB

- We welcome recognition in the plan for the requirement for SANGS with this allocation.
- The plan should confirm that any measures will be in place before occupancy of new houses.

Mission Planning on behalf of Leaping Deer Ltd

- Part of the site would become a SANG.
- There are adjacent sites that are also required to provide their own SANG mitigation and the ability to combine these should be considered.
- Council should also investigate the option of part of the site providing a single SANG for the area, as opposed to each site delivering its own solution.

Poole Harbour

Natural England

- Further clauses should also be provided requiring the scheme to deliver nitrogen neutrality in relation to Poole Harbour.

RSPB

- It is not clear whether this allocation requires to be nitrate neutral and if so whether adequate mitigation measures have been secured.

Dorset Wildlife Trust

- The policy should also refer to the need for nutrient neutrality in the Poole Harbour catchment.

Biodiversity Net gain

Natural England

- Further clauses should also be provided requiring the scheme to deliver 10% biodiversity net gain.

Green Infrastructure

Environment Agency

- Green space should be incorporated into the site where possible, this should include areas of wildlife habitat, and seek to link up any existing green corridors. Wetland features in the site should be considered if appropriate.

Flood risk

Mission Planning on behalf of Leaping Deer Ltd

- The site is not within the defined flood plain.

Environment

Mission Planning on behalf of Leaping Deer Ltd

- Designations that are in place such as the nitrate mitigation, SPA boundary etc, encompass the wider area of Crossways and Moreton.

Site access

Mission Planning on behalf of Leaping Deer Ltd

- A Highways Engineer report concludes that access can be taken from Warmwell Road for the development proposed, which would not fetter the free or safe movement of vehicular traffic or pedestrian safety.

Transport

Public response

- B3390 is not suitable for increased traffic volume.
- Significant impact on residents and business vehicles (cars, tractors & trailers, articulated lorries) pulling out from properties onto main carriageway in front of vehicles travelling at 60mph.
- Better site than south of Warmwell Road as not divided by B3390 so safer and more social cohesion.

Paragraph 27.5.36 - Connection to Morton Station

Mission Planning on behalf of Leaping Deer Ltd

- The allocation of the site would provide an excellent cycleway and pedestrian link between the existing settlement of Crossways, the proposed allocation of CRS6, and the railway station.
- The location of the cycleway and pedestrian link will need careful consideration to ensure that it does not prejudice the delivery of the site and protects its ecological importance.
- The size of the site and its ability to deliver the significant infrastructure of the cycleway and pedestrian link will be challenging from a viability perspective if the allocation of the site is expected to deliver this element on its own.

Public response

- Object to site being needed to provide safe and convenient transports links to Moreton station.
- Would improve pedestrian and cycle access to station.
- Would enable access to further proposed land at Woodsford Fields directly from Moreton Station.
- Need to incorporate parking area for commuters as current parking is lacking.

Cycle & Pedestrian links

Mission Planning on behalf of Leaping Deer Ltd

- The allocation of the site will also provide a cycleway and pedestrian link.
- The importance of the cycleway and pedestrian link that will be provided from Crossways and Moreton is critical to delivering a sustainable form of development.

Public response

- Some lighting will be needed for pedestrian and cycle access.
- A high quality pedestrian and cycle access to the station connecting to Crossways away from the busy B3390.

1.14. Omission sites

Upper Woodsford, Crossways (LA/WOOD/001)

Nexus Planning on behalf of Hallan Land Management

- Upper Woodsford constitutes a highly sustainable location to meet the Plan area's housing needs.
- Although it is recognised that the majority of the new settlement will be delivered beyond the Plan period, a significant amount of housing (approximately 1,000 dwellings) can be delivered along the southern boundary of the site as an early phase of development within the Plan period.
- Hallam Land Management will provide a detailed trajectory for the potential delivery of housing at Upper Woodsford as part of its response to the Council's upcoming supplementary consultation.
- The approximately 500 hectare site is in single landownership, which provides a unique opportunity to deliver large-scale strategic growth without the need for any complex landownership agreements.
- The Plan's Sustainability Appraisal (January 2021) concludes that Upper Woodsford scores well against the majority of its objectives.
- Upper Woodsford should be identified as an Area of Search within the Plan to meet housing needs towards the end of the Plan period.
- The Area of Search will be refined into a formal allocation through either an Area Action Plan or a Local Plan Review.
- Free from any designated landscape constraints.
- Upper Woodsford is located outside of the Green Belt.
- There are no listed buildings on the site.
- The site is also located within Flood Zone 1 (other than the northern parcel).
- Free from any ecological designations (although it does lie within the 400m-5km buffer of the Dorset Heathlands Special Protection Area, requiring mitigation through Suitable Alternative Natural Greenspace).
- Its location straddling the River Frome (which flows into Poole Harbour Special Protection Area – which is particularly sensitive to increases in nitrates) provides a valuable opportunity to extract nitrogen from the river through appropriate water filtration methods.
- The removal of a significant amount of land from intensive agricultural use - Natural England, who is, in-principle, supportive of this opportunity.
- A substantial biodiversity net gain together with a net benefit to nitrate infiltration.
- Crossways / Moreton Station area is suitably located to sustainably meet the housing requirements of both the South Eastern Functional Area, in addition to the Central Functional Area.
- 76% of Dorset's jobs are located within 3.5 miles of the stations along the London – Weymouth rail corridor.
- The following supporting documents were supplied; SHLAA form, Representation to the West Dorset, Weymouth & Portland Preferred Options, Landscape and visual appraisal, Heritage Appraisal, Preliminary Ecological Appraisal, Surface Water Drainage Strategy, Transport and Accessibility Appraisal, Services appraisal, Concept Framework, Report on the Examination of the Hart District Council Local Plan and Infographic – Stations / employment.