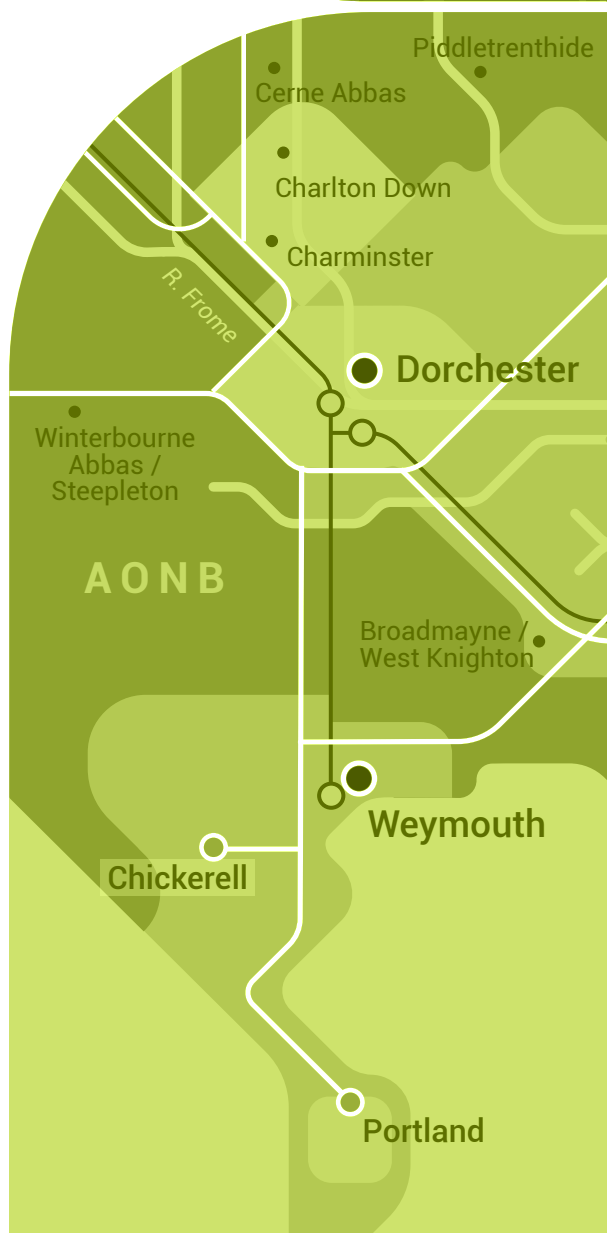




# Dorset Council Local Plan



## Dorchester 2021 Consultation Summary of Responses



January 2023



Dorset  
Council

## Contents

Contents.....	2
1. Dorchester.....	3
1.1. Introduction .....	3
1.2. Vision for Dorchester .....	3
1.3. Development strategy.....	4
1.4. Settlement wide issues .....	6
1.5. Policy DOR1: Dorchester Roman Town Area .....	7
1.6. Policy DOR2: Future Town Centre expansion .....	8
1.7. Policy DOR3: Brewery Square, Weymouth Avenue .....	13
1.8. Policy DOR4: High East Street / High West Street Area .....	14
1.9. Policy DOR5: Dorchester Transport and Environment Plan (DTEP).....	15
1.10. Main development opportunities.....	19
1.11. Policy DOR6: Poundbury mixed-use development.....	19
1.12. Policy DOR7: Poundbury Parkway Farm business site.....	20
1.13. Policy DOR8: Land south of St George’s Road and land off Alington Avenue .....	21
1.14. Policy DOR9: Former Dorchester Prison .....	24
1.15. Policy DOR10: Land south of Castle Park .....	25
1.16. Policy DOR11: Kingston Maurward College .....	32
1.17. Policy DOR12: Dorset County Hospital .....	33
1.18. Policy DOR13: Land North of Dorchester (see separate document) .....	36
1.19. Policy DOR14: Land to the west of Charminster.....	36
1.20. Policy DOR15: Forston Clinic, Charlton Down.....	47
1.21. Omission sites .....	50

## 1. Dorchester

Please note that this summary excludes DOR13 – Land to the North of Dorchester which is subject to its own summary.

### 1.1. Introduction

#### Housing need

##### Public response

- There is a need for more housing for local residents and a high need for affordable housing in the town. The proposed new homes at Dorchester will not be affordable.
- Dorchester has become overburdened with care homes at the expense of homes for working age families.

#### Policy order

##### Public response

- Concern that policy numbers are not in a logical order.

### 1.2. Vision for Dorchester

#### Support

##### Landowners of part of the North Dorchester site

- The vision is supported.

##### North Dorchester Consortium

- The vision for Dorchester is supported.

#### Objections/disagreement

##### Dorchester Town Council

- The vision for Dorchester does not mention being able to walk to work or to reach the town centre other than by car. This should be part of the vision.

##### Dorchester Civic Society

- There is no credible vision for Dorchester as paragraph 23.2.1 is totally inadequate. The vision should embrace concepts such as a 'walking/cycling town' with an emphasis on personal mobility and offer a realistic and up-to-date view of the town centre which reflects changes brought about by Covid-19 and evolving employment, retail and commercial trends.

##### Public response

- In the vision it is unclear what 'attractive' (bullet 2) or 'quality' (bullet 6) mean.
- The proposed North Dorchester allocation is in contradiction with the last bullet of the vision that seeks to make the most of the surrounding countryside.
- Vision does not explain why a large amount of employment land is required in the DOR13 proposal, given the imbalance between employment and homes in the town.

- The vision for Dorchester is short-sighted and uninspiring and could have been written about any other town in the UK.
- The vision does not mention the Climate Emergency or climate change issues. All aspects of the plan relating to Dorchester must be measured and tested with reference to this.
- The vision could be improved by promoting: more accessibility; a carbon neutral housing stock; leading edge quality of building design; a more diverse local economy; and opportunities to live and work locally without the need for cars to commute.
- The vision seems outdated and bland with too much emphasis on retail. There is a need to emphasise: mixed-use; Dorchester as a cultural destination; the heritage of the town; and the need to protect heritage assets.
- New development must provide infrastructure, the homes must be net carbon zero, and the design must be sympathetic to the local area.
- In order to achieve the vision, the transport problems set out in Section 23.5 need to be addressed. Policy DOR 13 should include a statement about the impacts the development will have on Dorchester and how they will be mitigated.
- There is a need for a joined-up strategic masterplan, including sustainable transport options, to address traffic problems, especially in High East Street and High West Street.
- The vision for Dorchester is contradictory because it promotes building houses to meet the requirements of existing jobs while at the same time attracting new jobs.
- Vision draws a false picture of the facilities that Dorchester offers – lack of data to demonstrate significant deficit is sporting and cultural amenities and open green space.

## 1.3. Development strategy

### Support

#### North Dorchester Consortium

- The recognition of the role that North Dorchester will play in addressing the development needs of the town in paragraph 23.3.1 is supported.

### The level/scale of growth

#### Dorchester Town Council

- The proposals for Dorchester significantly outstrip the proposals for any other settlement. No other town has this level of planned growth and resultant population increase.

#### Cheselbourne Parish Council

- The town would benefit from further development, but not of the scale proposed and not without improvements to the town centre and infrastructure.

#### Public response

- The amount of housing proposed at Dorchester is disproportionate to the rest of the county and flies in the face of environmental policy.
- Dorchester is a market town and functions well as it is, providing jobs for Weymouth and the villages. The proposals for growth would kill the town.

## Housing

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### Knightsford Parish Council

- There should be faster and better opportunities to re-develop redundant office and retail space for specialist retail or housing, taking into account changes in working patterns.

### Origin3 on behalf of Obsidian Strategic

- Charminster is a sustainable location for development due to its relationship with Dorchester. Its potential role in the strategy for the area is supported. However, the amount of additional housing directed to Charminster should be at least 350 dwellings.

### Public response

- The local plan should include housing allocations in the town centre. The proposed additional retail space is unlikely to be needed and car parks could be re-developed.
- To support sustainable living, the Council should promote the change of use of buildings in Dorchester to residential, concentrate on re-imagining the existing housing stock, and encourage more people to live in town centres, which will increase vibrancy.
- The development at Poundbury and on other sites in Dorchester should be completed before any commitment is made to further development at Dorchester.
- The Council should spread housing allocations over a wider area rather than concentrate development at Dorchester.
- Casterbridge Industrial Estate should be considered for mixed-used redevelopment.

## Economy

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### Public response

- There is no evidence to support the assumption that the number of jobs in the town will not change. The likelihood is that jobs overall will fall.
- The vitality, survival and enhancement of retailing in Dorchester is important. A synergy between the development of retail opportunities and tourism should be developed further.

## General comments

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### Knightsford Parish Council

- The strategy should better recognize the changes in the way people work, shop and travel.

### Public response

- The consultation comments from 2018 have not been influenced/ fed back in the plan making process.
- The local plan should be deferred until Poundbury is built out, so that a more accurate assessment of town centre and housing needs can be made.

## Paragraph 23.3.4 - Nitrate neutrality

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### North Dorchester Consortium (NDC)

- The DOR13 development will be nitrate neutral and could potentially offset the impact for other sites, particularly urban and brownfield sites in the Dorchester area. NDC would welcome discussions with the Council with regard to how nutrient 'credits' might be used.

## RSPB

- We welcome and support recognition of the nitrate impacts likely to arise from proposed residential and commercial allocations in Dorchester in paragraph 23.3.4 and the requirement to ensure that these allocations are nitrate neutral.

## 1.4. Settlement wide issues

### Impacts of growth / infrastructure requirements

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#### Dorchester Town Council

- Development on sites in the Dorchester area often requires significant improvements to road and cycleway infrastructure that connects them to the town. Development will also place additional pressures on the town's road and other infrastructure.

#### Cheselbourne Parish Council

- Declining infrastructure and a poor town centre cannot sustain the proposed volume of housing at Dorchester.

#### Sport England

- There needs to be contributions sought towards either on-site or off-site indoor and outdoor sports facilities for all residential developments in Dorchester.

#### Public response

- The plans for the town are unrealistic and destructive to the environment and infrastructure.
- The proposed housing sites are at risk from flooding.
- The proposed allocations around Dorchester are not well placed relative to the town centre so residents will use their cars to access services and facilities.
- The amount of housing proposed at Dorchester will create a choke point in the centre of the county for traffic and stop the flow to Weymouth and Portland.
- Lack of any reference to the provision and management of green infrastructure.
- Concern with the lack of amenities and facilities - no sports centre, no art gallery, no theatre or arts centre, very few public meeting places – lack of explanation of how this will be addressed.
- Dorchester should be promoted as an academic destination, and a centre of excellence for education, working with the museum and Kingston Maurward College.

### Economy and tourism

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#### Public response

- Dorset fails to attract tourists due to access issues and poor information availability.
- Dorchester needs a dedicated tourist information centre.
- Lack of explanation of what is considered to be a reasonable travel to work distance.
- Lack of work on connectivity to understand why people travel into Dorchester.
- Lack of statistical information regarding the population and employment profile of people in Dorchester.

## Public transport / park and ride

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### Dorchester Town Council

- Dorchester requires improvements in the provision of public transport, as it has been left behind in this respect. Such improvements are needed to ensure the town does not lose out on the provision of improved local community buildings and structures.

### Cheselbourne Parish Council

- Improvements to rail are required, including the Dorchester West to Bristol route. This is a poor link and does little to tempt anyone from road to rail.

### Public response

- The aim to provide 'quality transport links to the surrounding areas' needs to have action behind it. The track record for improving public transport is appalling.
- Bus service improvements are required to wider Dorset and Wiltshire.
- A bus pull-in area should be provided on Charles Street.
- Dorchester railway stations need disabled access.
- There should be two or three large parking areas on the west, east and south fringes of Dorchester plus Poundbury, interconnected by a frequent trolley / electric bus service.
- Improving public transport is more urgent than providing a park and ride facility.

## Design

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### Public response

- High quality design is needed in the town.

## 1.5. Policy DOR1: Dorchester Roman Town Area

### Policy approach

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#### Dorchester Town Council

- The policy is supported.

#### Public response

- The policy is supported.

### Objections/disagreement

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#### Dorchester Town Council

- There should be much greater emphasis in the Local Plan on Dorchester's history and heritage. The Local Plan should recognise that the need to preserve that heritage is more important than hitting arbitrary Government housing targets.

#### Historic England

- The intent of Policy DOR1 and the proposed criteria are supported, but this policy (or Policy DOR2) should be reworded to better encourage development within Dorchester Town Centre that conserves and enhances the special interest of the Dorchester Conservation Area and the significance and setting of the heritage assets located within it.

