

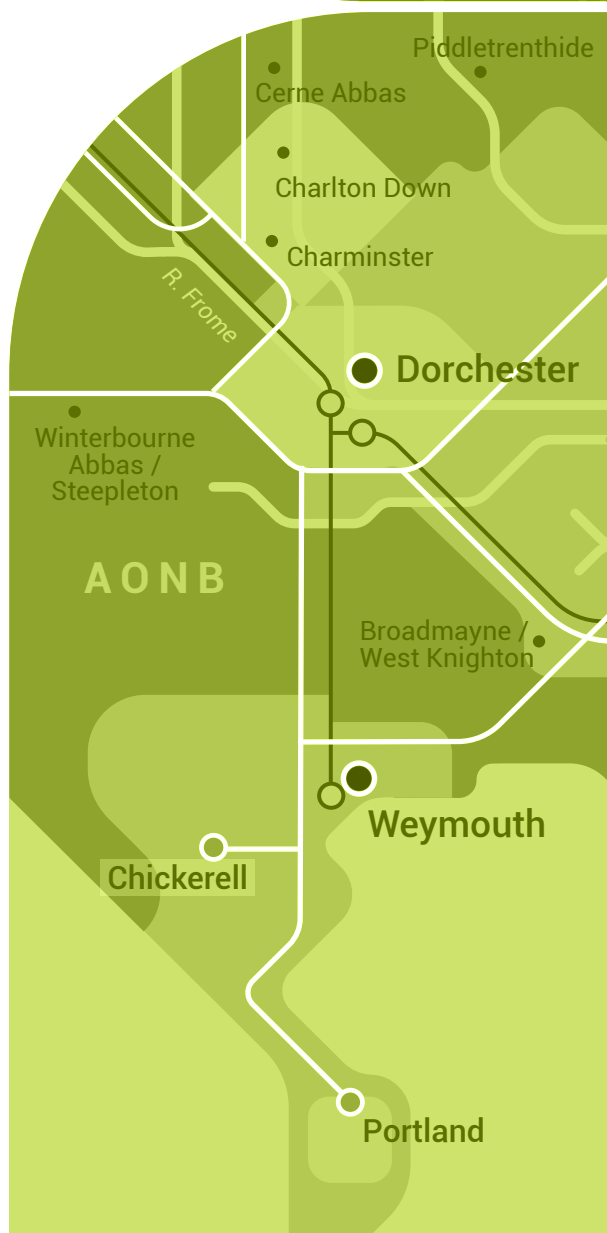


Dorset Council Local Plan



Weymouth

2021 Consultation
Summary of Responses



January 2023



Dorset
Council

Contents

Contents.....	2
1. Weymouth	3
1.1. Introduction	3
1.2. Vision for Weymouth	3
1.3. Development strategy.....	5
1.4. Policy WEY1: Flood risk and coastal erosion defences	6
1.5. Town centre strategy	7
1.6. Policy WEY2: Weymouth town centre strategy.....	7
1.7. Policy WEY3: Town centre core and Commercial Road area.....	10
1.8. Policy WEY4: Station area and Swannery Car Park.....	12
1.9. Policy WEY5: Custom House Quay and Brewery waterfront.....	14
1.10. Policy WEY6: The Esplanade south	16
1.11. Policy WEY7: Ferry peninsula.....	18
1.12. Policy WEY8: Westway Road and North Quay area.....	20
1.13. Policy WEY9: Lodmoor gateway and country park area.....	22
1.14. Main development opportunities.....	24
1.15. Policy WEY10: Bingleaves Cove.....	24
1.16. Policy WEY11: Littlemoor urban extension.....	25
1.17. Policy WEY12: Land off Louviers Road.....	28
1.18. Policy WEY13: Land at Wey Valley.....	30
1.19. Policy WEY14: Land south of Wey Valley.....	31
1.20. Policy WEY15: Land West of Southill	38
1.21. Policy WEY16: Land at Markham and Little Frances.....	45
1.22. Policy WEY17: Mount Pleasant Business Park	46
1.23. Policy WEY18: Land at Tumbledown Farm	47
1.24. Policy WEY19: Lorton Valley Nature Park	48
1.25. Weymouth to Portland relief road.....	50
1.26. Proposed Gypsy and Traveller site (GT/WEYM/004).....	51
1.27. Omission sites	52

1. Weymouth

1.1. Introduction

Protected habitats and species, and biodiversity

Town and Parish Councils

- The local plan should make further reference to Sites of Special Scientific Interest and the Area of Outstanding Natural Beauty around Weymouth.

Natural England

- Supporting text should reference Chesil and The Fleet Special Protection Area, Special Area of Conservation and Ramsar and the potential impacts of development (including wastewater and recreation) on these habitats.

1.2. Vision for Weymouth

Economic growth, regeneration and town center uses

Weymouth Town Council

- Local plan should give greater consideration to the implications of the Covid-19 pandemic.
- Local plan should promote a 'South Ridgeway Conurbation'.
- Strategies for economic growth in Weymouth not balanced with the new homes in proposed/existing allocations.
- The quantity of employment land allocations does not reflect Weymouth's size and ranking in the settlement hierarchy.
- Local plan should support the creation of an enterprise zone around the south ridgeway conurbation.
- Retail development should be limited to Weymouth Town Centre (Weymouth Town Council); and
- Jubilee Sidings and Park & Ride sites should also be allocated for employment land.

Chesil Bank Parish Council

- Concern that the plan for Weymouth doesn't consider Weymouth port - seems to be a major missed opportunity for both tourism and commercial activities; and
- Suggestion of the re-instatement of the cross-Channel ferries - would require major infrastructure investment possibly leading to "Free Port" status.

South West Transport Network and Railfuture Severnside

- Weymouth needs more employment land.

Public response

- Insufficient employment land allocated – suggest further land should be allocated at Granby and Mount Pleasant industrial estates.
- Weymouth and Portland should bid for free port status.
- Local plan should provide support for businesses involved in maritime research, those which provide well paid and secure jobs and larger industries; and

- Local Plan should include strategies to encourage specific types of business and a vision for diversifying Weymouth's economy.

Tourism

FSB

- Weymouth has lost some of its smaller scale activities such as bowling and 'Brewers Quay'. Small attraction keep tourist staying for longer and therefore should be supported. The plan needs to consider a tourist offering for Weymouth that is not just based on the beach.

Public response

- Local plan to include a broad strategy to support tourism in Weymouth (including broadening the types of attraction); and
- Investments needed in existing tourist accommodation and attractions.

Access, parking, connectivity and transport infrastructure

Weymouth Town Council

- Strategies which support more homes in Weymouth and Dorchester are likely to exacerbate congestion on the roads linking these settlements.
- Enhance the quality, including improved links and opportunities to use different modes of travel, of connectivity between Weymouth and the surrounding area (including key routes to surrounding settlements).
- Local plan should support delivery of charging points for electric vehicles.

Public response

- The local plan should include a strategy to promote connectivity (including a comprehensive cycle network and pedestrian routes) across Weymouth.
- Local plan should require electric vehicle charging points to be installed at Weymouth's park and ride.
- Local plan should include a strategy to encourage sustainable travel between Dorchester and Weymouth, and to help manage flows between, and through, Nottingham and Chickerell.

Infrastructure, services, and facilities

Weymouth Town Council

- Invest in internet connections for Weymouth.

Chesil Bank Parish Council

- Invest in port facilities and infrastructure to secure reinstatement of cross-channel ferry service from Weymouth.

Dorset Police

- Local plan policies and strategies should support investment in Weymouth Police Station.

Public response

- Local plan should include strategies to deliver services, facilities and amenities in accessible locations for planned growth.

Social considerations

Public response

- Local plan should include a strategy and policies to address social inequality in Weymouth's Park District.

Climate Change

Weymouth Town Council

- The local plan strategies and policies should give greater recognition to ecological and climate change emergencies.

Sustainability Appraisal

Public response

- Assessments presented in the latest Sustainability Appraisal are not consistent with those undertaken for the preferred options consultation on the West Dorset, Weymouth & Portland Local Plan.

1.3. Development strategy

Infrastructure, services, and facilities

Sport England

- All housing allocations policies should include a requirement for development to contribute toward off-site sports provision.

South West Transport Network and Railfuture Severnside

- We would also like to see improvements to local bus services so Weymouth and Portland can take growth - with a 7 day a week operation including evening and Sunday services.
- Weymouth bus Depot is very important to provide local bus services.
- Weymouth as a seaport is still a possibility for ferries to France and the Channel Islands.
- Investment is required at Weymouth station for a transport interchanges.

Public response

- Weymouth needs to expand its Watersports from the crowded sandy beach and, comparatively, expensive fixed berths in the harbour.

Strategy for delivering homes

Weymouth Town Council

- The proposed strategy, based on the local housing need assessment and national policy relating to affordable homes, provides too many new homes, but will not provide the tenures of new homes needed in Weymouth.
- Development should be managed to avoid overdevelopment and retain green corridors.
- Weymouth strategy for new homes should: focus/prioritise re-development of brownfield land, discourage second homes, support delivery of affordable homes (on council owned land and rural exception sites) and support joint working with community land trusts to delivery affordable homes.

- Housing strategy should be adjusted to deliver employment land alongside new homes (with a reduction in the number of homes provided).

South West Transport Network and Railfuture Severnside

- Weymouth needs more housing both affordable housing rented housing and market housing.
- We support the sites set out in the plan.

Public response

- An overall masterplan for Weymouth is required.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Local plan policies should specifically clarify whether development at a particular site is likely to have impacts (via wastewater or recreation) on Chesil and The Fleet habitat sites.
- The local plan should include a strategy to address the impacts of recreational pressures and water pollution on Radipole Lake and Lodmoor Site of Special Scientific Interest (SSSI).

1.4. Policy WEY₁: Flood risk and coastal erosion defences

Flood risk and coastal erosion

Environment Agency

- Proposed Weymouth Town Centre allocations are unsound as the evidence around flood risks needs to be updated through a Level 2 Strategic Flood Risk Assessment.
- Local plan should safeguard land for flood defences/flood plain.
- Council should secure financial contributions to fund delivery of flood defences.

Marine Management Organisation

- Development is likely to increase rates of surface water run-off.

Public response

- Local plan should prioritise delivery of measures to manage and mitigate flood risks on town centre sites where flood risk is an issue.
- Flood risks on some town centre sites make them unsuitable for development.
- Policy should be updated to reflect progress on the 'Weymouth Harbour & Esplanade Flood and Coastal Risk Management Strategy', including the review date relating to consideration of tidal barrier proposals.
- Policy should facilitate the restriction of unnecessary development in coastal zone.
- Importance of maintaining access along SW coast path.
- The design, and implications, of coastal and floor defences should be carefully considered.
- Inadequate mapping to understand flood risk defences.

Historic environment

Historic England

- The policy text should include a specific requirement relating to the historic environment.