- A new criterion could be introduced (or in Policy DOR2) that encourages development that conserves and enhances the significance and setting of the Conservation Area and other heritage assets, building on the Dorset Historic Towns Survey for Dorchester and the Dorchester Conservation Area Character Appraisal (adopted in 2003).
- The Dorchester Conservation Area Character Appraisal needs an update and a management plan should be prepared.
- The new policy criterion and supporting text should direct plan users to the Dorset Historic Towns Survey for Dorchester, the adopted Conservation Area Character Appraisal and a new management plan.

### Public response

- The statement ‘any development within the Roman Town area, as shown on the policies map, should help reinforce the historic character and layout of the area’ should use the word ‘must’ instead of ‘should’.
- The town has an unspoiled charm and would benefit from a tourist offering focused on its strengths e.g., Thomas Hardy and Roman buildings. The redevelopment of the museum is an excellent opportunity.

## 1.6. Policy DOR2: Future Town Centre expansion

### Policy approach

#### Stinsford Parish Council

- Object - retail expansion is no longer relevant in the current economic climate and post-Covid.

### Public response

- Dorchester town centre development is essential.
- Dorchester needs to expand its retail offer to solve the problems of: High Street retail decline; empty units; and poorly planned and fragmented facilities.

### Additional retail provision

#### Dorchester Civic Society

- There is no justification for more retail floorspace.

#### West Dorset Conservative Association

- There is a lack of need for retail and commercial development in Dorchester.

### Public response

- Mention of the effects of Covid-19 (and Brexit) in paragraphs 23.4.5 and 2.2.10 is welcomed.
- The assessment of the need for additional retail space in paragraph 23.4.5 is useless. Plans will have to be put on hold until an understanding of how the combined effects of Covid-19 and Brexit will change the requirements.
- There may not be a need for additional retail provision in Dorchester as stated in paragraph 23.4.5. The proposals are outdated and do not take account of changes in shopping behaviour, which have been exacerbated by the Covid-19 pandemic.
- Policy DOR2, which seeks to expand the town centre, is at variance with paragraph 5.5.2, which discusses the issues affecting town centres, including a long-term decline in retailing, Covid-19 and Brexit.



- The demand for retail development has fallen and is unlikely to rise again.
- The Council should not rely on a report produced in 2018 to justify the proposed allocations. Future retail trends, such as the distribution of online goods need to be considered.
- There is no requirement for town centre convenience stores.
- The role of the town as a shopping destination will continue to decline over the plan period.
- The empty shops in Dorchester are a result of changing shopping trends that have been altered drastically, and forever.
- It would be pointless to make provision for an increase in retail space or to have this as a strategic aim, as the units would stay unused and blight the town.
- More empty shops in the town centre should provide headroom for future retail growth, removing the need to allocate new sites.
- The Council should stop wasting money on consultants to dream up stupid grand schemes that local people do not want.
- Changes in retail property sustainability and projected demand should be reconsidered.

## The need for regeneration

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### Public response

- Dorchester is no longer a retail destination. The town centre is run down with many empty shops following store closures.
- Remodelling the centre should be a priority with an emphasis on rebuilding Dorchester centrally.
- The existing town centre should be regenerated, rather than expanded, with a focus on rejuvenation and adaptation. There is a concern with the town centre spreading out.
- Dorset Council should propose measures to help fill vacant shops and to make Dorchester an attractive place to visit.
- Independent and artisan traders should be encouraged in order to create a unique retail and food offer for tourists and locals.
- There should be greater emphasis on creating facilities for social interaction, the arts, small local businesses and workshops.
- Opportunities should be found to create public open spaces (eg. tree-lined squares and streets, plazas).

## The need for housing in the town centre

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### Public response

- The town centre overall has the potential for 1,500 additional homes.
- There should be a more innovative approach to the use of empty retail space, with a focus on converting previous commercial property to residential.
- The statement in paragraph 23.4.8 that 'upper floors of any new development could be suited to a mix of residential...' should be mandated, so that developers are obliged to tackle the issue, given the apparent housing shortage.
- The major retail premises on South Street should be redeveloped for social housing.
- The position of the South Walks House offices should be reconsidered.
- It should be mandated in policy that 'mixed use' is included in any development.
- The capacity of the Iceland site (SHLAA reference LA/DORC/003) for residential development should be revised from 10 to 21 units.

## The need for a new strategy

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### Dorchester Town Council

- The disparate incoherent nature of policies DOR2 to DOR5, and DOR9 demonstrate an absolute lack of clarity at Planning Authority level regarding the future of the town.
- Many of the policy statements, particularly DOR2, take no account of the failure of previous attempts to develop Charles Street, the impact of internet shopping on the retail sector, and most recently the impacts of Covid-19 and lockdowns.
- The potential for redevelopment in the town should be looked at again. A fundamental rethink of the strategy for the town centre is required, using external professionals to work with the community to develop a coherent masterplan. Uses for the town centre space should include retail and hospitality, markets, leisure, and residential use. There could be higher levels of residential use whilst still boosting the town centre, in a manner that the former Eldridge Pope Brewery site has shown to be feasible.
- The masterplan should cover Brewery Square, Fairfield, the Great Western Trading Estate, Trinity Street, South Street, the car parks and redundant offices in Charles Street, the High Street and North Square. These sites along within the town centre could provide more than 350 new homes, if carefully planned. Recognising the vague and aspirational nature of the policy statements, the masterplan should also include a strategy for implementing change and should identify how it will work with current landowners to share the costs and benefits of development across the geographical area.
- The appropriate redevelopment of this area coupled allocations DOR8, DOR10 and DOR12, will be sufficient to meet the town's long-term growth needs and provide a sensible alternative strategy to Policy DOR13.

### Broadmayne Parish Council

- A major re-think of this part of the local plan will be needed, as the impacts of the pandemic on Dorchester are significant.

### Dorchester Civic Society

- Proposals for Dorchester town centre have not changed. A rethink is needed to promote the town centre as a vibrant mixed use community hub with sustainable transport at its heart. This should provide the basis for the much-needed town centre land use and transport masterplan.
- The town centre plan should focus on the town's county town status; the Thomas Hardy and other cultural and heritage associations which provide Dorchester's distinctive 'brand'; and the centre's retail consolidation and revitalisation, involving mixed commercial and residential uses.
- Policies for the town centre should encourage not just viable retail uses, but uses, including residential, that will generate activity and footfall and, in particular, highlight the many museums and tourist attractions that exist around the centre – all within walking distance of one another.

### Public response

- These policies have been brought forward from previous plans but have not been refreshed to take account of the decline in High Street retailing, the impact of internet shopping, and the impacts of Covid-19.
- A fundamental rethink of the strategy for the town centre is required. More careful, up-to-date thinking is needed to consider the future uses for these sites.

- A fresh approach is required looking at this area as a mixed residential / retail development in order to enable residents to take advantage of existing transport links e.g., trains and buses.
- A town centre masterplan needs to be developed covering Brewery Square, Fairfield, Great Western Trading Estate, Trinity Street, South Street, and car parks. This needs to be developed with community engagement and stakeholder communication.

## Out-of-centre retail

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### Dorchester Town Council

- Dorchester town centre is increasingly unable to sustain even modest impacts of new out-of-town retail development.

### Public response

- For the development of convenience provision, alternative edge-of-town locations should be considered.

## The redevelopment of car parks

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### Broadmayne Parish Council

- There is a lack of clear proposals to achieve development on car parks whilst retaining parking spaces.

### Public response

- Extra car parking / a new car park is needed in Dorchester.
- There is no need for more car parks in Dorchester.
- Car park sites could be allocated for housing or mixed uses. They could support higher density development than would be acceptable on a greenfield site.
- The masterplan for Weymouth Town Centre includes housing on car parks.
- Development with covered above or below ground car parking should not be contemplated in order to maintain a sense of outdoor space.
- There have been previous unsuccessful attempts to promote the redevelopment of car park sites in the town centre for retail use.

## Charles Street Car Park

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### Cheselbourne Parish Council

- Charles Street Car Park should be redeveloped. The need to preserve the ancient Roman ruins buried under tarmac should be re-examined against the need to develop a thriving and bustling County Town fit for the future.

### Public response

- The re-development of the Charles Street site is supported, if done sympathetically with regard to the historic context and heritage of the town.
- It seems extremely unlikely that new retail development will be needed on the Charles Street site to expand the town's retail offer, as there are plenty of empty premises available. This site should be removed from the plan.
- The Charles Street site should not be retained as a primary retail area, as Dorchester is struggling to retain its existing retail outlets.

- New retail development at Charles Street will result in the car park being lost, which will discourage people from using the town's shops and encourage more internet shopping.
- A working group was set up to look at rejuvenating the Charles Street site with retail development, but developers viewed the site as undeliverable for retail purposes. It is unlikely that it will appeal to large retailers in the future.
- Suggestion that South Walks House may be suitable for an alternative use.

## Trinity Street Car Park

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### Public response

- It seems extremely unlikely that retail expansion will ever be needed on the Trinity Street site and this should be removed from the plan.
- The Trinity Street site should not be retained as a primary retail area, as Dorchester is struggling to retain its existing retail outlets.
- New retail development at Trinity Street Car Park will result in the car park being lost, which will discourage people from using the town's shops and encourage more internet shopping.
- Any additional retail expansion on the Trinity Street site needs to be carefully linked with what is already there.

## Fairfield Car Park and The Market

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### Public response

- Fairfield Car Park and market site are suitable for retail development and decked parking.
- It is important to retain Dorchester's market.
- Fairfield Car Park needs to be retained as it serves Brewery Square and The Market.

## General issues

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### Public response

- There is a lack of open spaces in the central part of Dorchester.
- Town centre property is locked into retail use as it belongs to pension funds.
- Dorchester town centre has issues with pollution.

## Heritage

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### Historic England

- The intent of Policy DOR2 is supported. The supporting text to Policy DOR 2 should acknowledge the statements in the adopted Conservation Area Character Appraisal (2003) that the Charles Street and Trinity Street Car Parks are detrimental to the Dorchester Conservation Area, and that the gap site in Trinity Street is an eyesore.
- The proposed masterplan to guide and coordinate development in Dorchester Town Centre is welcomed. However, the status of the masterplan and how it will link to the implementation of Policy DOR2 should be made clear.
- The supporting text should refer to the adopted Dorchester Conservation Area Appraisal (and new management plan) and explain the status of the emerging masterplan.
- A new criterion should be added to Policy DOR2 to direct plan users to and encourage development in accordance with: the agreed masterplan; the adopted Dorchester Conservation Area Character Appraisal; and any management plan that may be prepared.

- See also comments made in relation to Policy DOR1, which may also relate to Policy DOR2 (if DOR1 is considered to be the most appropriate policy to amend).

### Public response

- Opportunities should be found that allow the public to view and appreciate the prehistoric and Roman remains that lie buried in the town.

## Tourism

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### Public response

- Tourist information centres should remain open and more should be made of Dorchester's underground Roman history to encourage tourists (who also shop in Dorchester and use the car parks) to visit.
- There should be a larger hotel on the outskirts of the town.
- The museum should be extended.

## Transport and parking

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### Broadmayne Parish Council

- Having good quality transport links to the surrounding towns and rural area would help to ameliorate the ever expanding need for car parks.

### Public response

- There should be a no traffic rule in the central area of Dorchester.
- Pedestrianisation is needed.
- Better public transport is needed in Dorchester including a bus station.
- Need for new and better pedestrian access between Charles Street and South Street, and between South Street and Trinity Street.

## Water/Sewage

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### Wessex Water

- Any improvements within town centres must seek to reduce surface water flow from impermeable areas with the use of SuDS providing multi benefits.
- Existing apparatus must be protected with appropriate easements observed. Any damage to Wessex Water apparatus by third parties will result in compensation claim.

## 1.7. Policy DOR3: Brewery Square, Weymouth Avenue

### Implementation / status of the site

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### Public response

- References to the site being outside the primary shopping area and to community facilities and a hotel are now out-of-date as large parts of the scheme have been built out.
- The site should be reviewed for inclusion in Dorchester Town Centre.

## Nitrate and phosphate neutrality

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### RSPB

- Policy DOR 3 and the accompanying text includes no reference to the need for nitrate neutrality. This should be referred to in the policy, using the text from paragraph 23.6.23.
- Mitigation to ensure phosphate neutrality for proposed allocations in Dorchester is required, as the River Frome is a freshwater ecosystem sensitive to phosphate pollution.

## 1.8. Policy DOR4: High East Street / High West Street Area

### Need for more detail

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#### Broadmayne Parish Council

- Lack of indication of how measures to reduce traffic flows will be achieved.

#### Public response

- The statements in the policy seem aspirational. There is no clarity about how improvements will be achieved through the Local Plan process.
- There is a need for more detail on how improvement measures will be put in place.
- The wording - 'measures to reduce traffic...will be supported' is inadequate. Measures should be proposed in the policy and then implemented.