1.5. Town centre strategy

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

- WEY2: Weymouth town centre strategy
- WEY3: Town centre core and Commercial Road area
- WEY4: Station area and Swannery Car Park
- WEY5: Custom House Quay and Brewery waterfront
- WEY6: The Esplanade south
- WEY7: Ferry peninsula
- WEY8: Westway Road and North Quay area
- WEY9: Lodmoor gateway and country park area

1.6. Policy WEY2: Weymouth town centre strategy

Access, parking, connectivity, and transport infrastructure

Weymouth Town Council

- Town centre not accessible for those without a car.
- Strategy should prioritise support public transport and use of the park and ride.
- Strategy should support delivery of cycle networks.
- Re-development of existing council owned car parks should consider the implications for existing town centre uses in combination with the effects of Brexit and the Covid-19 pandemic.

Public response

- Concerns around the implications of re-developing town centre car parking – existing car parks not suitable for development.
- Development of town centre car parking will have implications for access to services, facilities and shops.
- Regular (provided 7 days of the week) bus service required.
- Investments in rail infrastructure.
- Local plan policies should encourage active Travel.
- Commercial, leisure and tourism strategy required.
- Recommendation for further pedestrianisation.
- Access to the harbour should be maintained.
- Implement ferry services and light rail along the Esplanade between train station and ferry terminal.
- Create a bus or rail interchange at the rain station.
- Extend walking and cycle routes - link Rodwell Trail with Radipole RSPB reserve, Wey Valley, Underbarn Walk and Tophill Portland.

Economic growth, regeneration, and town centre uses

South West Transport Network and Railfuture Severnside

- The Debenhams store in Weymouth town centre can be regenerated.

Public response

- Strategy should include employment land allocations.
- Strategy should include proposals to re-development the 'Debenhams Store'.
- Strategy should encourage regeneration of 'empty older buildings'.
- Online shopping and out of town retail are both threats to the vitality and viability of Weymouth Town Centre.
- Town centre would be enhanced with a weekly street market or farmers market.
- Town centre masterplan out of date.
- Need for updated data and evidence.
- Strategy needs to respond to the Covid-19 pandemic.
- Broader economic strategy is required – the existing strategy is over reliant on Tourism.
- Occupation of dwellings as second homes undermines town centre vitality.
- Programme of regeneration should also encourage improvements to existing buildings.
- Business Improvement District survey indicates that the strategy should encourage a mix of different uses (including residential and commercial).
- New comparison retail development should only be permitted in Weymouth's Town Centre.

Delivery

Origin3 on behalf of Obsidian Strategic

- Not clear that town centre housing allocations are deliverable.

Public response

- Strategy should prioritise re-development of brownfield land.
- Strategy not deliverable.

Historic environment

Historic England

- The local plan should reference that Weymouth's conservation area is at risk.
- Policy criteria should refer to adopted conservation area appraisal and explain its role in guiding development.
- Rewording to the first bullet point of part one of the policy (to encourage development that preserves/enhances the conservation area and takes account of the setting of heritage assets within the conservation area).

Weymouth Civic Society

- Strategy to address the causes/provide solutions to the risks identified to Weymouth's Conservation Area.
- Encourage re-use of Weymouth's historic buildings to help maintain their condition.

Public response

- Historic shop fronts should be protected and re-purposed.
- Strategy should include maintaining the Georgian promenade as a priority.

Infrastructure, services, and facilities

Public response

- Strategy should include allocations for a museum and Tourist Information Centre.

- Strategy should make provision to invest and improve local roads (including A354).
- Object to the loss of disabled car parking spaces.
- Reinstate ferry terminal and form light rail between the terminal and the train station.
- Objection to using car parks or bowling green for housing (there is a need for car parking and recreational facilities).

Appearance character and design

Public response

- Empty (unused) buildings in the town centre have a negative impact on the area.

Flood risk and coastal erosion

Bellway Homes Limited

- Town centre sites not deliverable because of risks from flooding.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 SFRA).
- Apply national policy relating to the sequential and exceptions tests.

Public response

- Allocation and drafting of the Town Centre Masterplan should not precede preparation of the Level 2 Strategic Flood Risk Assessment for Weymouth.
- Consider this along with coastal flooding in light of 1m sea level rise by 2100.

Protected habitats and species, and biodiversity

Natural England

- Deliver urban tree planting as part of the development.

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Public response

- Define and protect ecological networks.
- Town centre strategy should avoid adverse impacts on Newton's Cove.

Housing

Public response

- Second homes have a damaging impact on Weymouth Town Centre.
- Likely that new homes will not be occupied throughout the year as a 'primary residence'.
- Parking should be provided alongside new homes in the town centre.
- There is a need for affordable housing in Weymouth Town Centre.
- Providing homes likely to support provision of jobs and investment in the transport infrastructure.
- Strategy should provide regulation for Air B & B in Weymouth's Town Centre.
- Would rather see buildings used for housing than left as empty shops.

1.7. Policy WEY3: Town centre core and Commercial Road area

Access, parking, connectivity and transport infrastructure

Weymouth Civic Society

- Existing car parking serves the town centre well (there is a good balance between the number of spaces and the range of facilities/services in the town centre).

Public response

- Oppose re-development of car parks and local plan does not include any proposals for replacement car parking.
- Pedestrianise town centre and harbour, whilst maintaining limited access for harbour activities.
- Junction around the Jubilee Clock (between the Esplanade and Kings Street).

Economic growth, regeneration and town center uses

Weymouth Civic Society

- Do not consider that further cafes/shops are needed in this area.
- Cafes/shops in this area could undermine the primary shopping area.
- Existing car parking supports economic activity in the town centre.

Public response

- Oppose re-development of car parks on the grounds that this could harm the town's prosperity (discouraging visitors) and re-development will also lead to a direct loss of income.
- Only convenience stores should be permitted outside the town centre to support/maintain its function.
- Local plan policies/strategy should be reviewed to ensure an appropriate mix of development types, potentially including leisure, hospitality and specialist shops.
- Local plan strategies and policies need to consider and respond to the impacts of the Covid-19 pandemic.
- Further evidence, and supplementary guidance, needed to guide policies and strategies relating to Weymouth Town Centre.
- Local plan policies/strategies should encourage new/independent businesses to the town centre.
- Local plan policies/strategies should support delivery/establishment of a regular market.

Delivery

Public response

- The detailed drafting of the policy should be revised to give greater flexibility around the types of use that might be appropriate in the town centre.
- Local plan re-development strategy should prioritise/focus on brownfield land.
- The council should consider making use of its compulsory purchase powers for derelict or under used land.

Historic environment

Historic England

- Support references to the conservation area appraisal in the policy text.

Infrastructure, services and facilities

Weymouth Civic Society

- Local plan strategies/policies should support maritime uses around Weymouth's Town Centre including Weymouth Marina, Weymouth Angling Society and the Loop/Cosens Quay Area.

Public response

- Local plan should include policies/strategy to deliver more leisure facilities for children in the town centre.
- Local plan should support delivery of a further cross harbour bridge to link Commercial Road and Westwey Road.
- Local plan policies and strategies should reference the commercial importance and function of Weymouth's Harbour.
- Car parking around the Weymouth's marina should not be re-developed as it serves a function in supporting maritime business and recreational activity.

Appearance, character and design

Public response

- Local plan policies should include requirements to control inappropriate signage.
- Local plan policies/strategies should encourage existing buildings to be better maintained.
- New development should incorporate soft landscaping.

Flood risk and coastal erosion

Environment Agency

- Proposed Weymouth Town Centre allocations are unsound as the evidence around flood risks needs to be updated through a Level 2 Strategic Flood Risk Assessment (Environment Agency).
- Local plan should safeguard land for flood defences/flood plain.
- Council should secure financial contributions to fund delivery of flood defences.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 Strategic Flood Risk Assessment).

Public response

- Allocation and drafting of the Town Centre Masterplan should not precede preparation of the Level 2 Strategic Flood Risk Assessment for Weymouth.
- Sustainable Drainage Systems could be used to manage risks from surface water flooding (need to take account of tide locking of the harbour and River Wey).
- The council will need to apply the sequential test to brownfield sites where redevelopment will increase the vulnerability to flooding.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Housing

Public response

- Local plan policies/strategies should support delivery of affordable housing on brownfield land.

Tourism

Public response

- Local plan should include policies and strategies to promote water sports.

1.8. Policy WEY4: Station area and Swannery Car Park

Access, parking, connectivity, and transport infrastructure

Go South Coast Buses

- Support proposals for regeneration of the town centre, but strategies/policies must not undermine the door-to-door benefit offered by bus services.
- Support proposals for mixed use development at travel interchange and design which prioritises public and active travel, and considers that access for buses should be maintained to encourage shifts to more sustainable modes of travel.
- Recommends that the policy is re-drafted to include the following statement 'quality and operationally optimised bus and rail interchange will be prioritised as part of the development to accommodate the expected increased demand during the plan period'.

Weymouth Civic Society

- Object to loss of car parking at Weymouth's railway station and do not consider that there is sufficient capacity in the Swannery Car Park to service the town centre.

Public response

- Swannery Car Park is not well related to Weymouth Town Centre, and therefore not a suitable alternative to the car parking that is proposed for re-development.
- The scope of the policy should be extended to include improvement and regeneration of the railway station and railway infrastructure, in addition to the travel interchange/forecourt.
- Proposals relating to the railway station should include specific requirements for bus and taxi drop-off and collection points.
- Local plan policies and strategy relating to the railway station should include provision of further car parking (to the rear) and allocated disabled and short stay car parking on the forecourt.
- Local plan policies and the development strategy should also seek to tackle antisocial behaviour around the station.
- Local plan policies for regeneration of car parking should include a requirement for electric vehicle charging points.
- Do not support re-development involving the loss of car parking – car parking around the railway station's forecourt is essential to its functioning.
- Swannery Car Park does not have capacity to provide the number of car parking spaces needed to serve Weymouth Town Centre.
- Consider role as a hub for a future light rail link between passenger ferry, Lyme Regis, Bridport, Chickerell, Weymouth, Winfrith and Wool.

- Part III. of the policy should make provision for a bus service between the Swannery car park, station, town centre and commercial core.
- The policy should include a requirement to provide secure lockers for travellers using the railway station.

Economic growth, regeneration and town center uses

Weymouth Civic Society

- Object to retail uses at the Swannery Car Park and Weymouth Railway Station which would undermine town centre vitality and viability.

Public response

- Council should consider relocation of the First Bus depot to the redundant Universal Engineering Building on the Granby Industrial Estate.
- Further retail development not needed in this part of Weymouth.
- Local plan strategies and policy should consider re-use of the car parks in the town centre as a market.
- The policy aspiration to improve the station forecourt should not be included in the local plan. Private companies should take the lead in the regeneration of the station forecourt rather than the council.
- Local plan policies and strategy should encourage large retailers to the town centre to enhance its vitality and viability.

Delivery

Bellway Homes Limited (Wessex)

- Site promoted for a number of years, but no evidence that the site is deliverable Historic environment.

Historic England

- Respondent suggests a revision to the policy which makes reference to the Weymouth Town Centre Conservation Area and other heritage assets.

Appearance, character and design

Public response

- Planning policy and development strategy relating to the Swannery Car Park should include a requirement relating to soft landscaping.
- Planning policy should include a requirement to address the issue of litter around Commercial Road.

Flood risk and coastal erosion

Environment Agency

- Proposed Weymouth Town Centre allocations are unsound as the evidence around flood risks needs to be updated through a Level 2 Strategic Flood Risk Assessment.
- Local plan should safeguard land for flood defences/flood plain.
- Council should secure financial contributions to fund delivery of flood defences.
- Site wholly inappropriate for development as is likely to provide fluvial flood plain storage upstream of Westham Bridge and has a history of flooding.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 Strategic Flood Risk Assessment).

Public response

- Potential issues around managing and mitigating flood risks on the Swannery Car Park.
- Land around 'KFC' at fluvial flood risk from the River Wey, Sustainable Development Strategy should attenuate run-off and make allowances for climate change and tide locking.

Protected habitats and species, and biodiversity

Environment Agency

- Development at the Swannery car park should consider impacts on Radipole Site of Special Scientific Interest.

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Public response

- Local plan policy and strategy relating to the Swannery Car Park should encourage businesses connected with the environment and wildlife because of the car parks relationship with Radipole Lake bird reserve.

Other comments

Public response

- The scope of this policy should be extended to make provision for a police station/offices and public toilets.

1.9. Policy WEY5: Custom House Quay and Brewery waterfront

Access, parking, connectivity, and transport infrastructure

Weymouth Civic Society

- Local plan policies and strategy should not include proposals to pedestrianise this area.

Public response

- Local plan policy should include a requirement to permanently pedestrianise Custom House Quay and to support storage space for fisherman who use the harbour.
- Land around Custom House Quay should not be pedestrianised because of the impact on fishing industry which operates out of the harbour.
- Further car parking around the southern side of the harbour would support its regeneration.
- Development in the Custom House Quay/Brewery waterfront area should not interfere with movement/use by residents and businesses.

Economic growth, regeneration and town centre uses

Weymouth Civic Society

- Local plan policies and strategy should seek to maintain 'a viable working harbour'.

Public response

- Council to consider a more flexible (including housing and retail) basis for regeneration of the heritage asset.
- The requirements for a working harbour should be a key consideration for policies relating to Custom House Quay.
- The policy does not reference boats (a source of interest, employment and leisure activities) in relation to Weymouth Harbour.

Delivery

Weymouth Civic Society

- Situation relating to Brewers Quay has changed since the plan was drafted (text needs to be updated to reflect the current position).

Public response

- A suggestion that the council should acquire Brewers Quay to facilitate re-generation through re-development of this building.

Historic environment

Historic England

- Redraft policy to explicitly reference the character and appearance of the conservation area/other heritage assets.

Weymouth Civic Society

- Local plan policies and strategy should give greater reference to the areas historic character.

Public response

- The policy should focus on the historic interest of this part of the town and the need to prevent inappropriate development.
- The policy should reference potential for investment through planning obligations and Community Infrastructure Levy and emphasise the historic character of this side of the harbour.

Infrastructure, services, and facilities

Public response

- Local plan policy should include reference to a museum.
- Local plan policy to include a requirements for Hope Square should continue to provide a venue for events, entertainment, leisure and café/restaurant culture.

Appearance, character, and design

Public response

- Support proposals to declutter the appearance of the harbour.
- Local plan policies should include requirements to create attractive public seating areas.
- Local plan policies should include requirements for positively management of public spaces to maintain a high quality environment (e.g. business responsible for clearing litter).

Flood risk and coastal erosion

Environment Agency

- Proposed Weymouth Town Centre allocations are unsound as the evidence around flood risks needs to be updated through a Level 2 Strategic Flood Risk Assessment.
- Local plan should safeguard land for flood defences/flood plain.
- Council should secure financial contributions to fund delivery of flood defences.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 Strategic Flood Risk Assessment).

Public response

- Manage risks from surface water flooding by attenuating flows (evidence suggests primarily effected by tidal flooding – Weymouth Harbour and Esplanade FCRM puts forward proposals defences to manage and mitigate these risks).

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Housing

Public response

- Mix and type of proposed development not appropriate (homes are likely to be overpriced and the retail development not viable).

Other comments

Public response

- There should be a specific policy relating to Weymouth Guildhall.
- A policy allocation for a mix of leisure, businesses and homes would encourage regeneration of Brewers Quay.
- Local plan strategies and policies should set out a timetable for regeneration.
- Local plan policy relating to Custom House Quay should refer to Quay improvements and removal of railway tracks, and the intent of the policy should be to develop this area as a major attraction and to improve the pedestrian environment.

1.10. Policy WEY6: The Esplanade south

Policy Area

Public response

- Policy area should be extended to include the seafront up to Greenhill.

Access, parking, connectivity, and transport infrastructure

Public response

- Consider the opportunity to improve the esplanade for cycling and pedestrian use.
- Plan for future light rail link between the railway station and the ferry terminal.

Delivery

Public response

- Mix and type of proposed development not appropriate (homes are likely to be overpriced and the retail development not viable).

Historic environment

Historic England

- Policy to include specific requirements around the character and appearance of the conservation area and the setting of listed buildings.

Public response

- Conservation Area constraints should be relaxed to allow alterations at the rear of buildings/in Park District to allow for energy efficiency and generate solar power.

Flood risk and coastal erosion

Environment Agency

- Proposed Weymouth Town Centre allocations are unsound as the evidence around flood risks needs to be updated through a Level 2 Strategic Flood Risk Assessment.
- Local plan should safeguard land for flood defences/flood plain.
- Council should secure financial contributions to fund delivery of flood defences.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 Strategic Flood Risk Assessment).

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Ant-social behavior

Weymouth Civic Society

- More restrictive hours of operation should be applied for bars and clubs in this part of Weymouth.

Public response

- Reducing licensed hours would lessen antisocial behaviour.
- No alcohol sold during wind-down time and authorities should work together to address antisocial behaviour (linked to drinking alcohol) along the Esplanade.
- The policy should not refer to antisocial behaviour as a direct planning concern.

1.11. Policy WEY7: Ferry peninsula

Access, parking, connectivity, and transport infrastructure

Weymouth Town Council

- Ask that WEY7 be modified to retain the option for a Passenger Ferry Terminal to the Channel Islands.

Public response

- Local plan policy should include a requirement to install electric vehicle charging points.
- Car parking, with a covered link to the Pavilion, required.
- Existing car parking should be retained.
- Include provision for a passenger ferry terminal (with at least two berths) and light rail access via the Esplanade.
- The policy should refer to a walkway around the peninsula, boat births and diving/swimming platforms.
- Car parking on the peninsula should be limited, other than short-term. Residents and businesses should be encouraged to park at the Swannery car park.

Economic growth, regeneration and town centre uses

Weymouth Civic Society

- Local plan policy should encourage the following types of uses family leisure and entertainment.
- Re-development should not include housing – recreational uses (proposed and existing) would be incompatible with residential.

Public response

- Local plan policy and strategy should encourage a new ferry operator.
- Local plan policy and strategy should encourage indoor activities for holiday makers (including climbing wall/trampolines and food court) as part of regeneration.
- Retain the Pavilion.
- Regeneration should provide for leisure (including fair ground and interactive museum) and support the functioning of the harbour.
- Local plan policy should promote educational uses (relating to local history or marine wildlife), extending the pavilion and increasing the size of the cafe/dining area.
- Local plan policy should require a mix of development (including residential development, hotel, restaurant, conference facilities and leisure) could encourage re-development. 3 or 4 storey development could be appropriate here.

Delivery

Bellway Homes Limited

- Successive attempts to regenerate the ferry peninsula have failed over many years because of flood risk, harbour wall stability, ground quality and heritage. There is no evidence presented to suggest the site is deliverable.

Public response

- Local plan policy should clarify the development which will act as a driver for regeneration of the Ferry Peninsula (i.e. leisure or through residential development).
- Mix and type of proposed development not appropriate (homes are likely to be overpriced and the retail development not viable).

Historic environment

Historic England

- Part II of the local plan policy should be revised to include reference to conservation area/other heritage assets (including non-designated assets).
- Local plan policy should include reference to the setting of Nothe Fort/The Esplanade.

Public response

- Re-title the policy and take out reference to WEY ii. as the peninsula is not part of the heritage seafront.
- Pavilion should be retained because of its significance to Weymouth's heritage and its role in family entertainment.

Appearance, character, design and landscape

Weymouth Civic Society

- The height of any new buildings must not exceed the general height of buildings in this area (and no more than 2/3 storey). Larger scale buildings harmful to landscape setting (Weymouth Bay and shoreline) and setting of Nothe Fort.
- Remove reference to the term 'land mark'.

Marine Management Organisation

- The council should consider policy S-SCP-1 (seascape) of the Marine Management Plan and review the drafting of this policy.

Public response

- Local plan policy should promote delivery of attractive buildings required which complement other buildings.
- Local plan policy should restrict height of new buildings to others in the area – existing terraced buildings on the esplanade should guide the scale of development on the peninsula which has a different context.
- Policy should include a requirement for outside seating which makes the most of views.
- The ferry peninsula appears prominent in views around Weymouth bay and views of the Nothe should not be obscured by development on the ferry peninsula.
- Irrelevant and inaccurate to say that the area provides a first impression for people arriving to Weymouth from the sea as this represents a small proportion of visitors when compared to those arriving by vehicles/train.

Flood risk and coastal erosion

Environment Agency

- Proposed Weymouth Town Centre allocations are unsound as the evidence around flood risks needs to be updated through a Level 2 Strategic Flood Risk Assessment.

- Local plan should safeguard land for flood defences/flood plain.
- Council should secure financial contributions to fund delivery of flood defences.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 Strategic Flood Risk Assessment).

Weymouth Civic Society

- Subject to flood risk and coastal change, and unclear where the site can be safely accessed.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Housing

Public response

- Local plan policy need not include a requirement for new homes at the ferry peninsula.
- Potential conflict between the elements of a mixed use development (new homes may not necessarily be compatible with late night leisure uses).

Tourism and recreation

Public response

- Local plan policy could include proposals for a public slipway and drop of point to allow recreational access for stand up paddle boarders and kayakers and a facility for open water sea swimming on the eastern side of the Peninsula.
- Local plan policy should include a requirement to retain the pavilion.

Hours of operation

Weymouth Civic Society

- Local plan policy should include a requirement limiting hours of operation to 6pm to 9pm.

1.12. Policy WEY8: Westway Road and North Quay area

Access, parking, connectivity, and transport infrastructure

Public response

- Local plan policies should include a requirement for car parking for those planned homes, those people using the marina and tourists.

Economic growth, regeneration, and town centre uses

Public response

- Policy should recognise the need to enhance Weymouth's inner harbour.
- Retail and leisure uses needed for locals and visitors rather than further homes.

- Policy should focus on Westway Road sites and the former council offices at North Quay. As previously developed land these sites should be re-developed as a priority.
- Local plan policies and strategies should have regard to the findings from the Town Centre Management Plan to link these sites with the harbour.

Appearance, character, and design

Public response

- Suggest that the part of the policy relating to the North Quay site should include a requirement for a 3 or 4 storey scale block of affordable housing to the rear of the site.