### Heritage

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#### Historic England

- The intent of Policy DOR4 is supported.
- The supporting text should refer to the adopted Dorchester Conservation Area Appraisal (2003), which identifies the negative impacts of excessive traffic along the High Street as detrimental to the character and quality of the Conservation Area.
- New criteria should be introduced into Policy DOR4 to encourage development that conserves and enhances the High Street's historic environment as well as improvements that positively respond to local character and distinctiveness based on an updated Conservation Area Character Appraisal and a management plan for Dorchester.

#### Public response

- There is a lack of a clear vision for protecting heritage assets. A joined-up strategic masterplan including sustainable transport options is needed as this would be critical to addressing High East Street / High West Street's traffic problems.

### Transport

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#### Dorchester Civic Society

- The policy should state that, by the end of the plan period, there will be no traffic on the majority of the High Street which will become primarily a pedestrian zone.

#### North Dorchester Consortium

- The proposed Frome Valley Park might be able support the implementation of Policy DOR4 through the provision of enhanced pedestrian routes between the town centre and the Frome Valley, as mentioned in Criterion I.

## Public response

- The High Street serves as an alternative route when the bypass is closed.
- Traffic should be removed from the town centre as a whole.
- Lowering traffic levels in the High Street is supported.
- Reducing traffic would improve air quality and support the conversion of properties to housing.
- Closing the High Street to traffic may have impacts elsewhere, including through Fordington, where there may be residential amenity impacts.
- Traffic increases as a result of the North Dorchester development need to be considered.
- The High Street should be made one-way only.
- Access should be limited to those requiring access within the local area only.
- There should be intelligent control of the traffic at certain times of day.
- There is a need for traffic calming.
- There is a need for dedicated pathways for electric bikes and scooters.
- There should be access for cyclists through High East and High West Streets.
- There should be shared use areas for cyclists and pedestrians in High East and High West Streets.
- High East Street and High West Street should be pedestrianised.

## Water/Sewage

### Wessex Water

- Any improvements within town centres must seek to reduce surface water flow from impermeable areas with the use of SuDS providing multi benefits.
- Existing apparatus must be protected with appropriate easements observed. Any damage to Wessex Water apparatus by third parties will result in compensation claim.

## 1.9. Policy DOR5: Dorchester Transport and Environment Plan (DTEP)

### Dorchester Transport and Environment Plan (DTEP)

#### Dorchester Town Council

- DTEP needs to be replaced with a coherent traffic and parking plan for the town that also respects and emphasises our townscape and environment. Such a plan should incorporate increased opportunities for walking and cycling in the town centre as well as properly thought through public transport.
- Improving the visual environment of the High Street and removing the ability of the car to dominate would also reduce vehicle emissions in arguably the most significant Air Quality Management Area in the county.

#### Stinsford Parish Council

- Potential conflict between part I of DOR5 and the proposals in DOR13.

#### Broadmayne Parish Council

- There is a lack of clear plans to find solutions to transport issues.

### Environment Agency

- The production of DTEP is supported. We would support and encourage any proposals to improve pedestrian routes, cycle paths and public transport opportunities.

### Historic England

- Historic England objects to Policy DOR5 as currently written, but supports its intent given that the adopted Dorchester Conservation Area Appraisal (2003) identifies the negative impacts of excessive traffic on the character and quality of the Conservation Area.
- The masterplanning work underway for Dorchester Town Centre should be informed by an updated Conservation Area Character Appraisal and a management plan for Dorchester.
- The supporting text should refer to the adopted Dorchester Conservation Area Character Appraisal and new management plan.

### Dorchester Civic Society

- The DTEP appears to be defunct, illustrating the need for an up-to-date transport masterplan for Dorchester. That transport masterplan needs to be prepared in conjunction with Highways England in order to ensure that there is sufficient capacity on the existing bypass to both obviate any need for a northern bypass and to take through traffic out of the High Street. It also needs to move towards a pedestrian and cycle friendly town.
- There is no evidence to show how DOR13 could be effectively linked to the town centre other than by car via High East Street, which would have an adverse impact on the High East Street Air Quality Management Area.
- There is no consideration of the cross-town links needed to link DOR13 with the centre of Dorchester in a sustainable manner. In view of the distance from the town centre and the practical difficulties presented by the Frome watermeadows, it may not be possible to achieve a viable solution, which respects the setting of the town.
- Paragraph 23.5.4 refers to walking links from High Street to the Frome Valley but omits mention of the much-needed cross town cycle links [National Routes 2 and 26]. Opportunities to promote walking, cycling and public transport should be identified and pursued.

### North Dorchester Consortium

- The implementation of the Northern Link Road proposed as part of the North Dorchester development will deflect some journeys away from the town and will help to address the issues of traffic congestion and air pollution referred to in the supporting text.
- It would be helpful if the locations of any transport improvements are shown on the Policies Map.

### Public response

- DTEP is outdated.
- The DTEP programme has stalled since the advent of Dorset Council and there is no clarity on how delivery is likely to be achieved through the Local Plan process.
- Paragraph 23.5.3 implies that DTEP will be effective, however the plan was rejected.
- Artworks and sculpture themes need to be integrated into existing community areas.
- Green bridges under or over busy trunk roads need to be improved.
- There is a need for a fundamental re-design of traffic flows and car parking in Dorchester (with fast electric access from any edge of town car parks).
- How Poundbury fits into the transport network of the wider town needs further consideration.



- Current public transport / safe cycling provision is inadequate, especially in the light of the proposed expansion of the town. More detail is required of how new housing sites will be connected to public transport / safe cycling routes.
- There is a need for more safe cycle routes into the town.
- There is a need for improved green corridors and trails through Dorchester connecting with North Dorchester, Charminster, Poundbury and Kingston Maurward.
- The impact of home working, autonomous vehicles, and online retailing on parking need should be considered.
- The proposed multi-storey car park at the hospital will not resolve parking issues.
- Parking in Dorchester needs a complete overhaul.
- A parking strategy for the whole town needs to be implemented.

## Park and ride at Stadium Roundabout

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### Dorchester Town Council

- The park and ride proposals in the current Local Plan are out of date, as the move towards home working makes it less necessary. It has not progressed, despite being in the plan since 2015 and Dorset Council is no longer financially able to fund such a scheme.
- The park and ride site gives no consideration to the North Dorchester proposal.
- It is recognised that a need exists on the town's boundary for HGV parking (reducing the negative impacts of HGV parking at Top o' Town on the town centre). Coupling this with an electric vehicle charging point for east / west traffic and local buses, plus additional motel accommodation and hospitality for tourists, should be explored through the Local Plan.

### Piddle Valley Parish Council

- There is little apparent consideration given to the role of car parks in town centres, which are obvious contenders for possible redevelopment. However rural communities, where there is little in the way of bus services, rely on being able to park close to the town centre for shopping etc. This is referenced under DOR5, however a park and ride site to the north of the town would not be an effective solution for communities such as the Piddle Valley which are to the north.

### Broadmayne Parish Council

- It is unclear whether a park and ride facility would be effective, as a previous scheme was abandoned.

### Winterborne Farringdon Parish Council

- The Parish Council objects to the proposal.

### Historic England

- Historic England objects to Policy DOR5 in its current form.
- We welcome the supporting text at paragraph 23.5.6. that requires development on the park and ride site to avoid and minimise harm to the setting and significance of nearby Maiden Castle and the Herringston Barrows (both Scheduled Monuments) and to maximise enhancements.
- Criterion II of Policy DOR5 should include an additional sentence requiring development on the park and ride site to avoid and minimise harm to the setting and significance of Maiden Castle and the Herringston Barrows and to maximise enhancements.

### Natural England

- Criterion II of DOR5 should include a requirement for substantive landscape planting across the proposed park and ride site to effectively screen it in views from Maiden Castle.

### Dorchester Civic Society

- Clarification is required on whether the 'stadium junction' park and ride proposal has been abandoned.

### Portland Port

- The policy is focussed on Dorchester without recognising the detrimental impact the park and ride scheme could have on Weymouth and Portland.

### Duchy of Cornwall

- The park and ride site proposed under Policy DOR5 is supported, but the allocation should be extended about 270 metres south of the hedge boundary to provide sufficient land for: park and ride; a trunk road service area (TRSA); and an electric vehicle charging station.
- The park and ride site is allocated in the adopted local plan for West Dorset. The hospital's proposals to reduce its car parking area for service provision, gives greater weight to the retention of the allocation.
- There is a need for a TRSA, which is acknowledged by Highways England. This need is even greater following the reduction in facilities elsewhere on A35(T) and A31(T).
- The provision of dedicated charging for electric vehicles can be justified by the evolution of electric vehicles; the need to facilitate the use of renewable energy (reflecting the climate emergency declared by Dorset Council); and the need to reduce traffic pollution in the town centre.

### Public response

- A parking strategy for the town in conjunction with a Trunk Road Order for Dorchester are needed to ensure that people use the park and ride, which is urgently needed for the business and working community.
- Object to the proposed park and ride site.
- The statement in paragraph 23.5.6, referring to the park and ride facility does not have credibility, as the scheme was withdrawn by Dorset Council two years ago.
- The park and ride facility may not be needed, given the decline in retail and the proposed North Dorchester development, which would reduce the need for commuting. Some traffic modelling is needed to support the policy.
- The previous park and ride scheme at the Stadium had a low take-up and was not viable.
- The park and ride allocation should be deleted as the concept does not work, people drive further to get to it, and there is a lack of interest from Dorset County Hospital.
- The proposed park and ride scheme should be scrapped and there should be a modern service area for the A35 with electric vehicle charging instead.
- Instead of a park and ride facility, the train service between Weymouth and Dorchester should be improved with a new multi-storey car park built in the town centre.
- The proposed park and ride development will urbanise a countryside location.
- The park and ride allocation should be deleted from the Local Plan as it would harm the setting of Maiden Castle Scheduled Monument and the Dorset AONB and interfere with an existing flood alleviation scheme.
- The proposed park and ride development will impact on views from Maiden Castle.

- The park and ride needs to be carefully designed with respect to views from Maiden Castle.
- A new visitor centre to Maiden Castle could be provided south of the Stadium Roundabout.
- The proposed park and ride site is known to flood.
- The junction at Stadium Roundabout is busy and already suffers from congestion.
- There is an urgent need to provide a safe crossing of the bypass for pedestrians and cyclists at the Stadium Roundabout.

## 1.10. Main development opportunities

The following sections include a summary of representations received in relation to the following policies:

- Policy DOR6: Poundbury mixed-use development
- Policy DOR7: Poundbury Parkway Farm business site
- Policy DOR8: Land south of St George's Road and land off Alington Avenue
- Policy DOR9: Former Dorchester Prison
- Policy DOR10: Land south of Castle Park
- Policy DOR11: Kingston Maurward College
- Policy DOR12: Dorset County Hospital
- Policy DOR14: land to the west of Charminster
- Policy DOR15: Forston Clinic, Charlton Down

## 1.11. Policy DOR6: Poundbury mixed-use development

### Policy approach

Dorchester Town Council

- The policy is supported.

### Landscape / heritage impacts

#### Public response

- The existing development has an impact on the countryside, in particular, on views from Dorchester from the Yeovil direction, either along the A37 or along the Roman Road.
- Land on the north side of Poundbury should not be used for employment, as most of it is a steep slope down to the Roman aqueduct.
- The development will have an impact on the setting of Poundbury Hillfort.

### Nitrate and phosphate neutrality

#### RSPB

- Draft policy DOR 6 and supporting text include no reference to the need for nitrate neutrality. This should be referred to in the policy, using the text from paragraph 23.6.23. This is particularly important for draft policy DOR6 as the proposed Poundbury extension is for 1,200 houses.
- Mitigation to ensure phosphate neutrality for proposed allocations in Dorchester is also required, because the River Frome is a freshwater ecosystem which is sensitive to phosphate pollution.

## Transport / public transport

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### Yellow Buses

- The north-west and north-east quadrants are over 400 metres away from regular bus services. An extension to services or new links would be required and the extension of Route 10 to the new quadrants would be cheapest option. The cost of providing a half-hourly service over 4 years would be £350,000 or £650,000 over 4 years for a 15-minute service.

### Public response

- Further consideration of how Poundbury fits into the transport network of the wider town is required.
- There are highway safety issues with the layout of traffic and pedestrian pathways. They are dangerous because they are not easily understood on a first visit.

## Implementation / Queen Mother Square

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### Dorchester Town Council

- Given the site is nearing completion, is reference to education (delivered) and community, leisure and recreation facilities (some delivered, Crown Hall deleted) still required?
- There are no obvious 'town centre uses' at the now completed Queen Mother Square. Please replace with 'local neighbourhood uses'.