Flood risk and coastal erosion

Environment Agency

- Proposed Weymouth Town Centre allocations are unsound as the evidence around flood risks needs to be updated through a Level 2 Strategic Flood Risk Assessment.
- Local plan should safeguard land for flood defences/flood plain.
- Council should secure financial contributions to fund delivery of flood defences.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 Strategic Flood Risk Assessment).

Public response

- Local plan policy and the strategy relating to this part of the town centre needs to consider combined events when designing Sustainable Development Strategies and the potential for tide locking in the harbour.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Housing

Public response

- New homes will be occupied as second homes or for holiday let.
- Proposed development should include a range of low and higher cost housing by requiring different housing tenures (social and non-social).
- The part of the policy relating to Westway Road should be more prescriptive in defining uses and the proportion & tenure of affordable homes (potentially also stipulating that a community land trust should be used to deliver affordable homes).
- Reconsider the proposals from Magna Housing Association for the North Quay site.

Other comments

Public response

- The council should explore opportunities for joint working with Weymouth College to provide space for students to present projects or to provide an indoor market/craft hall for artists and artisans.
- Mix and type of proposed development not appropriate (homes are likely to be overpriced and the retail development not viable).

1.13. Policy WEY9: Lodmoor gateway and country park area

Delivery

Weymouth Town Council

- The words do not recognise the developments which have already taken place – eg Hotel, Sand Sculpture. This section requires an update.

Access, parking, connectivity and transport infrastructure

Public response

- Existing car parking should be retained – this supports use of the countryside park, nature area and the Greenhill end of the beach/Esplanade.
- Reinstate operation of the park and ride during the summer period.

Historic environment

Historic England

- Welcome reference in Part II of the policy to the setting of Weymouth Conservation Area.

Appearance, character and design

Public response

- Local plan policy should emphasise the importance of high quality design as key to regeneration.
- Local plan policy should seek to improve the appearance and signage to existing attractions.

Flood risk and coastal erosion

Environment Agency

- This section of coastline is subject to coastal change (the long term policy in Shoreline Management Plan is for managed realignment), council to take this into consideration (including the costs around the maintenance/upgrading of existing coastal defences on Preston Beach Road).
- Flood risks from watercourses running through the site may need to be modelled – more detailed evidence (in the form of a Level 2 Strategic Flood Risk Assessment) should include this area within its scope.

Wessex Water

- Local plan allocations in the town centre must be guided by suitable evidence on flood risk (Level 2 Strategic Flood Risk Assessment).

Public response

- The proposed allocation site is affected by a complex range of issues, including tidal flooding, surface water flooding and flooding associated with ordinary watercourses (the risks from flooding could be exacerbated by simultaneous flooding events).
- Significant measures may be required to manage and mitigate the risks relating to the proposed allocation site, including the impacts of coastal change and the need for flood storage areas.

Protected habitats and species, and biodiversity

Dorset Wildlife Trust

- Tourism development likely to increase recreational pressure on Lodmoor Site of Special Scientific Interest.

Natural England

- Suggest that the proposed allocation should be re-defined to form part of the Lorton Valley Nature Park (its inclusion could divert recreational pressure from the sensitive Lodmoor Site of Special Scientific Interest).
- Subject to clarification around the policy, suggest that contributions should be sought from development to fund visitor management in Lodmoor Site of Special Scientific Interest.

Royal Society for the Protection of Birds

- Tourism development on the proposed allocation would increase recreational pressure on Lodmoor Site of Special Scientific Interest. The policy text should be re-drafted to include a requirement for developer contributions to support the maintenance of Lodmoor Site of Special Scientific Interest and Radipole Site of Special Scientific Interest.

Housing

Weymouth Town Council

- Ask that the Lodmoor ex-tip brown-field site is put forward for development for Social Housing Employment and Leisure.

Public response

- Review local plan policy and strategy to allocate part of the site for social housing (potentially including a community land trust) and leisure use in preference to other proposed housing allocations elsewhere in Weymouth.

Other comments

Public response

- Fast food outlets should not be permitted because of the impacts of litter on RSPB reserve at Lodmoor.
- Manage use of Lodmoor Park to create a distinct area for dog exercise.
- Policy should include a requirement to add a putting green to the golf course area.
- Extend the allocation to include holiday chalets.
- Council should consider revising the policy to take account of the need for facilities to support sport and recreation (including lockers for swimmers, changing rooms, meeting places, indoor/outdoor spaces which encourage activity and recreation).
- A suitable location for a swimming pool and leisure complex.

1.14. Main development opportunities

The following sections set out representations received regarding the following policies:

- WEY10: Bingleaves Cove
- WEY11: Littlemoor urban extension
- WEY12: Land off Louviers Road
- WEY13: Land at Wey Valley
- WEY14: Land south of Wey Valley
- WEY15: Land west Southill
- WEY16: Land at Markham and Little Francis
- WEY17: Mount Pleasant Business Park
- WEY18: Land at Tumbledown Farm
- WEY19: Lorton Valley Nature Park
- Weymouth to Portland relief road

1.15. Policy WEY10: Bingleaves Cove

Delivery

Weymouth Town Council

- It is not clear whether the current consent is progressing and if it is still valid.

Bellway Homes Limited

- Re-development of the site has been mooted for a number of years, there is no evidence presented to suggest the site is deliverable.

Public response

- An update to the current state and a rethink is required for this site as it has been vacant since 2006.
- Some of the words are spurious relating to the difficulties of developing the site – it is a prime site and a key site for the future of Weymouth.
- Policy needs to envisage mixed use - Recreation use could be extensive as there is controlled access to Portland Harbour from the site, with the Portland Port harbour zone making this an ideal site for Watersports and other Outdoor Recreation activities.
- Should be considered for holiday home development or associated tourist accommodation for the Watersports centre.

Economic growth, regeneration

Weymouth Town Council

- Consider this is a prime location for a Watersports Centre potentially with associated accommodation.
- This would generate local employment opportunities particularly for younger people.
- Would suggest the usage is expanded to include business use: sports and leisure.

Historic environment

Historic England

- Part II of the policy should be re-drafted to reference the setting of heritage assets (including: conservation areas and setting of listed building/monuments).

Flood risk, coastal erosion and land instability

Weymouth Town Council

- The area is subject to coastal change – rather than III, would suggest
 - IV. Any development must be resilient to exposed coastal position and recognise the potential coastal change.

Environment Agency

- Land instability and flood risk issues relating to the site – proposals must evidence that development is suitable and consistent with national policy.

Public response

- Suggestion of an additional Policy Statement such as ‘Any development must be resilient to its exposed coastal position and recognise the potential coastal change’.

Protected habitats and species, and biodiversity

Natural England

- Clause III of the local plan policy should be revised so that it refers to Portland Harbour Shore Site of Special Scientific Interest and its nature and geological conservation interest.

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Public response

- Town centre re-development should not have impacts on marine life/recreational use of Newton's Cove.
- Parts of the site are within the Portland Harbour Shore SSSI but is not an SPA, SAC or part of the Heritage Coast or the Jurassic World Heritage Site.

1.16. Policy WEY11: Littlemoor urban extension

Access, parking, connectivity and transport infrastructure

Winterborne Farringdon Parish Council

- The employment area for the site cannot be accessed from the A354 Weymouth Relief Road. It is possible for this part of the site to be accessed from the A353 Littlemoor Road.

Yellow Buses

- Proposed allocation unlikely to be served by a bus route (the site is positioned more than 400 metres from the closest bus stop).
- Developer contributions (£650,000) required to split existing route and pump prime 6 vehicles.

Go South Coast Buses

- There should be a requirement for engagement between developers, the council and bus operators when master-planning for the site to ensure that the site can be assessed by buses in order to support a shift to more sustainable modes of travel.
- There should be a requirement for developer contributions to fund infrastructure and improvements to existing bus services over at least a seven year period.

South West Transport Network and Railfuture Severnside

- Need for better bus services.

Public response

- Traffic movements connected with the development would create congestion on Weymouth relief road and potential impacts on Littlemoor and Preston Roads also needs to be considered.
- Allocation should take account of future rail link between Upwey Station, Weymouth and Preston/Wool.
- Local plan policy should include a requirement for off-street car parking.

Economic growth, regeneration and town centre uses

Weymouth Civic Society

- Local plan policy should impose limits on the number/position of retail units (to relate to Littlemoor shopping centre) to avoid adverse impacts on the vitality/viability of the town centre.

Public response

- Local plan policy should limit retail development in the proposed Littlemoor urban extension, in the area opposite Littlemoor Shopping Area, to avoid impacts on the vitality and viability of Weymouth town centre.

Historic environment

Historic England

- Part II of the policy should be re-drafted to reference the scheduled monument.

Public response

- Proposed allocation is a heritage site with a wealth of archaeological association.

Infrastructure, services and facilities

West Dorset CPRE

- Concern with increased strain on infrastructure.

Environment Agency

- Green space delivered in site should be positioned to form/enhance links to existing green corridors and managed to create habitats for wildlife.

Public response

- Local plan policy should require phasing around the delivery of key infrastructure (school and/or health centre) to be prioritised.
- Local plan policy should include a requirement for green infrastructure to be delivered alongside new homes (this infrastructure should include provision to exercise dogs).

Appearance, character, design and landscape

Winterborne Farringdon Parish Council

- Do not support proposed development because of its incursion into the Area of Outstanding Natural Beauty, inconsistency with national planning policy, erosion of the gap between Weymouth and Dorchester and is inconsistent with Policy ENV4.
- Strategic landscaping should be completed in accordance with the requirements of the policy.

Weymouth Civic Society

- In respect to the design of the frontage, the policy should be drafted to ensure that development takes references from its landscape setting and minimises impact on the Area of Outstanding Natural Beauty (including soft landscaping along the frontage with Littlemoor Road).
- Considers that the policy should be redrafted requiring the site area to be reduced (taking out land beyond the power lines at Bincombe) as this part of the allocation is not included within the planning application site boundaries.

Public response

- Local plan policy should include a requirement for soft landscaping (trees and hedging) needed around and across the site to screen and reduce road noise.
- A requirement in the local plan policy for tree planting/hedgerow along the Littlemoor Road frontage would create a wildlife corridor and reduce the impacts from air pollution arising from vehicles.
- Local plan policy should limit the size of the proposed development site to exclude land to the north west of overhead power lines adjacent to Bincombe Lane. This part of the site has a rural character and is part of the Area of Outstanding Natural Beauty.
- Proposed allocation would result in an incursion into the Area of Outstanding Natural Beauty, would be inconsistent with national planning policy, lead to the erosion of the gap between Weymouth and Dorchester and is inconsistent with Policy ENV4.
- Local plan policy should ensure that building design/layout should be kept as rural (with tree planting and hedgerow) as possible along the Littlemoor Road frontage taking account of its setting and the Dorset Area of Outstanding Natural Beauty.

Flood risk and coastal erosion

Wessex Water

- Flood management/mitigation measures needed to address existing highway flooding.

Environment Agency

- Sustainable Drainage Systems should be used to manage flows of surface water from the site to ensure that development does not increase the risks from flooding elsewhere (there are a number of downstream flood risk issues and water management assets – including culverts and balancing ponds).
- Council may need to consider further modelling of flood risks of ordinary watercourses.

Protected habitats and species, and biodiversity

Natural England

- There should be an additional requirement in the local plan policy requiring collection of financial contributions for visitor management of Lorton Valley Nature Park.

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.
- Further evidence is needed to consider the potential impacts of the development on Lodmoor Site of Special Scientific Interest and council should consider whether it needs to develop a strategy to manage and mitigate impacts on this habitat.

Developers/Landowners/Agents

- Concern that the Littlemoor urban extension proposed allocation is stated as provision of 600 homes, contrary to the existing outline permission.

Housing

Bellway Homes Limited

- The yield expected from the development should be adjusted to reflect outline and reserved matters planning permission (500 new homes rather than 600 new homes stated in the local plan).

West Dorset CPRE

- Concern with environmental impacts, high land values, and failure to address local needs.

Weymouth Town Council

- This already has consent. No further comment.

Public response

- High quality mix of different types of homes needed (including bungalows). Keep apartments to a minimum. Homes should have reasonable sized gardens.

1.17. Policy WEY12: Land off Louviers Road

Access, parking, connectivity, and transport infrastructure

Public response

- Further vehicular traffic at the eastern end of Louviers Road would be undesirable.

Infrastructure, services, and facilities

Environment Agency

- Green space delivered in site should be positioned to form/enhance links to existing green corridors and managed to create habitats for wildlife.

Public response

- Land at Louviers Road should be included in Lorton Valley Nature Park.

Appearance, character, design, and landscape

Public response

- Re-developing the sloping Aster Housing Association site would have an adverse impact on landscape character.
- Development would result in the loss of green space.
- Two storey buildings on the Aster Housing Association site could have an adverse impact on landscape character.

Flood risk and coastal erosion

Environment Agency

- Sustainable Drainage Systems should be used to manage flows of surface water from the site to ensure that development does not increase the risks from flooding elsewhere (there are a number of downstream flood risk issues and water management assets – including culverts and balancing ponds).
- Council may need to consider further modelling of flood risks of ordinary watercourses.

Protected habitats and species, and biodiversity

Natural England

- There should be an additional requirement in the local plan policy requiring collection of financial contributions for visitor management of Lorton Valley Nature Park (Natural England).
- The loss of rough grassland habitat within the site (which contribute to wildlife of the wider valley) should be compensated for.

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.
- Further evidence is needed to consider the potential impacts of the development on Lodmoor Site of Special Scientific Interest and council should consider whether it needs to develop a strategy to manage and mitigate impacts on this habitat.

Public response

- The extent of the proposed allocation requires clarification as building work on implementing an extant permission is underway and the council has also granted outline planning permission for adjacent land (also defined as part of the Lorton Valley Nature Park: WEY19).
- Land at Louviers Road should be included in Lorton Valley Nature Park.

Housing

Bellway Homes Limited

- Supporting text relating to the policy is not accurate (referring to an outline planning permission when work on completing development is underway) and the overall calculations on housing land supply may need to be revised.

Weymouth Town Council

- The 'Lodmoor Sands' development already has consent 114 homes and many houses have already been built. A further development of 58 homes has yet to be built. WTC ask that the number of homes remaining to be built is checked and the Weymouth allocation adjusted.

1.18. Policy WEY13: Land at Wey Valley

Access, parking, connectivity and transport infrastructure

Public response

- Difficult to create a cohesive community with development on either side of Littlemoor Road (the respondent does not consider that a bridge across the road will be enough to achieve the necessary connection).
- The proposed secondary access identified in outline planning permission (17/00271/OUT) would not be adequate to serve the proposed allocation at WEY14 in addition to the allocation at WEY13.
- Sustainable travel should be at the heart of the master-planning process.
- Concern about congestion, linked to the development of this site, on local roads.

Economic growth, regeneration, and town centre uses

Public response

- Proposed housing allocations not matched with allocations for employment land.

Infrastructure, services, and facilities

Public response

- Issues around the adequacy of existing infrastructure should be resolved before allocations for new homes are made through the local plan.

Appearance, character, design, and landscape

Public response

- Greater weight should be given to constraining issues including those relating to landscape and natural environment.
- Development would result in the loss of green space.

Flood risk and coastal erosion

Environment Agency

- Local plan policy should include a requirement for delivery of green space as part of the development where it forms/enhances links to existing green corridors, and which is managed to create habitats for wildlife.

Public response

- The council needs to re-consider the planning condition (17/00271/OUT) relating to surface water management scheme (including maintenance) if the WEY14 allocation is made.
- Concerned that development will increase risks from flooding elsewhere.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

- Council should consider whether it needs to develop a strategy to manage and mitigate impacts on this habitat.

Public response

- The Biodiversity Mitigation Plan for WEY13 would need to be reconsidered if the WEY14 allocation is made.
- Development site should form part of green infrastructure/a wider ecological network/country park.
- Oppose existing development on the ground of landscape impacts and loss of biodiversity.
- Development will result in a loss of biodiversity.

Homes

Weymouth Town Council

- This site already has consent approx. 25 homes have already been built (Betterment) and permission for a further 323 homes (CG Fry) has been approved. WTC ask that the number of homes remaining to be built is checked and the Weymouth allocation adjusted.

Other comments

Public response

- Proposed allocation inconsistent with council declaration of climate change and ecological emergency.
- The site should form part of green infrastructure/a wider ecological network/country park.

1.19. Policy WEY14: Land south of Wey Valley

Site name

Weymouth Town Council

- The site should be referred to as Redlands Farm.

Access, parking, connectivity and transport infrastructure

CG Frys

- Vehicular access through the consented site to the north – pedestrian/cycle access through the eastern part of the site (next to Corfe Hill Lane) onto Dorchester Road.
- key local facilities accessible within a 10 minute walk of the site, bus stop (within 250 metres of the site) and railway station (within 2km of the site).
- Vehicular access into the site will be achieved through land to the north.

Bellway Homes Ltd

- Vehicular access unsuitable as narrow and poorly made (Bellway Homes Ltd).

Weymouth Town Council

- T565 is a new Footpath application across this site that seeks to restore the old Drivers way, shown on maps up to 1930s, which may run along the route of the Roman road from Dorchester to Radipole. This path application needs to be considered ahead of any development.

Public response

- The proposed allocation will increase levels of traffic the Dorchester Road, endangering pedestrians and cyclists and forming a further access onto Dorchester Road is likely to create highway safety issues.
- Improved access along poorly draining footpaths would be welcomed.
- Concerns in respect to capacity on local roads (congestion, faster moving vehicles and larger vehicles) and their suitability (in reference to highway safety).
- Not possible to form a suitable access into the site. Access into the southern part of the site (along Corfehill Lane) would not be suitable because of noise/disturbance to nearby residents, the land is in a different ownership, designated as a public right of way and narrow. Linking the site with land to the north (Policy WEY13) would lead to the loss of hedgerow/ is dependent on implementation of separate planning permission.
- Local plan allocations should include plans for a network of footpath and cycle routes.
- Suitable access can be formed into the site.

Economic growth, regeneration and town centre uses

Public response

- Local plan should make provision to support employers (providing jobs for the residents of new homes).

Delivery

CG Frys

- Supports proposed allocation – considers that the site is available, suitable, and deliverable.

Public response

- Covenant restricts building on the development site.

Historic environment

Historic England

- Suggest changes to Part II of policy to make reference to the setting of heritage assets public response.
- Development at WEY 14 would lead to the joining of the Nottingham Conservation Area with the Westmacott Development, and the Radipole Conservation Area.
- Development site has historic interest as an undeveloped open space as it was formerly part of Corfe Hill House estate (centred around Corfe Hill House grade II listed building).
- Proposed allocations and recent sub-urban extensions are changing the distinct character of Radipole and Nottingham Conservation Areas.
- Site acts as a green corridor between conservation areas.
- Adverse impacts on the setting of Radipole and Nottingham Conservation Areas, including their settings.

Weymouth Town Council

- would adversely affect the Radipole and Nottingham Conservation areas the latter having already been affected by WEY13.

Bellway Homes Ltd

- Development has the potential to affect the setting of Nottingham and Radipole Conservation Areas (Bellway Homes Ltd).

CG Fry

- Development site not considered to contribute to the settings of either conservation areas (Radipole and Nottingham) or listed building (Corfe Hill House). Despite this the developer suggests planting around the edges of the site.

Infrastructure, services and facilities

Weymouth Town Council

- Building 150 homes here would further impact local services
- The site policy if it were to move forward should include a statement making provision for additional school places locally.
- The availability of local infrastructure is contested.
- This development, coupled with WEY13 will place excessive demand on the two local primary schools Radipole and St Nicholas & St Laurence which are already unable to include local children. There are no local doctors or dentists within walking distance.

Environment Agency

- Green space delivered in site and positioned to form/enhance links to existing green corridors and managed to create habitats for wildlife.

Bellway Homes Ltd

- Lack of places in local schools in this area to support the proposed development.

Public response

- Development will compromise people's use and enjoyment of existing rights of way running across the site.
- Development and local area not well served by existing services and facilities.
- Retaining undeveloped land around the town will confer benefits for residents/economy/wildlife/climate.
- Inadequate infrastructure (school places [including spaces for children with Special Educational Needs], road, dental, childcare, children's nurseries public transport and GP surgeries) to support further development.
- Development will not deliver infrastructure needed to address its impacts.
- Concerns in respect to capacity in the sewage system.
- No local shops in relation to the development site. The council should make an allocation for local shops and services.
- The local plan does not make provision to deliver supporting infrastructure. The proposed policy should refer to the planning obligations needed to improve infrastructure.
- Lack of primary school places in Radipole and St. Nicholas.
- Further public open space required - the respondent suggests that the remainder of Redlands Farm should be defined as publicly accessible Green Space.
- The site has significant value for recreation and the wellbeing of the local community. The land should form part of a green infrastructure for Dorset.
- Policy does not address the importance of green corridors.

- Development will deliver a significant area of publicly accessible green space (close - River Wey).

Appearance, character, design and landscape

CG Fry

- Landscape appraisal of the site conducted.
- Developer argues that the western/central parts of the site have the greatest role in maintaining undeveloped gap and local landscape interest, and acknowledges that development in these areas would not be appropriate.
- Eastern catchment closely related to the edge of the town. Working on preparing a masterplan.
- Developer seek to retain/strengthen existing vegetation, whilst removing 'failing' vegetation.

Bellway Homes Ltd

- Suggest that the site is unsuitable because of:
 - Its sensitivity in wider views.
 - It is defined as an important gap and a locally important landscape in the adopted West Dorset, Weymouth and Portland Local Plan.
 - Existing trees and hedgerows within the site are protected by preservation orders (Bellway Homes Ltd).