### Public response

- Does reference to education (delivered) and community, leisure and recreation facilities (already delivered or deleted) still need to be in the document?
- Queen Mother Square does not act as a hub.
- Please replace the words 'town centre uses' with 'commercial and leisure uses'.

## 1.12. Policy DOR7: Poundbury Parkway Farm business site

### Policy approach

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#### Dorchester Town Council

- The policy is supported.

### Uses permitted on the site / waste recycling centre

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#### Dorchester Town Council

- It is not clear why use is limited to B2 & similar. Might other non-retail B use classes be included?

### Public response

- The policy should enable other non-retail uses to be considered.
- The area should be used for a new waste recycling centre that is modern and accessible to all. This site has good access onto the bypass and A35 or A37, whereas the current waste recycling centre is outdated and accessed through a residential community.

## Flooding

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### Environment Agency

- There is potential surface water flooding within the site. The Lead Local Flood Authority (Dorset Council) is the lead for this type of flooding and should be contacted.

## Nitrate and phosphate neutrality

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### RSPB

- Draft policy DOR7 and the accompanying text includes no reference to the need for nitrate neutrality. This should be referred to in the policy, using the text from paragraph 23.6.23.
- Mitigation to ensure phosphate neutrality for proposed allocations in Dorchester is also required, because the River Frome is a freshwater ecosystem which is sensitive to phosphate pollution.

## 1.13. Policy DOR8: Land south of St George's Road and land off Alington Avenue

### Policy approach

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#### Dorchester Town Council

- The policy is supported.

#### C G Fry

- The allocation is supported. The sites would contribute about 100 dwellings to Dorset's housing targets and land supply and the sites are suitable, available and deliverable.
- The sites would provide sustainable housing close to existing services and facilities in and around Dorchester and offer significant potential to provide a multitude of public and environmental benefits.
- Pieces of evidence will be submitted to support a planning application due in 2021.

#### Public response

- The allocation and the protection of Max Gate are supported.

## Biodiversity / nitrate and phosphate neutrality

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### Natural England

- Please note the maintenance and enhancement of existing ecological corridors for bats is an important consideration for the allocation.

### RSPB

- Draft policy DOR8 and the accompanying text includes no reference to the need for nitrate neutrality. This should be referred to in the policy, using the text from paragraph 23.6.23.
- Mitigation to ensure phosphate neutrality for proposed allocations in Dorchester is also required, because the River Frome is a freshwater ecosystem which is sensitive to phosphate pollution.

### C G Fry

- The development would deliver ecological net gain. Evidence has been commissioned / undertaken in relation to ecology.

### Public response

- The south west field (off Friars Close) has a rich mix of wildflowers each summer, a rare feature in Dorchester.

## Landscape

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### C G Fry

- Development would preserve the landscape setting and offer substantial landscape planting.
- Evidence has been commissioned / undertaken in relation to landscape impact.

## Heritage

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### Historic England

- The reference in the supporting text to the need for the development to respond positively to the nearby grade I listed Max Gate is supported.
- The supporting text should be amended to refer to other heritage assets close to this allocation with settings and significance that may be affected by development, including the grade II listed 79, St George's Road and the Henge Enclosure, Conquer Barrow and Barrow Cemetery on Mount Pleasant, which is also on Historic England's Heritage at Risk Register 2020.
- Criterion III of Policy DOR8 should be replaced with the following: 'Development should conserve and enhance the significance and settings of nearby heritage assets including the listed Max Gate and 79, St George's Road as well as the scheduled Henge Enclosure, Conquer Barrow and Barrow Cemetery on Mount Pleasant.'

### C G Fry

- The development would respect the settings of adjacent heritage assets.
- Evidence has been commissioned / undertaken in relation to heritage and archaeology.

## Flooding / drainage / groundwater protection

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### Environment Agency

- Surface water should be retained or held back within the site, where possible. A Sustainable Drainage Systems approach should be considered. These should be located and designed to take account of the sensitive Source Protection Zone 2 (SPZ2) within the site, as well as any other flood risk / ecology / water quality requirements.
- The type of development proposed for this site should be carefully considered as the site is in a SPZ2. Appropriate mitigation measures should be put in place, where necessary, to avoid pollution of the water environment.

### C G Fry

- Evidence has been commissioned / undertaken in relation to flood risk and drainage.

## Bypass noise / amenity

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### Dorchester Town Council

- The site should be subject to a noise assessment and appropriate mitigation resulting from noise on the nearby Dorchester bypass.

### C G Fry

- Evidence has been commissioned /undertaken in relation to acoustics and odour.

### Public response

- There is a need for more careful thought about how these sites can be protected from amenity harm due to the overhead by-pass.
- The development of these fields is likely to adversely affect the amenity and well-being of the users.

## Affordable housing

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### Public response

- It is not clear why affordable housing is not mentioned in Policy DOR8, when it is mentioned in relation to other policies.

## Infrastructure / green infrastructure

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### Dorchester Town Council

- The Town Council requests involvement in discussions to increase amenity infrastructure in this area of the town.

### 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.

### Public response

- There is a need for more strategic thinking about amenities and general infrastructure in this part of Dorchester.
- Area is important informal greenspace.
- Development should not be implemented without a 'Green Infrastructure Plan' having been developed and resourced for the whole of Dorchester.

## Transport

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### C G Fry

- Pedestrian and cycle access routes into Dorchester are proposed offering connectivity to services and sustainable transport links and public connectivity to the wider countryside.
- Evidence has been commissioned / undertaken in relation to transport and access.

## 1.14. Policy DOR9: Former Dorchester Prison

### Mixed use

#### Public response

- The policy should be updated to reflect current circumstances. It should ensure the provision of a mixture of housing and small business units, such as one person office spaces.

### Site Delivery

#### Public response

- A reassessment of the site of the former prison is needed in the light of no redevelopment taking place since the last Local Plan.
- Lack of explanations why the site has not been developed.
- Need for a viability study before allocation.

### Nitrate and phosphate neutrality

#### RSPB

- Draft policy DOR 9 and the accompanying text includes no reference to the need for nitrate neutrality. This should be referred to in the policy, using the text from paragraph 23.6.23.
- Mitigation to ensure phosphate neutrality for proposed allocations in Dorchester is also required, because the River Frome is a freshwater ecosystem which is sensitive to phosphate pollution.

### Heritage

#### Historic England

- The intent of Policy DOR9 and the references to the grade II listed prison gateway, other historic prison buildings and their landmark status within the town and wider landscape are supported.
- Minor changes should be made to the supporting text to better reflect the heritage assets affected by development. The text should include references the Dorchester Conservation Area and to the many listed buildings to the south-east, south and south-west of the site.
- A new criterion should be added to Policy DOR9 requiring development to conserve and enhance the special interest of the Dorchester Conservation Area and the significance and settings of nearby listed buildings.

### Affordable housing

#### Public response

- There should be a commitment to the delivery of affordable housing on this site, which should be set out in the policy. It is not clear why it is not mentioned here when it is in other site allocation policies.



## 1.15. Policy DOR10: Land south of Castle Park

### Policy approach

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#### Duchy of Cornwall

- The allocation is supported.
- The site is available, suitable, viable and deliverable.

#### Dorchester Town Council

- The Town Council would support this development as part of a strategy to deliver new housing to meet the town's needs and to remove the need for Policy DOR13.

#### Public response

- The proposed allocation is supported. There is a need for more housing in the area.
- Objection to the proposed allocation.

### Development Strategy

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#### Duchy of Cornwall

- The site area should be enlarged. The boundary should be extended to include land immediately north of the Kingdom Hall off Weymouth Avenue, and Castle Park play area and playing field.
- The site capacity should be increased. Site assessments show that there are no constraints to impede the development of around 225 dwellings.

#### Public response

- The proposed level of development would be inappropriate, as the site is too small with limited accessibility.
- There is no need for additional housing in Dorchester, as needs are already being met by the Poundbury development.
- North Dorchester is the preferred location, where existing pressures on infrastructure would not be heightened.
- Empty buildings on brownfield sites should be used to meet housing needs prior to development on greenfield land.
- With low employment in the area, people would have to travel further afield to find work.
- The site would be better used for park and ride, removing the pressure to put a park and ride site outside the bypass and helping resolve existing drainage problems.

### Wildlife and ecology

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#### Natural England

- No objection in principle.
- The existing ecological corridor along the bypass should be retained and enhanced, as well as providing screening for Maiden Castle and the wider AONB.
- Development should contribute to the enhancement of green infrastructure provision in the Dorchester locality and provide a public right of way to the accessible greenspace within the Poundbury development.

### Dorset Wildlife Trust

- The reference to nutrient neutrality in paragraph 23.6.23 is welcomed, but this requirement should also be reflected in the policy wording.
- The site should contribute towards natural greenspace provision or management in the area, which should be designed to also meet the requirements for biodiversity net gain.
- Maiden Castle is an SSSI (our ref SY68/011) as well as an historic site and is likely to be used for recreation and dog walking by the new residents. Measures to manage public access might be required.
- Policy DOR10 should be amended to read: ‘Land south of Castle Park, as shown on the policies map, is allocated for housing. Development of the site will need to incorporate:
  - provision of cycle and pedestrian access onto Weymouth Avenue, linking in with existing cycle routes;
  - appropriate natural greenspace to ensure avoidance of increased recreational pressure on Maiden Castle;
  - measures, on or off site, to ensure nutrient neutrality;
  - appropriate noise assessment and mitigation related to the nearby A35(T);
  - mitigation of surface water and ground water drainage issues in the area through a strategic approach to delivering flood risk mitigation; and
  - appropriate screening to minimise any impact on both landscapes and on Maiden Castle.’

### RSPB

- Reference to the need for nitrate neutrality is only made in the accompanying text to draft policy DOR10. Reference should be made in draft policy DOR 10 using the text from paragraph 23.6.23.
- Mitigation to ensure phosphate neutrality for proposed allocations in Dorchester is also required, because the River Frome is a freshwater ecosystem which is sensitive to phosphate pollution.

### Duchy of Cornwall

- An extended Phase 1 habitat survey and appraisal of the site’s potential to support protected and conservation priority fauna have been undertaken and no constraints to development have been identified.
- A bat survey indicates medium potential for bats, with most activity at the western end around the plantation edges and along the northern edge.
- The desk study showed no records of Dormouse. The woodland and scrub habitats adjacent to the site were assessed as being sub-optimal for this species.
- No evidence of Badgers was found.
- The main field has negligible potential to support reptiles, in view of its ploughed, reseeded, and close-grazed character.

### Public response

- The site is in the Poole Harbour Catchment Area.
- Wildlife (including foxes, hedgehogs and birds) will be impacted by development and increased pollution.
- The ecology of the site could be enhanced by building a south-facing bund to reduce noise and provide habitats, particularly for chalk-loving butterflies.

## Landscape / character of the area

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### Duchy of Cornwall

- The site is in National Character Area 134: Dorset Downs and Cranborne Chase - a landscape of scarps, combs and dry valleys. A visual baseline for assessing landscape impacts was established from site visits, maps and advice from Dorset Council's landscape team.
- There are glimpses of the site from the AONB and in long views from Maiden Castle. There are middle distance views of the west end of the site from Poundbury Hill and close views from the Castle Park Estate, especially where cul-de-sacs adjoin the site. About half the site is visible from Weymouth Avenue and Maiden Castle Road.

### Dorset AONB Team

- The requirement for screening is supported, as this is necessary to mitigate the effects on the Dorset AONB toward Maiden Castle.
- A suitable indicative layout could be included in the local plan to ensure that the amount of screening is sufficient.

### Public response

- The peaceful and beautiful character of the area will be harmed.

## Heritage

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### Historic England

- We object to Policy DOR10 in its current form. The policy should be deleted or further heritage impact assessment work with masterplanning should be undertaken.
- The West Dorset, Weymouth and Portland Strategic Landscape and Heritage Study Stage 2 Assessment (2018) finds this area to be of moderate to high heritage sensitivity owing to the potential impacts on the significance and setting of scheduled Maiden Castle and the settlement remains to the north, the potential presence of non-designated archaeological remains of at least medium importance, and the landscape setting of Dorchester and the Dorset AONB.
- The Stage 2 Assessment Report recommends various ways of avoiding, minimising and mitigating negative impacts on heritage assets, some of which have been incorporated into the supporting text and policy.
- Further proportionate heritage impact assessment work with masterplanning should be undertaken to understand the suitability and capacity of this site for development. It should also identify the need for appropriate mitigation measures.
- Depending on the results of further assessment work, additional specific criteria may need to be added to the policy to ensure that harm to the affected heritage assets is avoided and minimised and enhancements are maximised.

### Duchy of Cornwall

- There are no designated heritage assets on the site, although there are 21 Scheduled Monuments (including Maiden Castle and settlement remains north of Maiden Castle) within a 2km radius, 4 Listed Buildings within a 1km radius and parts of Dorchester Conservation Area within a 1km radius. The Dorset Historic Environment Record shows no undesignated heritage assets within the site.
- There will be no direct impacts from the development on the Scheduled Monuments, the Listed Buildings or the Conservation Area within the vicinity of the site. As there is a lack of intervisibility or any apparent functional link, there will also be no indirect impacts.

- On current evidence, it is unlikely there will be an archaeological impact significant enough to preclude development. A desk-based assessment and geophysical survey have shown a high theoretical potential for remains from the Bronze Age, and a moderate-high theoretical potential for remains from the Neolithic, Iron Age and Roman periods. Impacts on the theoretical potential of the site can be mitigated against by further archaeological work and trial trenching would be undertaken prior to a planning application being made.

### Public response

- Visual and / or noise impacts will adversely affect the setting of Maiden Castle.
- Development will impact the views of Maiden Castle from the Castle Park Estate.
- Development will impact the setting of other nearby historical sites and farmland.

## Pollution / air quality / health issues

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### Bellway Homes Limited (Wessex)

- There may be air quality issues.

### Chapman Lily Planning on behalf of Southern Strategic Land

- There is a concern with potential air quality issues for future residents, as the prevailing wind direction from the south could blow pollutants directly towards the new homes.

### Public response

- Development would have an impact on the health and wellbeing of existing residents.
- The amenity of neighbouring dwellings could be adversely affected by: loss of light; loss of outlook; and the polluting impacts of additional traffic.
- There will be polluting impacts from the development, both from new building and extra cars in the local area, which is a health concern for older people in the area.
- This would be a most undesirable place to live as the site is bounded by the main Weymouth Road and the Dorchester bypass, with high levels of traffic pollution.
- Extra cars from the development will add to pollution in the local area.

## Noise

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### Bellway Homes Limited (Wessex)

- Appropriate noise mitigation is required.

### Chapman Lily Planning on behalf of Southern Strategic Land

- It is not clear whether noise mitigation would be genuinely achievable, given the very close proximity of the busy A35 to the south.

### Public response

- This would be a most undesirable place to live as the site is bounded by the main Weymouth Road and the Dorchester Bypass, with high levels of noise.
- In order to have effective screening to prevent noise issues, the screening measures would need to be substantial.
- The houses sited closer to the roads would suffer the impacts of road noise, regardless of any measures put in place to minimise it.

## Flooding

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### Dorchester Town Council

- Development should be subject to appropriate flood alleviation measures being undertaken.

### Environment Agency

- Surface water should be retained or held back within the site, where possible.
- A Sustainable Drainage Systems approach should be considered and located and designed to take account of the sensitive groundwater Source Protection Zones (SPZ2 and SPZ3) in the site, as well as any other flood risk / ecology / water quality requirements.
- Green space should be incorporated into the site where possible. This should include areas of wildlife habitat and link up any existing green corridors. Wetland features should be considered, if appropriate.

### Duchy of Cornwall

- The drainage report shows no constraints to prevent 225 homes being provided on site.
- Run-off would be attenuated on-site and discharged away from existing residential properties towards the South Winterbourne Valley.
- In-situ testing shows the ground to be suitable for the adoption of soakaway drainage. The site is underlain by Late Cretaceous Seaford Chalk, according to British Geological Survey maps, and ground testing trial pits have shown structureless chalk below the topsoil.
- Foul flows would discharge to the existing off-site adopted foul water pumping station, with any adverse effects on Poole Harbour mitigated through the Nitrogen Neutrality in Poole Harbour Supplementary Planning Document (SPD).
- Drainage for the increased level of housing (225, rather than the 100 proposed in the policy) would better help to address the localised surface water flooding that affects neighbouring properties. The reduction in flood risk within the downstream residential area would keep these properties safe from flooding throughout the lifetime of the proposed development.

### Bellway Homes Limited (Wessex)

- Flood mitigation needs to be delivered.

### Chapman Lily Planning on behalf of Southern Strategic Land

- Delivering flood mitigation would be a significant challenge, given that the A35 is regularly flooded in this location.

### Public response

- The site should not be developed to allow the water to drain naturally.
- Housing at the bottom of Celtic Crescent is affected by flooding and water run-off issues.
- There are existing surface water flooding issues at the western end of the field entrance, which could be displaced if this area were to be tarmacked.
- Flooding issues affect the adjacent road network.
- There are problems with the existing underground watercourse system with tankers being needed to drain the site.
- Development could worsen existing off-site flooding problems potentially affecting neighbouring dwellings.

- The proposals could be supported if they addressed existing flooding and drainage issues in the area. It would need to be shown that flood alleviation (not just mitigation) measures: to the site; to adjacent residential areas; and to the nearby A35(T), would be effective.

## Ground instability

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### Public response

- There has been a drop in the level of the land, which may potentially give rise to ground instability issues.

## Loss of agricultural land

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### Public response

- The development would impact on local farming, reducing the farmland that is currently available to provide local produce to the county.

## Affordable housing

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### Public response

- Housing is unaffordable for many local people.
- There is no reference to the provision of affordable housing on this site in the policy.
- The policy should set out a commitment to the provision of affordable housing on the site, as this is mentioned in other site allocation policies.
- The priority should be on providing affordable, sustainable homes and communities for our local professionals, and not homes for retired people from outside the county.

## Infrastructure

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### Dorchester Town Council

- A replacement play area should be provided within the site.

### Wessex Water

- No objection to the allocation.
- Local connections to the foul networks will be subject to application.
- Surface water and flood risk strategies must be in accordance with local and national policies. There must be no surface water connections to foul sewers.

### Public response

- The additional population will have an impact on the area.
- Local schools, including the nearby Prince of Wales School are at capacity.
- Local GP and dental surgeries in the area are at capacity.
- Many shops in the town are closing.
- The local sewerage system serving existing homes is heavily pressured and has to be emptied daily.
- Additional local infrastructure sought by respondents includes: a local shop; cycle lanes; an additional health facility / GP surgery; additional leisure facilities; a waste recycling centre; public transport provision; the provision of cycle and footpaths; and access to countryside, including to the other side of the bypass.

## Green space / recreation

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### Duchy of Cornwall

- There are no public footpaths crossing the site. A footpath along the north-western boundary turns into Castle Park Estate, but does not link directly to Weymouth Avenue.
- A new footpath links Poundbury with Maiden Castle Road. Informal paths in the same area are proposed to form a perimeter path and cycle path along the edge of the A35. There is also a permissive path under the A35, linking Poundbury to Maiden Castle.

### Public response

- An important area of green space will be lost.
- There is a need for more nature, trees, parks and allotments. This site should be retained and devoted to allotments, orchards and recreational uses, including walking.
- An existing footpath through the site would be lost, which would have an impact on public access, the ability to walk to school, and access to fresh air and nature.
- The existing play park adjacent to the site, which is important for the wellbeing of children, may be lost.
- Development may give rise to potential access issues to the existing park.

## Transport / public transport

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### Dorchester Town Council

- The site should be integrated into a traffic and movement plan for the town, which is now urgently required.

### Duchy of Cornwall

- A highways assessment shows that the site is capable of accommodating around 225 dwellings. Principal access could be off the main B3147 Weymouth Avenue (to the east), with secondary access to Maiden Castle Road (to the west), and with pedestrian and cycle connections to the Celtic Crescent area (to the north).
- Liaison with Dorset Council - Highways and Highways England indicate that 225 dwellings would be acceptable.

### Public response

- There is no discussion of vehicle flows in relation to this proposal.
- The development will create additional pressure in terms of: traffic congestion; demand for on-street parking; and existing vehicular accesses, including for emergency vehicles.
- There is already congestion at peak times at nearby Prince of Wales School. New homes would put more pressure on nearby roads and increase demand for near-to-school parking.
- Highway safety would be an issue for children walking to the school and / or using the neighbouring play park.
- Any new access onto the B3147 will add to traffic congestion along Weymouth Avenue.
- Any new access onto Weymouth Avenue should be left turn only.
- Any new access or through route would be used as a 'rat run'.
- All traffic should exit via Maiden Castle Road unless a new exit is created.
- There is the potential to use the track alongside the play park off Maiden Castle Road as an access, although this would mean only a single access / egress from the site.
- Existing accesses to the site are unsuitable for construction vehicles.

- There is an existing issue of limited parking on the neighbouring residential estate. Car parking spaces and garages may be lost to create accesses to the site.
- Existing cycle and public transport routes are inadequate and not joined up.
- The site has the potential to encourage residents to walk to town / schools, so the policy should encourage active travel and seek safe cycle routes and public transport links to the town centre and schools in Dorchester.

## 1.16. Policy DOR11: Kingston Maurward College

### Policy approach

#### Stinsford Parish Council

- Amend policy to say "...in accordance with a masterplan agreed by Historic England and Dorset Council and Stinsford Parish Council."

### The role of Kingston Maurward College

#### Public response

- Kingston Maurward College and Bournemouth University should offer specialist higher education in Dorchester dealing with history, culture, archaeology, and development.
- The Kingston Maurward site should be used to house an apprentice school, to relieve pressure on Thomas Hardy School, to encourage youth to stay in Dorchester, and to attract modern industry.
- The college should also train medical, materials, engineering and electronic technicians as well as craft apprentices to benefit local firms.

### Impact of the proposed North Dorchester development

#### Public response

- The development at North Dorchester may make the Kingston Maurward farming estate unviable.

### Biodiversity

#### Environment Agency

- The River Frome SSSI needs to be protected from any increased run-off and / or pollutants.

### Heritage

#### Historic England

- We object to Policy DOR11 in its current form, although the intent of the policy is supported. Discussions would be welcomed on how Policy DOR11 and supporting text could be changed to address our concerns.
- The supporting text should better reflect the significance and range of heritage assets located at Kingston Maurward, which include the grade I listed Kingston Maurward House, grade I listed The Old Manor House, a scheduled Roman road, several other grade II listed buildings, as well as the Stinsford Conservation Area.



- The supporting text should reference the fact that the grade II\* Registered Park and Garden at Kingston Maurward is on Historic England’s Heritage at Risk Register 2020 and should also set out the reasons for this.
- The supporting text should clarify the status of the draft Kingston Maurward Masterplan 2019-2029 (2018). It should also require the masterplan to address the reasons for the Park and Garden being ‘at risk’ before major development comes forward.
- The supporting text should include a link to the adopted Puddletown, Stinsford, Lower Bockhampton and Tolpuddle Conservation Area Appraisal (2007).
- The requirement in Policy DOR11 for a masterplan to guide future development and expansion to be prepared and agreed with Historic England is supported.
- Policy DOR11 should contain an additional criterion requiring the masterplan and any associated development to conserve and enhance affected heritage assets.
- The wording of Policy DOR11 should be amended so that the implementation of the agreed masterplan ensures that the reasons for the Registered Park and Garden being ‘at risk’ are addressed before any major development occurs. As currently drafted, neither the draft masterplan nor Policy DOR11 provide a means to ensure that the aspirations for development and enabling development will result in the parkland being conserved and enhanced.
- Policy DOR11 should include a link to the adopted Puddletown, Stinsford, Lower Bockhampton and Tolpuddle Conservation Area Appraisal (2007).
- We would welcome a conversation about the potential contribution of an updated conservation area character appraisal and the preparation of a management plan for the Stinsford Conservation Area.

### The National Trust

- The National Trust would like to be consulted on the Kingston Maurward masterplan.

## Flooding

### Environment Agency

- Any development needs to avoid areas of flood risk.

## Transport

### Dorchester Town Council

- Improved transport links are needed between the college and Dorchester.

### Public response

- Improved transport links between the college and Dorchester are needed.

## 1.17. Policy DOR12: Dorset County Hospital

### Policy approach

#### Dorset County Hospital NHS Foundation Trust (DCHFT)

- DCHFT has a masterplan for the entire hospital campus, underpinned by the Parking and Wayfinding project and informed by a Clinical Services Review (CSR). DCHFT’s involvement in these requirements, which are informed by wider system developments (e.g., community hub content) will ensure that the hospital meets the future needs of communities.

### Dorchester Town Council

- The policy is supported.

### Knightsford Parish Council

- How will hospital expansion/redevelopment be funded?
- Development should be delivered before housing.

### Wessex Water

- As sewerage and water undertaker for the area we have no objections to this policy.

## Masterplanning

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### Public response

- Development at the hospital site should be subject to a masterplan and should take account of the adjacent Damers School Site (as in Policy DOR14 of the West Dorset, Weymouth & Portland Preferred Options Consultation Document).

## Residential uses onsite

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### Dorchester Town Council

- Residential use for key hospital workers is welcomed, but this should be specifically restricted to uses consistent with the needs of the hospital.