Weymouth Town Council

- The Visual Impact Assessment held by Dorset Council recommends that the land to the West of the site (owned by the same landowner) should be made into a public open space. This should be reflected in the Policy.
- The policy should include a constraint on the extent of the development and its height to ensure that the site is not visible from the surrounding areas

Weymouth Civic Society

- Rising land (western side of the site) should not be developed.

Public response

- Development on this site should seek to preserve semi-rural feel of this land.
- Proposed allocation would be inconsistent with policy ENV4 as it would be harmful to the landscape.
- The elevated landform will make development very visible and striking, with adverse effects on the 'look and feel' of the local area.
- Proposals constitute an overdevelopment of the site.
- Site accepted as a green break between existing development to the north and south.
- Preserve the beauty of the Wey Valley walks/farm lands.
- The council should consider the cumulative impacts of development taking account of development on WEY13 and 14.
- The council has not considered the wider impacts of development on landscape character (Hocker Hill is visible across the Redlands plateau). Development on higher ground will have adverse impacts on local views (Chickerell, Nottingham Conservation Area, Radipole Conservation Area, Dorset Area of Outstanding Natural Beauty and Southill).
- Development should be limited to the lower lying parts of the site.
- To assess the effects of development on landscape and the local area the council should conduct a landscape and visual impact assessment.

- The council's own strategic landscape and heritage assessment indicates that the area has a moderate to high landscape sensitivity and a high sensitivity in respect to the historic environment.
- The proposed policy should include a stronger requirement to avoid coalescence of built form.
- If the site were to be approved the number of proposed homes should be reduced by half and the developed area limited to the land to the east of footpath S1/61.
- Welcome consideration of building height and soft landscaping as part of the sites re-development.
- Development will appear as a visual eyesore.
- Proposed allocation will lead to an overdevelopment (in conjunction with homes on WEY13) of the local area.

Important Open Gap

Weymouth Town Council

It is an important open gap and wildlife corridor.

Public response

- Identified as important open gap and of LLI in previous plan.
- Proposed allocation would erode the important open gap in the adopted West Dorset, Weymouth and Portland Local Plan (2015) and adversely affect locally important landscape identified in the local plan.

Flood risk and coastal erosion

Wessex Water

- Support in principle – connections to sewers and water supply will need to be formed (local connections subject to applications).
- Coordinate next steps with the council around delivery of WEY13 and achieving connections to drains/water supply through this development.
- No connections between surface water drains and sewers.

Environment Agency

- Current/future flood risks need to be assessed, including risks connected with an ordinary watercourse.
- Developer and the council should avoid development in the floodplain.

CG Fry

- Survey work indicates clay geology, which means soakaways may not be appropriate.
- Proposals for surface water stored in ponds outside any flood extents.

Bellway Homes Ltd

- Development site affected by surface water flood risks.

Public response

- Land around Weymouth likely to be at 'high risk' from climate change in 2060.
- Development at the allocation would increase the risks from flooding elsewhere (including surface water flood risk for existing homes to the south/east and Radipole/Weymouth).

- Surface water/flood risk strategies for redevelopment needed in accordance with national policy.
- There should be no surface water connections to foul sewers.
- Parts of the development site are at risk from flooding (including surface water and ground water). The land next to the River Wey performs a role in storing flood water as part of the flood plain. The impacts on flood risk arising from development of land to the south of Wey Valley need more careful consideration.
- The cumulative impacts (with 350 homes at WEY13) of development on flood risk need to be considered.
- Surface water run-off from development can be appropriately managed.
- Proposed development may increase cause pollution of the River Wey and groundwater.
- Infiltration not likely to be viable – enough space needs to be provided for SuDs (suggest that detention ponds would be required).
- Not clear where surface water will be discharged.

Protected habitats and species, and biodiversity

Dorset Wildlife Trust

- Financial contributions should be sought toward funding Lorton Valley Nature Park.
- Proposed development is likely to have significant effects (recreational activity and potentially nutrients) on habitat sites as it is within 5km of Chesil and the Fleet habitat site.
- Developer should outline proposals for enhancement of the river corridor for the River Wey.

Natural England

- No objection in principle.
- Ecological survey should be completed prior to allocation to address requirement for avoiding harm to priority species and habitats.

Royal Society for the Protection of Birds (RSPB)

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.
- Council to develop a strategy to manage, and mitigate the impacts, from recreational activity on Lodmoor Site Special Scientific Interest.

CG Fry

- Ecological survey conducted (bats/badgers/barn owls/dormice).
- Ecological Impact Assessment prepared to evaluate the extent of habitat loss/gain.
- Potential to achieve Biodiversity Net Gain through changes in land management (scrub planting and species rich meadows) in the fields next to the River Wey.
- Opportunities to compensate for the loss of hedge row through replacement planting to form replacement species rich hedge row to the west of the development.

Public response

- Local plan policies should support re-wilding.
- Proposed development site ecologically diverse (including foxes, badgers, tawny owls and migratory birds). Re-development would reduce biodiversity.
- Development on land to the south of Wey Valley would create risks of sewage pollution in the River Wey.

- Development on the land to the south of Wey Valley would limit its function as a wildlife corridor for birds, mammals and insects.
- Forming a physical connection between this site and the allocation at WEY13 will lead to the loss of hedgerows.
- There are opportunities to achieve net gains in biodiversity/enhancements to biodiversity.
- Oppose further development on the ground of loss of biodiversity.
- Loss/displacement of wildlife (including deer).
- Site should form part of green infrastructure/a wider ecological network/country park.

Housing

Public response

- There is a local need for 3 bed social housing.
- Houses not affordable for local people.
- Not clear what mechanisms will ensure that affordable homes are provided for local people.
- Plan making process should be guided by more up-to-date assessments of housing need.
- Support proposed policy wording and allocation because site will contribute to the supply of homes in Dorset.

Amenity and visual impact

Bellway Homes Ltd

- Development could adversely impact the amenity of those existing homes at Willerby Close and Westmacott Road.

Public response

- Proximity, size and scale of development would have a significant impact on the visual amenity of existing residents (through a reduction in light and loss of outlook) and residents of new homes.
- Visual impacts on local residents and people using public rights of way (independent landscape and visual impact assessment needed).
- Site has amenity benefits for the local community.

Brownfield First

Weymouth Town Council

- WTC object to this site's development and would ask that priority be given to brownfield sites for housing development.

Public response

- Brownfield land should be developed in preference to green field.
- Council should thoroughly explore opportunities for development on brownfield land before considering allocations on green field land.
- Other less sensitive sites that would be more suitable for development within (including brown field land) and around Weymouth (including land south of Littlemoor) and should be re-developed in preference to the proposed allocation.

Loss of Agricultural Land

Weymouth Town Council

- This greenfield site is currently a viable farm previously used for grazing but now growing summer and winter cattle feed and lies within the National Character Area 138 Weymouth Lowlands.

Public response

- Development site is productive farmland.
- Re-development will lead to the loss of productive farmland and would restrict access to remaining agricultural land.

Other comments

CG Frys

- Tenant ceased to farm the land in 2018 (land no longer actively farmed).

Bellway Homes Ltd

- The assessments in the Sustainability Appraisals conducted for the West Dorset Weymouth and Portland Local Plan preferred options and the emerging Dorset Council Local Plan are not consistent for this site. The assessment in the preferred options suggested that this site would only be appropriate for small scale development whilst the recent assessment concludes that it should be pursued as a preferred option.
- The assessments in the Sustainability Appraisal for the Dorset Council Local Plan are overly positive for this site.
- The proposed allocation is not supported by assessments in the earlier Sustainability Appraisal, the Strategic Housing Land Availability Assessment or the landscape and heritage study relating to this area (Bellway Homes Ltd).

Public response

- The site is a sustainable location.
- Proposed allocation is inconsistent with the preferred options presented for the West Dorset, Weymouth and Portland Local Plan.
- Sustainability appraisals relating to the site in West Dorset and Weymouth & Portland options consultation and the Dorset Council Local Plan are inconsistent, in addition to the assessments relating to the historic environment for WEY 14 and WEY15.
- The council should not consider a further allocation until all phases of development at WEY13 are complete and the full impacts of development have been evaluated.

1.20. Policy WEY15: Land West of Southill

Access, parking, connectivity and transport infrastructure

Yellow Buses

- Development could act as a catalyst to pump prime a new route to serve this area.
- Contributions of £350,000 need for a route through Westham and Granby Industrial Estate, over 4 years.

CG Frys

- Developer proposes to retain rights of way running through the site.
- Two accesses can be achieved from an unamned road and Radipole Lane.
- Developer confirms that a transport assessment will be prepared for a planning application (developers preliminary modelling indicates that proposed junctions can operate safely with capacity).

Bellway Homes Ltd

- Public rights of way run across the site.

Public response

- Southill not served by a bus service, and the proposed allocation should not be made without a bus service.
- Not practicable to suggest that a bus service could run through the development site.
- Site crossed by public footpaths. Existing rights of way must be retained/maintained.
- An access onto Radipole Lane, near to the roundabout, unsafe.
- Proposed development, and other allocations/planning permission, are likely to create traffic congestion and highway safety issues (arising from vehicle speed) along Radipole Lane and other local roads. Provision should be made for traffic calming, limiting the flow of vehicles and measures to promote walking and cycling.
- The policy needs to consider connectivity between the development and its surroundings in more detail (in particular Southill). Development to secure a safe and convenient pedestrian/cycle route to Southill Primary School (via Grafton Lane), onto Radipole Lane (close to Number 150 Radipole Lane) and to local facilities in Southill from the site.
- Main access into the site should be from the un-named road from Wessex Roundabout.
- Further vehicle trips connected with the development could create highway safety issues.

Delivery

CG Frys

- Development at the allocation site is suitable, the land is available and the proposals are therefore deliverable.

Historic environment

Historic England

- Suggest revisions to the supporting text and draft policy to refer to the setting of the Radipole & Chickerell Conservation Areas.

CG Frys

- Developer assessments suggest some archaeological potential on site and that prior investigation/recording should be carried out in advance of any building work.
- Developer's assessment does not consider that there is any impact on the setting of designated heritage assets.

Infrastructure, services and facilities

CG Frys

- The site is well placed to provide access to local facilities including:

- A primary school (Southill Primary 10 minute walk from site and Budmouth Academy 25 minute walk from the site or 7/8 minute cycle)
- Local shops in Southill and retail Park to the north
- A community centre
- A church
- A pub
- Takeaways
- The site is also well placed relative to Weymouth TC and Dorchester.

Bellway Homes Ltd

- Capacity issues with local community infrastructure, including primary and community health, primary and secondary education, children’s nurseries and special educational needs provision as well as bus services.