### Dorset County Hospital NHS Foundation Trust (DCHFT)

- There is a supported living environment within the masterplan for patients who need assistance. DCHFT supports the aim of this part of the policy, allowing for residential to be included on the hospital site with the principle of housing being acknowledged.

### Public response

- Residential use is welcomed, but should be specifically restricted to uses consistent with the needs of the hospital.
- There is a need for integrated living with progression from residential homes to care homes to nursing homes all near the hospital.
- Housing is often not affordable for students and junior staff. Housing on-site could accommodate students, and other groups of young people that need short term accommodation at a reasonable price.
- Re-inventing the 'nurses home' on the hospital site is supported.

## Retailing on site

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### Dorset County Hospital NHS Foundation Trust (DCHFT)

- There is an objection to the policy as currently written. Criterion IV, which does not support retail on the site, is not positively prepared and unsound as it does not apply to all policies within Dorchester. It is not clear why this policy has been singled out for the hospital site when it has been masterplanned without a significant amount of retail that would damage the town centre. Criterion IV of DOR12 should be amended to support small-scale retail outlets at the hospital, such as coffee shops and day-to-day retail to serve patients and visitors.

### Dorchester Town Council

- Retail use consistent with the needs of the hospital community should be supported. However, development which encourages people to visit the site solely for retail purposes should not be supported.

### Public response

- Retail use consistent with the needs of the hospital community should be supported.
- Retail use which encourages people to visit the site solely for this purpose should not be supported.

## Transport / parking on site

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### Public response

- The hospital is well served by bus links to the town and Poundbury.
- Buses using the site have amenity impacts such as noise and pollution.
- There are issues with traffic due to the lack of public transport from surrounding villages.
- There is a need for long term car parking for hospital workers and visitors.
- A multi-story car park should be provided on the site.
- The multi-storey car park will not resolve local problems with parking.
- There are issues with parking due to the lack of public transport from surrounding villages.
- The multi storey car park needs careful planning so that it looks good, as the site is surrounded by houses.
- Staff at the hospital on low wages are not going to want or be able to afford to pay for parking.
- Options such as park and ride must be considered.

## Nitrate and phosphate neutrality

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### RSPB

- Draft policy DOR 12 and the accompanying text includes no reference to the need for nitrate neutrality. This should be referred to in the policy, using the text from paragraph 23.6.23.
- Mitigation to ensure phosphate neutrality for proposed allocations in Dorchester is also required, because the River Frome is a freshwater ecosystem which is sensitive to phosphate pollution.

## Heritage

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### Historic England

- Impacts on Dorchester Conservation Area and surrounding heritage assets should be considered.
- The supporting text recognising that the expansion of the hospital will need to consider impacts on heritage assets within and adjacent to the site is welcomed. We also welcome the requirement for a masterplan for the site, both in the supporting text and in Policy DOR12 Criterion II.
- A new criterion should be added to Policy DOR12 requiring new development to conserve and enhance the significance and setting of the grade II listed Damer's Hospital, the Dorchester Conservation Area and other affected heritage assets.

### Public response

- The impacts on the Conservation Area and surrounding heritage assets need to be considered.

## Flooding

### Wessex Water

- Masterplanning must include blue and green strategies to reduce flood risk and enhance wellbeing.

## Groundwater source protection

### Environment Agency

- There is a need to ensure there is no harm to the water supply borehole on the site.

## Other issues

### Sport England

- Any loss of playing fields will need to be mitigated for as per paragraph 97 of the NPPF.

### Public response

- The planned life of the hospital should be taken into consideration. It is constrained by its site and ultimately will need to be replaced. Planning for this should start now.
- The space above the single storey building could be more effectively used.
- There is a need for community facilities near the hospital e.g., Age UK, mental health, etc.
- General concern with amenity impacts of development.

## 1.18. Policy DOR13: Land North of Dorchester (see separate document)

Please note that summaries of responses received in respect of proposed allocation DOR13: Land North of Dorchester are contained within a separate document published alongside this one.

## 1.19. Policy DOR14: Land to the west of Charminster

### Policy approach

#### Barton Wilmore on behalf of Wyatt Homes

- The allocation of this land, which is controlled by Wyatt Homes, is supported. It could deliver about 200 homes, in addition to Phases 1 and 2 of the Charminster Farm development, which have already delivered high quality homes and a community hall.
- Phase 3 was recently recommended for approval at committee and Phase 4 is currently subject to a pending planning application for 41 dwellings. These planning applications demonstrate the acceptability and deliverability of development in this location.
- Charminster is one of the larger villages in West Dorset, and is well served by a number of local facilities including a primary school, church, local cafes, post office, newsagents, pub and local car and motorsports businesses.
- The development would be a logical extension to the village of Charminster, which can complement and support the growth of nearby Dorchester, which is accessible by cycleway and public transport.

- The development would contribute towards meeting housing needs and the five-year housing land supply, which Dorset Council currently does not have. It would provide a good mix of housing with a range of tenures to meet local needs.
- As well as new homes for local people, the proposed development would also provide key benefits including: a policy compliant level of affordable housing; public open space; landscaping and planting; enhancement to Frome Valley Trail; and a contribution to the local economy.
- The development has several important sustainable development aims, including: to address all national and local planning policies and requirements; to provide a high quality development that is adaptable to future changes in climate; to minimise the negative impacts on the local and wider climate and environment; to achieve a viable reduction in CO2 emissions; to achieve the highest viable levels of sustainable design and construction; to minimise emissions of pollutants; and to create a pleasant, safe and friendly working and living environment that will be flexible to its occupants' needs.

### Public response

- The policy as written adequately covers the relevant issues.
- Development to date has contributed to meeting local and wider needs, including the need for affordable housing.
- The Charminster Farm development is a positive addition to the village.

## The scale of development

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### Charminster Parish Council

- There are concerns about the total increase in population in Charminster and about the potential additional homes at Charminster Farm. It is understood that the proposed figure of 250 dwellings includes 82 consented and 41 currently subject to a planning application. That leaves 127 homes that could be built on the land to the north and east of the depot down to the rear of the houses on North Street.
- Phase 4 of this scheme would be disproportionate to the rest of the village. Development should not cross over Wanchard Lane.

### Barton Wilmore on behalf of Wyatt Homes

- Site allocation policies, including DOR14, should specify the development capacity of sites, rather than referring to potential capacity elsewhere (i.e., in this case in Figure 22.3).
- The supporting text to DOR14 should acknowledge that higher housing numbers may be achievable on sites where a high quality, innovative design approach is adopted.
- The statement in paragraph 23.6.69 that 'key elements of the vision established for the North of Dorchester development area are equally applicable to sites around Charminster' should, for clarity, be explicitly referenced in Policy DOR14.

### North Dorchester Consortium

- Criterion I of the policy should not state that the land to the west of Charminster is being allocated 'to complement the growth at North of Dorchester.' This is considered unnecessary as they are separate spatial allocations.

### Public response

- There has been a considerable amount of recent development in and around Charminster, which cumulatively is unnecessary and unjustified. There is no need for so much development in one area, especially with DOR13 nearby.

- The allocation is too large and disproportionate. Having regard to recent developments, 250 more dwellings North of Charminster Farm are not appropriate or sustainable for the village. It would be an unsustainable increase to the village with no improvements to infrastructure.
- Charminster Farm phases 1 and 2 and the proposed allocation would increase the size of the village by 60%, which is not 'smaller scale growth' or 'modest expansion'. The existing development of part of the site already gives rise to urban sprawl impacts.
- The people of Charminster do not support the development, which will result in impacts from the increased population. The proposed development will unacceptably change the shape of Charminster. It would threaten its identity, sense of community and village life and overwhelm its narrow roads.
- It is not clear what the term 'complement the growth at North of Dorchester' means.
- There should be a total development exclusion zone around the village of Charminster. Any more new housing and infill development should be rejected.

## The separate physical identity of Charminster

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### Public response

- There are better and more resourceful ways to create housing for local people.
- Charminster is a separate entity and community and although the text mentions retaining 'physical distinction' there are concerns that Charminster will be lost in a sprawling Dorchester suburb. Development must maintain the separate form of Charminster.
- Charminster could potentially be absorbed into Dorchester.
- This development will allow the eventual development of the land between and beyond Charminster and Dorchester creating a conurbation.

## Alternatives to DOR14

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### Public response

- Brownfield sites should be developed instead.
- Housing in Dorchester town centre should be looked at.
- Development in the Crossways area close to the railway station is a better option. It would create a viable thriving settlement in a less sensitive environment, which is also closer to the Bournemouth / Christchurch / Poole conurbation and their demand for housing.

## Impacts on character and the locality

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### Charminster Parish Council

- Development should not cross over Wanchard Lane.

### Public response

- Existing and proposed developments will have an impact on the character of the village adding to traffic, light pollution and loss of the natural environment.
- The green areas, which will be lost to infill, are needed to maintain village character.
- The development will have an impact on village life with increased noise, air pollution and adverse residential amenity impacts affecting a large number of existing residents.
- The increased population would have an impact on local community events. Charminster village fete would not be able to continue.
- There will be impacts on the village allotments and cemetery.
- There should be no more development north of Wanchard Lane.

- There will be amenity impacts on the residents on Wanchard Lane in terms of loss of privacy and light.
- There would be amenity impacts on 15 North Street, which adjoins the site.
- The northern boundary should be screened to lessen the visual impact from Drakes Lane.
- The policy should specify the need for adequate screening to protect the visual amenity from the gardens of 6 - 9 Highfield Close.
- The allocation boundary makes little sense as it impinges on the field to the west of Highfield Close, ignoring the natural boundary which is the hedgerow, ditch and bank.

## Design

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### Public response

- Development so far in Charminster has been of good design and has improved views into the village.
- The existing development has been piecemeal, infill development with no clear policy.
- Future development should be of high quality design.
- The density of the proposed allocation is out of proportion to the size of the village.
- Dwellings should be of a suitable size with sufficient storage.
- Windows, doors, architraves, and skirting etc. should be made of wood and the guttering should be made of metal.
- The new homes should have sufficient amenity space.
- The development should be built to very high environmental standards, particularly in relation to energy conservation. It should be carbon neutral with a reduced use of plastic.
- The new homes should rely on renewable energy, but it is unlikely that the builders will provide this. Solar panels should be included on every house.

## Meeting housing / affordable housing needs

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### Public response

- The existing houses on the development are expensive.
- More rental housing is required in the area.
- It is important to provide affordable housing, but the housing built to date is not affordable for first time buyers. It is not clear whether affordable homes have gone to local families.
- Housing that can only be bought by local residents should be provided.

## Wildlife and ecology

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### Natural England

- We have no objection to the proposed allocation.
- We welcome the support for the establishment of a community orchard, as set out in paragraph 23.6.72.
- Landscape planting should prioritise the use of native or traditional species and varieties (for example fruit trees, disease resistant elm, etc).
- In line with DOR13, an additional clause should be added promoting the need for nitrogen neutrality, control of urban run-off and biodiversity net gain. This might be achieved by adding: 'The development should be at least nitrogen neutral and provide high quality multi-functional SuDS designed and appropriately maintained to achieve a high level of attenuation of urban silt and phosphorus. Opportunities for biodiversity enhancement on the site should be considered

at the earliest stage and used to inform the structure of the development in order to deliver the minimum 10% net gain required.'

### Dorset Wildlife Trust

- A further criterion should be added to Policy DOR14 to deliver appropriate natural greenspace, which also meets the requirements for biodiversity net gain. The potential allocation includes an area of the existing Ecological Network (neutral grassland). The ecological value of this grassland should be ascertained before the extent of any allocation is determined. If it is of high ecological value, it should be retained. The functionality of ecological connections should be retained and enhanced in any scenario.
- A further criterion should be added to Policy DOR14 to ensure nutrient neutrality. All Dorchester sites lie within the Poole Harbour catchment and development will be required to demonstrate nutrient neutrality and this is not reflected in the text or policy.

### RSPB

- There is no reference in this policy or accompanying text to a requirement to ensure nitrate neutrality. We suggest that it should also be phosphate neutral because of the risk of phosphate impacts on the freshwater River Frome Barton Wilmore on behalf of Wyatt Homes
- The requirement for biodiversity mitigation is noted. Given the technical work undertaken to date, this matter is not considered to undermine the deliverability of the proposed allocation.

### Public response

- The proposed development will have an impact on wildlife.
- Development will put pressure on the River Frome catchment including Poole Harbour.
- It is not clear why a community orchard, pond and flower meadow are needed.
- Consultation is needed with ecological organisations in relation to future landscaping.
- More planting of trees and bushes is required to encourage wildlife.
- The existing mitigation for environmental impacts has been poor. Hedges and trees have been removed and areas of chalk grassland have been damaged.

## Landscape

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### Charminster Parish Council

- Phase 4 is visually intrusive on the skyline.

### Natural England

- We have no objection to the proposed allocation.
- We support the need for landscape planting to moderate the impacts on the setting of the Dorset AONB, as set out in paragraph 23.6.72.
- Given the landscape sensitivities, the allocation should give an indication of where onsite landscape planting will be needed in order to fully moderate impacts on the AONB.

### Dorset AONB Team

- The site is located within the setting of the Dorset AONB. At its closest, it is within 800m of the AONB boundary.
- Publicly available views of the proposed development within the AONB would generally affect receptors at greater distances of approximately 1.5 – 2.5 km.



- Views of the development are available from the southwest, across a broad arc that ranges from elevated ground south of Bradford Peverell, across to Poundbury. Publicly accessible locations in this area that would be affected comprise both public footpaths and rural roads.
- The AONB Team have previously reviewed an indicative layout for this part of the allocation, which indicated that a significant proportion of the extended allocation to the south of Wanchard Lane may exclude development and instead contain strategic landscaping. This approach was considered necessary to avoid visual impacts from urban expansion and soften the edge of Charminster.
- A suitable indicative spatial layout is required in the plan to guide development.
- Concerns have previously been expressed that use of land to the north and west of the Charminster Depot could create a prominent, elevated building line. The effects would not be sufficiently mitigated or offset by landscaping to the south of Wanchard Lane and therefore the text of the Plan at paragraph 23.6.72. should be broadened to reflect the need for wider landscaping measures and the avoidance of placing development in locations where it would be conspicuous along the ridgeline.

### Barton Wilmore on behalf of Wyatt Homes

- The DOR14 site lies within the Cerne & Piddle Valleys and Chalk Downland Landscape Character Areas in the Council's adopted Supplementary Planning Document (SPD). The site can be seen in some views from the AONB.
- A Landscape and Visual Appraisal (LVA) assessed the impact of the proposed development on the surrounding landscape at Phase 4, and is also relevant to Phase 5. The change in character from arable land to residential development would have an initial adverse effect on the character of the site, but would not have a significant effect on the adjacent landscape character areas. Any adverse effects would reduce as landscape planting becomes established and in the longer term the development would form a well-integrated extension to the village.
- Proposals would be in keeping with the adjacent development at Weir View and have a similar density. The proposed open space and allotments would provide a suitable transition between the village and the surrounding countryside.
- A Landscaping Strategy Plan has been prepared, which details how the existing vegetation along the site boundaries together with enhanced planting and new tree planting within the development area, would soften the appearance of new housing in views from the surrounding area, and in particular from the AONB.
- To further reduce the apparent scale of the proposed development, and reduce the change in character of the site, new tree planting has been strategically placed within the site to follow contours and create new tree avenues and screening. This approach, along with a reduction in housing densities and the provision of public open space in the north-western section of the site, would also help to provide an appropriate transition between the proposed development and the surrounding countryside.

### Public response

- Development would have an unacceptable impact on the countryside.
- Development must respect the character of the landscape within which it is located, maintaining the separate form of Charminster village and maintaining the openness of the watermeadows.
- Fewer houses should be planned west of Charminster to ensure that views from the Dorset AONB remain intact.
- Development must minimise the impact on the Dorset AONB.

## Heritage

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### Charminster Parish Council

- Phase 4 is damaging to the Conservation Area.

### Historic England

- We object to Policy DOR14 in its current form. Policy DOR14 should be deleted unless further heritage impact assessment / masterplanning work is undertaken.
- The West Dorset, Weymouth and Portland Strategic Landscape and Heritage Study Stage 2 Assessment (2018) found the area to be of moderate heritage sensitivity owing to impacts on the settings of the Charminster Conservation Area, a scheduled medieval settlement / farmstead and Poundbury Camp. We also note that the positive contribution of the landscape setting should be perpetuated, as set out in the Cerne Abbas, Charminster, Sydling St Nicholas and Godmanstone Conservation Area Appraisal (2007).
- The recognition in the supporting text that there may be potential in-combination or cumulative impacts with the proposed development to the north of Dorchester (Policy DOR13) (including on the Dorchester and Charminster Conservation Areas and the scheduled Poundbury Camp), is welcomed.
- The intent of criterion V of Policy DOR14 is welcomed, but changes may be required, depending on the results of further heritage impact assessment work with masterplanning, which should be undertaken to understand the suitability and capacity of this site for development. This work should identify the need for appropriate mitigation measures and for additional specific policy criteria to ensure that harm to the significance of affected heritage assets is avoided and minimised, and that enhancements are maximised.
- Additional supporting text may also be required, including for cumulative impacts, which has only been considered in relation to biodiversity mitigation.
- The Conservation Area Character Appraisal for Charminster should be updated to better understand the contribution of the allocation site to the landscape setting and special interest of the Conservation Area. A management plan should also be prepared. The updated appraisal and management plan should be referenced in the supporting text.

### Barton Wilmore on behalf of Wyatt Homes

- Phase 4 will continue the expansion of the settlement immediately west of Charminster Conservation Area, where any potential impacts will be on its setting. The development will not be visible from any listed buildings but will appear in long and medium-distance views out of the Conservation Area to the northwest. Any potential impacts will be minimised by a scheme, which responds sympathetically to local character. This has been informed by the natural attributes of the site and the need for a coherent design which links to earlier phases of development.
- The development will affect a visual change to the wider setting of the Conservation Area, but the impacts will be minimised by the traditional architectural design that is in keeping with the character of the surrounding built form, including the historic core of the village. This will ensure that the introduction of built form onto the development site will not result in any significant impacts on the Conservation Area and that the new development will integrate with Phases 1, 2 and 3 of the Charminster Farm scheme.
- The Heritage Assessment submitted with the Phase 4 application, concludes that the proposed development will result in a low level of less than substantial harm to the setting of the Conservation Area. When paragraph 196 of the NPPF is applied, the public benefits of the

scheme would outweigh the low level of 'less than substantial harm' to the Charminster Conservation Area.

### Public response

- Charminster Conservation Area maintains an undeveloped edge along much of the southern and eastern sides, which relates well to the watermeadows and rural landscape.
- The significance of the Conservation Area and listed buildings must be protected, but there is a lack of reference to how this would happen in the Local Plan.
- There must be no impact on / there would be an unacceptable impact on Charminster Conservation Area, especially the area around East Hill.
- Fewer houses should be planned west of Charminster to ensure that views from Charminster Conservation Area remain intact. The land between the depot and North Street is highly visible from the Conservation Area and should remain undeveloped.
- Regard should be paid to the prominent visibility of new housing and the need to preserve views from the Conservation Area. Impacts could be minimised by keeping roof levels down.
- There should be no increase in traffic on roads through Charminster Conservation Area, as stated in paragraph 23.6.71, but the wording needs to be strengthened. The direct route through the village (West / East Hill) should be blocked off.
- It is not clear how appropriate highway linkages will be developed to prevent increased use of East Hill and West Hill to minimise the impact on the Conservation Area. These roads provide the setting for a Grade 1 listed church and 10 Grade II listed buildings. These buildings are currently often hit by cars and lorries and will be put at greater risk with more development. It is not clear how they will be protected from this risk.
- Access should be via A37 to protect the Conservation Area.
- The impact on views from heritage assets such as Poundbury Camp should be carefully considered.

## Flooding, drainage, water supply and sewerage

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### Environment Agency

- Surface water should be retained or held back within the site, where possible. A Sustainable Drainage Systems approach should be considered. However, these should be located and designed to take account of the sensitive Source Protection Zone (SPZ3) in the site, as well as any other flood risk / ecology / water quality requirements.

### Wessex Water

- We have no objections to the application.
- Local connections to the public water supply and foul networks will be subject to application. Moderate improvements are likely to be required.
- Surface water and flood risk strategies will need to be in accordance with local and national policies. There must be no surface water connections to foul sewers.

### Barton Wilmore on behalf of Wyatt Homes

- The requirement for a drainage strategy is noted. Given the technical work undertaken to date, this matter is not considered to undermine the deliverability of the proposed allocation.

### Public response

- As the site is above water tables, there may be environmental impacts.

- There may be potential flooding impacts. There will be more rain run-off from the development, instead of water being absorbed by the ground, increasing the risk of flood.
- There should not be building on recognised floodplains.

## Infrastructure

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### Environment Agency

- Green infrastructure 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.

### Barton Wilmore on behalf of Wyatt Homes

- The requirements in Policy DOR14 for parkland planting, community orchards, tree belts and enhancements to the Frome Valley Trail are all supported in principle. The form of green infrastructure provision on-site will be subject to detailed design and assessment work, including community engagement.
- Phase 1 of the development provided a community hall, benefitting both existing and future residents. The planning application for Phase 3 includes a local equipped play area and the potential for a Multi-Use Games Area. The proposed park provides substantially more informal open space than is required to meet the open space standards for Phase 3. This open space would also be available to future occupants of Phase 4 and Phase 5.
- A community orchard with local provenance fruit trees is proposed as part of the allotments along with boundary hedgerows to provide fruit crops and a food resource for wildlife.

### Public response

- The development should enable the village shop and post office to continue to be profitable.
- There is a lack of supporting infrastructure. Infrastructure in the area is insufficient.
- The infrastructure in nearby Dorchester is lacking with sub-standard railway stations with lack of parking, poor quality trading estates and poor quality roads.
- The development will impact on the availability of the Police and emergency services.

## Recreation / sports provision / allotments

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### Sport England

- There is a need for either on-site or off-site indoor and outdoor sports provision.

### Public response

- Charminster is an important walking destination for Dorchester residents and the proposed link road with roundabouts will stop this. Frome Whitfield is one of the main Dorchester walks out to the countryside.
- Improved recreational areas are needed as there is very little for such a large village.
- A village green should be formed as part of Phase 3, to provide public open space on the development.
- New play park equipment is needed.
- Increased provision of allotments would be needed for existing and new residents of the village.

## Education

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### Public response

- St Mary's First School is in close proximity to site, accessed off Weir View.
- There is a need for sufficient education services, as there are capacity issues at local primary, middle and secondary schools.
- Schools are oversubscribed and there are no school places in the Dorchester area, with several pupils being bussed to Weymouth.

## Healthcare

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### Public response

- There is a need for sufficient healthcare services, as there are no GPs or dentists in Charminster.

## Transport, highways, and access

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### Barton Wilmore on behalf of Wyatt Homes

- Transport and highways improvements have been confirmed under the planning application for Phase 3 of the development.
- We are willing to contribute to the provision of cycle routes to promote healthy lifestyles, but routes can only be provided on land in our client's control.
- Dorset Council needs to clarify what enhancements to the Frome Valley Trail are required.

### Yellow Buses

- The policy should require infrastructure improvements for public transport, as the area can now sustain a once hourly bus service. Development should contribute towards the new service, which would cost £350,000 over 4 years.

### Public response

- Development will only exacerbate the number of vehicles in the area giving rise to impacts from increased traffic and increased carbon emissions.
- Increased traffic would impact on the cohesion and sense of place of the village, the centre of which is already used as part of an east-west route north of Dorchester to avoid the by-pass, especially at weekends and during the summer. Traffic cutting through Charminster is particularly damaging to the oldest and most historic areas of the village.
- The 2008 Halcrow Report required a northern bypass to be built before any development took place on the North Dorchester site. This is more vital now, as there is more traffic. A bypass needs to be built to avoid Charminster and other nearby communities. However, the draft Local Plan only proposes a link road with roundabouts, which would not be an acceptable solution to traffic impacts and would also damage the existing walking route between Charminster and Dorchester.
- The southern/western end of the village suffers from noise from the A37 and the bypass and recent works have made the noise worse. Silent surfaces need to be provided on the A37 and the bypass, as previously promised by Dorset Council.
- There are already flooding issues on the existing bypass.
- The high volume and nature of traffic presently using Charminster as a short cut and rat run is not recognised in the policy. Traffic levels are already at their limits and the roads in the village are not suited to additional traffic. There are 90 cars every half hour, with some driving at 35 in a 20mph zone, which would increase massively with more development.

- There are existing traffic issues on North Street and development would worsen these problems. The policy does not refer to the need for mitigation for increased traffic impacts along North Street (A352), where there are restricted road widths and no pavements, giving rise to highway safety issues with access to existing facilities, including the primary school, bus stops and the public house.
- The junction of Wanchard Lane and North Street is dangerous and blind and needs improvement. Wanchard Lane also needs to be improved for pedestrians.
- There are existing safety concerns on East Hill and unacceptable pollution levels, which need to be addressed. These will increase as a result of the development.
- The use of the words 'not encourage' in the policy in relation to increased traffic use of East Hill and West Hill is not strong enough. It implies that nothing is proposed to prevent huge traffic increases in relation to this historic road.
- Cokers Farm Road is a single lane road that is unsuitable without increasing traffic, as it is already used as a short cut that has experienced collisions.
- There is a need for continuation of the existing 20mph limits in all new development areas.
- Access to the development should be via A37 to minimise the impact on school traffic.
- The spine road should join the B3147 closer to Dorchester.
- There is a lack of parking at existing houses with cars parked on the roads.
- Where garages are provided, they are not used for vehicles and pavement parking is increasing.
- There are poor transport links in Charminster, which forces people into their cars. There is a lack of detail regarding public transport, active travel links and the provision of meaningful cycling facilities.
- There is a need for more frequent provision of an electric bus service to and from Dorchester.
- The development should connect to Dorchester via pedestrian and cycle links.
- Existing bridleways need to be preserved / improved for horses so that they join up and highway safety is improved.