Public response

- No proposals to build a new school (insufficient capacity in existing schools to meet demands).
- Proposed development to the west of Southill would overwhelm existing services/facilities. The council should be satisfied that infrastructure in Southill and Chickerell can support the proposed homes and improvements made where necessary.
- Infrastructure in Weymouth (including emergency services, GP, hospitals and dental surgeries) may not be able to support people in the proposed housing allocations for Weymouth.
- Redevelopment should take account of proposals for re-development of community facilities at Shouthill Garden Drive.
- Council to clarify whether primary health care facilities will be delivered in Chickerell and whether effective bus links between Chickerell and Southill will be formed.
- The council should finalise and secure infrastructure (including education facilities, doctors and community infrastructure) before giving planning permission.
- Re-developing the site will be detrimental to activity levels, reducing opportunities of local residents for exercise (including potential effects on mental/physical health of local people).
- Suggest that the upper fields of the site should be managed as a native woodland and act a part of a wider network green infrastructure.
- The policy should include a specific requirement to deliver play areas. The scheme should contribute to the delivery of a skate park on an adjacent development in Chickerell.
- The council needs to work to clarify which organisation will take responsibility for management of open space within the site.
- A general need for open space.

Appearance, character, design and landscape

Weymouth Civic Society

- Support the need for soft landscaping and retention of trees/hedgerows.
- Do not support development on higher ground within the site and suggest that the 30m contour limit is too high.

CG Frys

- A landscape and visual assessment has been undertaken, and the developer does not challenge the policy limitation on development above the 30 metre contour.
- Developer will seek to retain hedges where possible.

- There is an opportunity for new structural planting in the north of the site (hedges and native trees) and landscaping along eastern and western edges of the site.
- A tree report has been commissioned which includes recommendations for the management of hedgerows but does not identify any individually noteworthy trees on site.

Bellway Homes Ltd

- A sensitive landscape.

Public response

- Less damaging to landscape than other greenfield sites.
- Rising ground to the north should not be developed. The 19m contour should be applied as a limit on the extent of development within the site.
- The existing hedgerow must be retained/maintained (with back gardens of homes backing onto this hedge).
- Development around Southill is likely to have a harmful impact on its character.
- Site forms part of the undeveloped gap between Southill and Chickerell preventing coalescence of built form.
- Development would provide open space.
- The appearance of development should respect the character of the surrounding area.
- The intensity of proposed development is out of character with the surrounding area.

Flood risk, coastal erosion and pollution

Environment Agency

- Suggests that current/future flood risks need to be assessed, including risks connected with an ordinary watercourse.
- Developer and council should avoid development in the floodplain.
- Suggest that green space should be delivered on site and positioned to form/enhance links to existing green corridors and managed to create habitats for wildlife.

Wessex Water

- Support in principle, but notes that connections to sewers and water supply will need to be formed (local connections subject to applications).
- Indicates that investments in existing drainage infrastructure may be needed to support development.
- States that no connections between surface water drains and sewers.

CG Frys

- Developer acknowledges that Sustainable Drainage System are needed to manage surface water flows from the site.

Bellway Homes Ltd

- The site is within a catchment highlighted within the strategic flood risk assessment with known downstream local drainage problems.

Public response

- Development at the allocation site will generate light pollution to the west of Southill.
- Traffic connected with development at the allocation site will generate air pollution.

- Development site at risk from flooding. Development could increase the risks from flooding elsewhere (including along Mead Road and Mayfield Close).
- There is a risk that drainage scheme for managing surface water could be unsafe.
- The water course running through Numbers 5, 6, 7 and 8 Mayfield Close should not be diverted or obstructed (changing or stopping the existing flow of water could result in subsidence).
- The ditch between the development site and Number 6 Mayfield Close should be maintained to avoid flooding and act as a marker for different land ownership.
- Development should take account of Southill Flood Study (carried out in 1980, 1982 and 2009).
- An effective (including long term maintenance) drainage scheme is needed to avoid increasing flood risk elsewhere (the scheme should not rely on third party actions).

Protected habitats and species, and biodiversity

Natural England

- No objection in principle to the proposed allocation.
- Ecological survey should be completed prior to allocation to address requirement for avoiding harm to priority species and habitats (Natural England make specific reference to a permanent grassland at the centre of the site).
- There is an additional requirement for financial contributions to the costs of visitor management at Radipole Lake Nature Reserve.
- Natural England suggest that green infrastructure (positioned above the 30 metre contour line) should be identified on the local plan policies map.
- An ecological corridor (running north to south along the sites western edge) is shown on local plan policies map.
- Natural England seek revision to the requirement relating to the design of Sustainable Drainage Systems (specifically around filtering pollution from surface water run-off and managing systems to enhance biodiversity).

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.
- Council to develop a strategy to manage, and mitigate the impacts, from recreational activity on Radipole SSSI.
- Developer should demonstrate that development is nutrient neutral for nitrogen and phosphorous.

Dorset Wildlife Trust

- Council should seek to secure net gains in biodiversity and a wildlife corridor linking Radipole Lake SSSI to the wider countryside.
- Proposed allocation is within 2km of Chesil and the Fleet habitat site.

Bellway Homes Ltd

- Water pollution, as run-off from development, could adversely affect Radipole Lake Site of Special Scientific Interest.
- There are a number of hedgerows running around and through the proposed development site.

CG Frys

- Developer conducted initial ecological survey 2019, the assessment suggests that hedges in the south eastern part of the site important.

- The survey also identifies designated sites within 5 km and ten non-statutory SNCI within 2 km, and suggests a full ecological assessment is prepared prior to submitting a planning application.
- Developer identifies potential opportunities to enhance biodiversity to the north of the site, and suggests that there where possible hedgerows in southern two thirds of the site should be retained.

Public response

- Development should maintain wildlife corridor running from Fleet to Lodmoor and Radipole.
- Light pollution from development would adversely affect animals and insects.
- Loss of ecological diversity and protected species.
- Support retention of hedgerows as wildlife corridors (including a corridor around the site) and consider further soft-landscaping is needed.
- Consideration should be given to maintaining ecological networks to link the coast, Crookhill and Radipole (including footpaths and cycle routes).

Housing

Bellway Homes Ltd

- The proposed allocation comprises C3 and C2 accommodation, and the developer argues that the 75 C2 care homes units should not be taken into consideration as part of the housing land supply.

Public response

- Development should deliver as many affordable homes as possible and the council should explore a community land trust to deliver affordable homes for local people.
- Restrict occupation of new homes to prevent occupation as second homes.
- Contributes to meeting housing needs.
- If the site is developed the number of homes should be reduced.
- The allocation site is a sustainable location for new homes.

Amenity and visual impact

Public response

- Adverse impacts (noise, dust and traffic) during construction phases.

Loss of open space

Weymouth Town Council

- The site is a well loved open space and is regularly used by residents for exercising themselves and their pets. The pandemic has reinforced how important easy access to open space is for maintaining physical and mental health.

Public response

- Development will result in the loss of green infrastructure, an amenity space and biodiversity.

Coalescence between Southill and Chickerell

Weymouth Town Council

- The site plays an important role in providing separation between Southill and Chickerell and so preventing coalescence of the built form.

Public response

- The site is well loved open space that separates built development in Southill and Chickerell.
- Weymouth coalescing with Chickerell.

Impact on Southill

Weymouth Town Council

- The Wey 15 proposal is a significant development that will increase the number of dwellings in the Southill area from roughly 1,000 to 1,400 an increase of 40%, if we assume the population will also increase by 40% then the population is going to increase from roughly 2,000 to 2,800.
- The homes will be within the present Chickerell parish boundary, (all of which are being reviewed in the next twelve months) however residents in the new homes are likely to feel that they are residents of Southill.
- This is because the Wessex Golf Centre and the SSE Electrical substation will form a significant break between Chickerell and the Wey 15 site and as such make the new development feel part of Southill.
- In addition the community facilities in Southill will be the nearest such facilities and Wey 15 residents are therefore more likely to use them.
- The impact of the development on Southill and Chickerell needs to be considered and any improvements identified need to be provided.
- These new community aspects have been sent separately by the local councillors of the area.

Public response

- Proposed level of growth at Southill is not proportionate when compared to the size of the existing neighbourhood.
- The site is positioned close to the administrative boundary between Weymouth and Chickerell:
 - Investment in infrastructure in both Weymouth and Chickerell may be required (including cycle and footpath links to Chickerell)
 - The proposed allocation is disconnected from Chickerell
 - Proposed allocation needs to be considered in the context of the expansion of Chickerell
 - The proposed development should contribute to supporting infrastructure in Southill and have its own identify
 - Development on the site should be phased to begin after completion of development in Chickerell (as referenced in the Chickerell Neighbourhood Plan)

Brownfield First

Weymouth Town Council

- WTC have already suggested a stance that green field sites should not be developed where brown field sites are available so this development should not be rushed.

Public response

- Brownfield sites should be developed in preference to green field.

Loss of agricultural land

Weymouth Town Council

- The land has been used for crops for many years up until recently, when presumably growing ceased due to the owner now having other plans for the site.

Public response

- Loss of agricultural land.

Other comments

Bellway Homes Ltd

- The proposed allocation is closely related to an electricity sub-station. The potential for contaminated land associated with this use is highlighted.
- The assessments in the Sustainability Appraisals conducted for the West Dorset Weymouth and Portland Local Plan preferred options and the emerging Dorset Council Local Plan are not consistent for this site. The assessment in the preferred options suggested that this site would only be appropriate for small scale development whilst the recent assessment concludes that it should be pursued as a preferred option.

Public response

- Risk of fires at nearby Granby Industrial Estate and adjacent electricity sub-station; and
- Not safe to build so close to the electricity substation.

1.21. Policy WEY16: Land at Markham and Little Frances

Historic environment

Historic England

- Revise supporting text to refer to nearby heritage assets (listed buildings to the north and south) and Wyke Regis Conservation Area. Revise first bullet point of III to refer to heritage assets.

Infrastructure, services and facilities

Public response

- Insufficient infrastructure (dentists, GPs, congested roads, schools, leisure facilities and open space for exercise) to support planned growth for 500 homes at Curtis Fields and 400 homes at Land to the West of Southill.
- The development site is a precious green space.

Appearance, character and design

Public response

- Expansion of larger settlements leads to villages being absorbed into towns and losing local identity.

Flood risk and coastal erosion

Environment Agency

- Current/future flood risks may require further assessment, including risks connected with an ordinary watercourse.
- Suggest that green space should be delivered on site and positioned to form/enhance links to existing green corridors, and managed to create habitats for wildlife.

Protected habitats and species, and biodiversity

Natural England

- Clarification sought around long term management of public open space.

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Dorset Wildlife Trust

- The local plan should specifically identify, to distinguish, Little Francis Site of Nature Conservation Interest, areas of open space and the areas which are to be developed.
- Long term management (including funding) for Little Francis Site of Nature Conservation Interest and open space has yet to be agreed.
- The proposed allocation is located within 5km of Chesil and the Fleet habitat site where the new homes may have likely significant effects.

Public response

- Preserve a link between the land at Markham and Little Francis and the Fleet Coast as part of an ecological network.
- Development will lead to a loss in biodiversity/exacerbate climate change.

Homes

Weymouth Town Council

- This site already has consent. WTC ask that the number of homes remaining to be built is checked and the Weymouth allocation adjusted.

1.22. Policy WEY17: Mount Pleasant Business Park

Delivery

Weymouth Town Council

- Further development on this site should be focussed on non-retail as originally intended.
- Suggest that the adjacent park and ride site should be brought back into use - high season Park & Ride, should also be land given over to bicycle and electric vehicle hire, further housing provision for homeless people or for business use as an extension of the Mount Pleasant Business Park or for solar energy or carbon offset.

Access, parking, connectivity and transport infrastructure

Public response

- Concern that mapped employment allocation includes residence parking for 239-249 Dorchester Road and could end up with loss of parking, which is contractually agreed, and amenity issues for adjacent properties.

Flood risk and coastal erosion

Environment Agency

- Current/future flood risks need to be assessed, including risks connected with an ordinary watercourse/surface water.
- Suggest that green space should be delivered on site and positioned to form/enhance links to existing green corridors, and managed to create habitats for wildlife.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Developer should demonstrate that development is nutrient neutral for nitrogen and phosphorous.

Amenity and visual impact

Public response

- Request that area affecting the parking and neighbouring wooded area is removed from the allocation - would help in co-existence of land uses and leave a noise buffer.

Other comments

Public response

- Policy and supporting text should be updated to planning permission (WP/19/00778/FUL).

1.23. Policy WEY18: Land at Tumbledown Farm

Approach

Weymouth Town Council

- WTC is actively working with Dorset Council to bring this site into community use and provide an outdoor centre for vulnerable people – WTC is happy to provide a revised description for WEY18. Cemetery use is not being considered

Natural England

- Natural England has no objection to the policy, welcomes the need to protect nature conservation interests and supports the current community lead initiatives at Tumbledown Farm.

Heritage

Historic England

- Heritage assets (part of Radipole Conservation Area, several listed buildings nearby and Scheduled Humpty Dumpty Field) may be affected by development at the allocation site.
- Note that there is no up to date appraisal of conservation area.
- Suggest revision to supporting text to refer to those assets listed above and that the drafting of the policy should be amended to refer to these assets.

Flood risk and coastal erosion

Public response

- Surface water management strategy required.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Not clear whether development in the town centre strategy is likely to have an impact on Chesil and The Fleet habitat site.

Public response

- Council should give consideration to supporting delivery of a protected Wey Valley nature corridor and a footpath between Radipole RSPB and Upwey wishing well.

1.24. Policy WEY19: Lorton Valley Nature Park

Approach

Weymouth Town Council

- This site is a big success. To such an extent that WTC would ask why is it in the development plan – it has been developed as a Nature Park.

Access, parking, connectivity and transport infrastructure

Public response

- Consider forming a car park on land to the rear of Budmouth Avenue for nature park visitors.

Delivery

Bellway Homes Ltd

- Bellway wishes to draw to the Council's attention that the parcel to the east and northeast of Moordown Avenue and Brackendown Avenue is under their control, such that it is not necessarily available for the proposed allocation in isolation from the promoted housing allocation (Bellway Homes Ltd).
- Without the strategic allocation at Budmouth Avenue, draft Policy WEY19 is not deliverable and would not be found sound (Bellway Homes Ltd).

Public response

- Access to the extension could be limited by the landowner.

Flood risk and coastal erosion

Environment Agency

- The section of coastline most closely associated with the proposed allocation is subject to coastal change (long term policy in the shoreline management plan is for managed realignment), the council should take this into consideration (including the costs around the maintenance/upgrading of existing coastal defences on Preston Beach Road) as part of the plan making process.

- There are flood risks from watercourses running through the site that may need to be modelled, and this modelling should be within the scope the Level 2 Strategic Flood Risk Assessment.
- Support biodiversity/other benefits conferred by the park.

Protected habitats and species, and biodiversity

Royal Society for the Protection of Birds

- Concerns that the park will be overwhelmed, with consequential adverse impacts on Lodmoor and Radipole Site of Special Scientific Interest.

Housing

Bellway Homes Ltd

- Part of the site should be defined and allocated for new homes – new homes could be delivered in this sustainable location in the local plans first five years (Bellway Homes Ltd).
- Land at Wyke Oliver Farm should be allocated for new homes – it could provide a mix of different types of homes and delivered faster than other housing allocations identified in the emerging local plan.

Heritage

Historic England

- We welcome the reference to managing heritage interest in the Policy, given that the West Dorset, Weymouth and Portland Strategic Landscape and Heritage Study Stage 2 Assessment: Weymouth (2018) identifies part of the site as being of low-moderate heritage sensitivity owing to the potential for non-designated archaeology to be present and for setting impacts on the Chalbury Hillfort Scheduled Monument to the north.

Paragraph 24.6.45

Natural England

- The Lorton Valley Nature Park was established in the previous local plan and so should not be referred to as a proposal

Paragraph 24.6.46

Natural England

- Natural England strongly supports the proposed extensions to the existing area Park.

Other comments

Dorset Wildlife Trust

- Revise drafting of the policy to include a requirement for developer contributions to enable land management for wildlife/public access.

Natural England

- Suggest revisions to the drafting of the text/policy and suggest that the park is referred to in an adopted development plan document and should not therefore be referred to as proposals.

Public response

- Extension to Lorton Valley Nature Park too large (in particular the northern part will make no contribution to tourism).
- The extension is not well related to the beach and Lodmoor Country Park.
- Enlarge Lorton Valley Nature Park to include the land described as 'Wyke Oliver Farm South' (as identified in an attached plan) because of its importance to local landscape, the council's decision around the sites suitability for development with homes in its SHLAA and its significance as part of an ecological network.

1.25. Weymouth to Portland relief road

Paragraphs 24.6.48-51 – Weymouth to Portland relief road

Dorset Wildlife Trust

- A road scheme in this location presents significant environmental challenges, not least the climate change impacts of building new roads, as well as the impact on international, national and local wildlife sites, and the Dorset AONB.
- The Local Plan's emphasis should be on public transport, active travel, technological improvements such as broadband and mobile technology to reduce road traffic and thus the need for new road building.

Portland Port

- The Weymouth to Portland Relief Road is of value to the communities of Weymouth, Portland, Dorset and Beyond. It is a critical part of The Western Dorset Economic Growth Strategy. The value is clear, it should be incorporated in the plan. Funding could be made available during the plan period, it is inaccurate to state otherwise.

Weymouth Civic Society

- We are sorry to see the further omission of the Western Relief Road from the Dorset Local Plan. The existing road network is simply not suitable for the amount and type of traffic using it and constitutes a health risk to pedestrians and residents living alongside it.
- It is stated in paragraph 24.6.50 that without a defined alignment it would be difficult to justify the protection of a specific corridor and that the environmental impact would need to be properly assessed. In that case we think it important that such preparatory studies should be undertaken to rectify the situation, without which there can evidently be no further progress. If this policy had been applied to the route of the existing Relief Road, it would never have been built. While funding for this project may be unavailable at present, nevertheless, looking to the future, the economic situation and government priorities can change. If land is not safeguarded, there will never be any prospect of seriously alleviating the current problems.

Public response

- Support the need for a relief road to encourage growth and investment.
- The local plan should include a policy for the relief road, identify a route and make funding arrangements for its delivery.
- A new road or light railway is needed to improve access to Portland.
- Very upset there is no support for a Portland Relief Road in the plan.

1.26. Proposed Gypsy and Traveller site (GT/WEYM/004)

Please note that comments received relating to the proposed Gypsy and Traveller site GT/WEYM/004 can be viewed within the Housing chapter under Policy HOUS12.

1.27. Omission sites

Wyke Oliver Farm (LA/WEYM/012)

Sibbett Gregory Planning on behalf of Morrish Homes

- Land at Wyke Oliver Farm is a sustainable location (because of its relationship to services/facilities) for a housing allocation through the local plan.
- Homes at Wyke Oliver Farm are deliverable in the first five years of the local plan period.

Land at Budmouth Avenue (LA/WEYM/003)

Chapman Lily Planning on behalf of Bellway Homes Ltd

- Bellway strongly believes that land at Budmouth Avenue would present a highly credible and deliverable alternative to the Council's current preferred sites
- It has established vehicular access points capable of serving new development
- An SSE electricity substation frames the northern side of the access off Budmouth Avenue and would need to be upgraded and re-incorporated as part of any development
- Utilities (gas, electricity, potable water and sewers) are present within the surrounding roads
- The elevation means that the site lies entirely within flood zone 1
- The risk of surface water flooding is negligible
- Bellway is cognisant that the development of the site could have potential to exacerbate the risk of flooding elsewhere unless attenuation and SuDs form an integral part of any scheme
- Owing to the geology, they envisage that gravity fed attenuation basins and/or attenuation tanks would be employed
- The site has been previously assessed through the West Dorset, Weymouth & Portland Local Plan Review (2018) and supporting SA
- Bellway confirms that the site is both deliverable and developable
- The site has been considered in the West Dorset, Weymouth and Portland Strategic Landscape and Heritage Study under area G: Wyke Oliver Farm and considered under stage 2 of the assessment under 'Weymouth 5'
- It is important to note that the assessment looked at a significantly larger area than Bellway is promoting for development
- Bellway wishes to point out that the most sensitive areas are to the north
- The intention is to screen the appearance of the dwellings and the roofscapes associated with these properties so that the natural appearance to the skyline would continue
- An extensive area of open space would provide an effective buffer between the ecological sensitive area of the nature reserve to the west and the proposed residential area within the site
- Weymouth sits at the top of the settlement hierarchy
- There are only two allocations, both of which are highly constrained
- Land at Budmouth Avenue therefore offers a realistic option to deliver up to 250 new homes.
- The site is in close proximity to Mount Pleasant Business Park
- Significant public benefit in terms of opening up additional land for public access to the west and expanding the local green infrastructure network

East Hill Farm, Friar Waddon Road, Weymouth (LA/WEYM/017)

Savills on behalf of Yuill Farms Ltd

- Savills on behalf of Yuill Farms Ltd promote East Hill Farm, Friar Waddon Road, Weymouth as a housing allocation. Savill's reference:
 - that a sensitive scheme can be developed on brownfield land that protects and enhances the setting of the AONB
 - that development would not have detrimental impacts on the Upwey Conservation Area (Savills)
- Appendix 3; Savills on behalf of Yuill Farms Ltd notes that the homes provided on small and medium sized sites will not meet the requirement in Paragraph 68 of the NPPF (Savills).

Park and ride site

Weymouth Town Council

- Suggest that the park and ride site should be brought back into use - high season Park & Ride, should also be land given over to bicycle and electric vehicle hire, further housing provision for homeless people or for business use as an extension of the Mount Pleasant Business Park or for solar energy or carbon offset.

Land north of Wyke Road

Public response

- Land to the north of Wyke Road provides an undeveloped buffer between the existing settlement and planned development at Markham and Little Francis.
- The land to the north of Wyke Road has wildlife interest (Red Kites nest on the land and deer abound) and is an attractive green space and used for walking.

Value House

Persimmon Homes

- The settlement boundary of Weymouth should be redrawn to include the 'key site' of Value House.

Other sites

Weymouth Town Council

- There may be opportunity for further employment growth on the rarely-used overflow carpark and overnight camping/solar farm/tree planting on the adjacent tip which has good views over Two-mile Copse, Lorton Valley Nature Park and Radipole Bird Reserve – these could be better connected by footpaths/cycleways.