## Minerals

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### Barton Wilmore on behalf of Wyatt Homes

- The requirement for a minerals assessment is noted. Given the technical work undertaken to date, this matter is not considered to undermine the deliverability of the proposed allocation.

## General issues

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### Public response

- Lack of clarity - The statements made in the policy are vague.
- Climate emergency - Development will result in the urbanisation of rural areas, which does not fit well with the Climate and Ecological Emergency. The land should be included in the Dorset Climate Emergency Strategy.
- Population imbalance – The plan aims to reduce the imbalance in Dorset between the elderly and the young.

## Objections to development southwest of Westleaze

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### Public response

- Many houses are already planned for Charminster Farm and the land south of Westleaze was previously rejected for development. Any further development to the east of the village should be resisted.

- Development south of Westleaze would have an adverse impact on a ‘valued landscape’.
- Development south of Westleaze would have an adverse impact on the character of the village. There would be a loss of countryside between Charminster and Dorchester with the village becoming a suburb of the town.
- Development south of Westleaze would have a detrimental effect on the local heritage across the historic watermeadows, as well as on the medieval Wolfeton House and the unique Riding School.
- Development south of Westleaze would increase the traffic in the village, particularly on East Hill, West Hill, the village crossroads and along Weir View past the school to the A37.
- There are access issues on the minor road past the existing housing estate with families and older people.

## 1.20. Policy DOR15: Forston Clinic, Charlton Down

### Policy approach

#### Charminster Parish Council

- No concerns raised.

#### Natural England

- No objection to the proposed allocation.

#### Wessex Water

- No objections to this allocation. Local connections to the public water supply and foul networks will be subject to application. Moderate improvements are likely to be required.

#### Dorset AONB Team

- Broadly supports the policy to reuse the site should it become vacant.

### Loss of the existing healthcare facility / availability of the site

#### Dorchester Town Council

- There is concern at the loss of a valuable healthcare site which serves an important purpose. There appears to be no proposal for similar provision elsewhere in the Local Plan at a time when both the Dorchester area and the need for mental healthcare facilities is likely to be growing.

#### Savills Planning on behalf of Dorset Healthcare University NHS Foundation Trust

- Dorset Healthcare is considering the future of Forston Clinic, which includes an option to consolidate mental healthcare facilities on an alternative site. This would need to occur by September 2026. The site will be available for housing redevelopment within the first 5 years of the Dorset Local Plan Period.

#### Origin3 on behalf of Obsidian Strategic

- It is not clear whether the health centre at Charlton Down would be available for redevelopment within the plan period as it is still in use. Evidence of availability and a trajectory for delivery are required.

## Development strategy

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### Savills Planning on behalf of Dorset Healthcare University NHS Foundation Trust

- 'About 90 new homes' at Forston Clinic is considered sustainable as this would increase the population of this large village by about 6%.
- Criterion II should indicate that the site could accommodate 'about 110 new homes', reflecting the results of a previous capacity exercise, which assumed the demolition of the existing buildings (excluding Foxbrake House) and took account of known constraints, such as trees, the woodland block in the north-east of the site, and the Conservation Area.
- As stated in Criterion II, it would be appropriate for the site to provide a range of house types to meet the needs of families. The site may also be suitable for senior living products, such as retirement or care homes.

## Landscape

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### Natural England

- Supports the requirement to provide landscaping to moderate impacts on the setting of the Dorset AONB.

### Dorset AONB Team

- The site is located in the setting of the AONB, being overlooked from footpaths across elevated ground to the north and west.
- Should the site be subject to substantial redevelopment, careful consideration will need to be given to building density, scale, materials and landscaping, to ensure that development integrates with its sensitive landscape and built contexts.

## Heritage

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### Historic England

- Notes this site is partly located within the Charlton Down/Charminster Herrison Conservation Area and development here is also likely to affect its setting.
- Welcome the supporting text's recognition of this as well as the presence of non-designated heritage assets associated with the former Herrison Hospital located within and near to the site.
- Support the inclusion of criteria III and V in Policy DOR15. However, the wording of criterion V could be improved by including reference to the significance and settings of affected heritage assets.
- Would like to see to reference to the adopted Charlton Down or Charminster Herrison Conservation Area Appraisal (2012) in the supporting text. Consideration should also be given to preparing a management plan for this Conservation Area.

## Flood risk

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### Environment Agency

- Surface water should be retained or held back within the site, where possible.
- A Sustainable Drainage Systems approach should be considered. However, these should be located and designed to take account of the sensitive SPZ3 in the site, as well as any other flood risk/ ecology/ water quality requirements.



## Nitrate neutrality

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### RSPB

- It is unclear whether development at this site is likely to add to nitrogen input into the Frome. If development at this site is likely to do so then we wish to see additional text included in the policy to this effect, using the text in DOR13 paragraph XII. We suggest that it should also be phosphate neutral because of the risk of phosphate impacts on the freshwater River Frome.

## Retention of trees / woodland

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### Dorset AONB Team

- Supports the requirement to retain trees within the site.

### Savills Planning on behalf of Dorset Healthcare University NHS Foundation Trust

- The retention of trees and the woodland block in the north-eastern part of the site will help to screen views of development from outside the site and from the Dorset AONB. Existing development to the north-west of the site will also help to screen views from the AONB.
- It is acknowledged that the trees on the site will have species and / or amenity value (as stated in Criterion IV) and that their retention should be considered as part of future development proposals on the site.
- The retention of trees around the site boundary is not specifically prescribed in Criterion IV, which allows for the capacity of the site to be optimised and to provide flexibility for future planning applications.
- A presumption against the removal of large mature tree species is established in draft Policy ENV2 'Habitats and species', which will apply to planning applications involving trees.

## Green infrastructure

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- 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.

## Sports facilities

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### Sport England

- There needs to be contributions sought towards off-site indoor and outdoor sports facilities.

## Transport and access

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### Public response

- Improved access into Dorchester will be vital, especially if DOR13 is developed as some of the traffic from that area will attempt to use the access by the Sun Inn.

## Site selection

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### Public response

- Land adjoining Charlton Down was rejected in the SHLAA, so it is not clear why this allocation has been included.

## 1.21. Omission sites

### Charlton Down - land north-west of Herrison Road (LA/CHTR/009)

#### AAH on behalf of Land Allocations Ltd

- A 'call for sites' submission (under separate cover) has been made together with an outline application and supporting documents.
- The site is deliverable, available and developable now and there are no on-site issues or major infrastructure requirements.

### Charlton Down - The Sewage Field (LA/CHTR/007)

#### Public response

- The Sewage Field (SHLAA reference - LA/CHTR/007) could be a suitable site for development. It has access from the north-east and development could be sympathetically designed to minimise impact on a nearby listed building.

### Charminster - land east of Charminster (LA/CHTR/015)

#### Origin3 on behalf of Obsidian Strategic

- Land east of Charminster could deliver about 100 dwellings within 5 years helping to support the delivery of housing in the Dorchester housing market area. It is a sustainable location and development would support sustainable movements via modes such as walking, cycling and public transport.
- The site is free from environmental designations and in Flood Zone 1. A small SNCI lies immediately west of the site and a right of way is to the east of the site. The southern boundary is defined by the rear garden boundaries associated with properties off Ellerslie Close and York Close, which is a harsh edge to the settlement.
- There is a Scheduled Monument to the north-west of the site, but the site is well screened along its northern and western edges. The Conservation Area extends up to the western site boundary. There are two possible views into the site from the Conservation Area along North Street, but views are heavily screened. Listed buildings are in proximity to the site.
- The local landform and mature vegetation structure provide a degree of separation between the site and the more open landscape to the north and east.
- Views of the site are limited to internal views from footpath S14/2; the southern site boundary; and the higher ground of the Frome Valley, which includes the urban areas of Dorchester and Poundbury within the wider landscape to the south.
- Development of the site will adopt a high quality, landscape-led approach ensuring that the proposals can be successfully integrated without significant adverse effects upon the receiving landscape character or visual environment.
- The proposed landscape treatment, when combined with the existing retained vegetation structure, would ensure that the proposals benefit from a high degree of physical and visual integration. This would reflect the local landscape character and provide a high level of visual containment.
- The West Dorset, Weymouth and Portland Strategic Landscape and Heritage Study 2018 suggests that land to the east and west of Charminster perform similarly in terms of heritage impact (medium sensitivity) and landscape impact (medium-high sensitivity). It is considered

that development on the land east of Charminster would be less visible in the landscape than the recent Charminster Farm development off Weir View / Wanchard Lane.

- The Local Plan's sustainability appraisal shows that land to the east of Charminster performs the same as land to the west, except for the community objective where land to the east performs better.
- The site was excluded from the SHLAA, but the reasons given are not justified or accurate. There is an established footpath to the south-west of the site, it is well-screened with the ability to minimise impacts, and there is an opportunity to improve biodiversity.

## **Charminster - land south-east of Westleaze (LA/CHTR/005)**

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### **Wyatt Homes**

- There is an opportunity for sustainable development on this site to contribute to the required level of growth in the Central Dorset functional area. There is a lack of constraints, as the site is outside the Dorset AONB, green belt, or any habitat sites.
- The setting of the Conservation Area and Wolfeton House would remain open and rural in character and development would not 'cascade down the slopes' as indicated in the SHLAA assessment of the larger 6.125ha site. Preliminary landscape work shows there is potential to extend the treed character to address landscape concerns.
- A planning application is in the system for land adjacent to the west, which was previously refused and dismissed at appeal for a higher quantum. The application is now for 'up to 89 dwellings' and takes account of the Conservation Officer's comments regarding impact on listed buildings.
- The promoted site responds to comments made on the adjacent site. It would also provide a good opportunity to contribute towards the Council's 'small sites' requirement, as outlined at paragraph 68 of the NPPF.

## **Dorchester - County Hall**

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### **Public response**

- The County Hall site should be considered for development as it is an untidy complex of 90-year-old buildings, including two redundant Crown Courts. By using the modern South Walks House and with increasing numbers of staff working from home, Dorset Council could offer this brownfield site for housing development to inject life into the town centre. Developing County Hall would provide an opportunity for a second access to the former Prison site, which has planning permission for 185 homes, but is limited to a narrow entrance via North Square. Together these sites could provide a substantial number of affordable homes to rent, including homes for health workers and care staff.

## **Dorchester - Fordington Farm (LA/DORC/005)**

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### **Public response**

- SHLAA site LA/DORC/005 (Fordington Farm) should be allocated.

## **Dorchester - Land off Maiden Castle Road (LA/DORC/002)**

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### **Duchy of Cornwall**

- Support to develop part of a sports pitch relating to Dorchester Thomas Hardy School for Performing Arts and Sport.

## **Dorchester - Land off Maiden Castle Road (LA/DORC/001)**

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### **Duchy of Cornwall**

- Land off Maiden Castle Road, Dorchester was previously included in a Local Plan and is now being promoted for 45 new homes. The site is suitable, available and deliverable and although it forms part of Thomas Hardy School grounds, the land is surplus to requirements and does not form part of the playing fields.
- Safe and secure access could be provided off Maiden Castle Road and discussions have taken place with Highways Officers to discuss vehicular circulation in the vicinity of the site.
- Housing in this location would provide an opportunity to soften the landscape facing the playing fields from the existing development.
- Proceeds of the sale would fund improvements to the Thomas Hardy Theatre and enhanced sports facilities. This would also benefit the wider community as evidenced in a draft Development Strategy for Performing Arts and Sport. Funding for further ongoing capital improvements at the school would help to deliver:
  - Six high quality, competition standard covered tennis courts;
  - Six netball courts, with the capacity for a local netball league;
  - All-year round use, including lighting for evening coaching and competition;
  - Community use and the potential for new club development in conjunction with existing Town clubs;
  - Coaching through partnerships with national sporting federations;
  - The cost and experience benefits of co-location provision;
  - Improved facilities for the teaching of PE and extra-curricular activity; and
  - The health benefits that will come from increased physical activity of both students and the community.

## **Dorchester - Land at the bottom of Dorchester Thomas Hardy School**

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### **Public response**

- The bottom field of Thomas Hardy School should be included for development.