It has been assumed that traffic approaching from the C12, to the north of the Town Centre will be diverted around Dorchester using the B3147 and A37. Traffic bound for the Park and Ride travelling from the east of Dorchester from decision point 2 is expected to use the A35. It is assumed that the more direct route through the Town Centre on the B3150 would not be used by Park and Ride users.

The distance from each of the decision points to Site R, along the alignment shown has been measured. A matrix showing the distance between each of the decision points and Park and Ride sites is shown in Table 4—1.

Site	Distances Between Decision Point and Park and Ride (km)						
	A37	C12	B3150 London Road	A352/Arl-ington Ave	A354/B3147 Weymouth Rd	B3150 Bridport Road	Poundbury Road
	1a	1b	2	3	4	5	6
A	8.1	9.5	0	2.2	3.9	6.2	7.7
B	8.5	9.8	0.6	2.5	4.3	6.5	8
C	8.5	9.8	0.6	2.5	4.2	6.6	8
D	8.4	9.7	0.5	2.4	4.1	6.5	7.9
E	8.6	9.9	0.8	2.7	4.4	6.7	8.1
F	7.8	9	1.1	1.3	3.6	5.9	7.3
G	6.7	8	2	0	2.4	4.8	6.2
H	5.7	7.1	2.2	0.9	1.5	3.7	5.2
I	4.7	6	4.2	2.8	0.5	2.8	4.2
J	4.2	5.6	3.7	2.2	0	2.4	3.8
K	4.6	5.9	4	2.5	0	2.7	4.1
L	4.1	5.5	3.6	2.1	0.1	2.3	3.7
M	4.3	5.6	3.8	2.4	0.1	2.4	3.8
N	2.8	4.1	6.9	5.6	3.3	0.9	2.3
O	2.2	3.5	6.2	4.9	2.6	0.4	1.7
P	2.3	4.2	6.9	5.6	3.3	1	2.3
Q	2.6	3.9	6.7	5.3	3	0.7	2.1
R	2.3	3.5	6.2	4.8	2.6	0	1.8
S	2.2	3.4	6.1	4.7	2.4	0.1	1.6
T	0	1.3	10.3	8.8	6.6	4.2	2.8

Table 4—1 Trip Matrix

The measured distances in Table 4—1 have been used to predict which site will capture the most traffic. This is based on the site that requires traffic to travel the least distance from each of the decision points.

Each column in Table 4—1 has been multiplied by the proportion of trips passing the relevant decision point, previously identified in

Figure 4—2. For example, 100 car trips to distribute, 22 will pass decision point 1a. Each trip, between decision point 1a and Park and Ride site R will measure 2.3km. The summed distance of all 22 trips expected to do this will be 50.6km. The summed distances between each decision point and Park and Ride site have been used to rank the sites as shown in Table 4—2. The highest ranking sites require traffic to be diverted over shorter distances.

Rank	Site	Weighted Distance Between Decision Point and Park and Ride (Km)							Weighted Ave Distance (Km)
		A37	C12	B3150 London Road	A352/Arl-ington Ave	A354/B3147 Weymouth Rd	B3150 Bridport Road	Poundbury Road	
		1a	1b	2	3	4	5	6	
		22%	8%	16%	12%	39%	4%	1%	
1	L	90.2	44	57.6	25.2	3.9	9.2	3.7	233.8
2	J	92.4	44.8	59.2	26.4	0	9.6	3.8	236.2
3	M	94.6	44.8	60.8	28.8	3.9	9.6	3.8	246.3
4	K	101.2	47.2	64	30	0	10.8	4.1	257.3
5	I	103.4	48	67.2	33.6	19.5	11.2	4.2	287.1
6	H	125.4	56.8	35.2	10.8	58.5	14.8	5.2	306.7
7	S	48.4	27.2	97.6	56.4	93.6	0.4	1.6	325.2
8	R	50.6	28	99.2	57.6	101.4	0	1.8	338.6
9	O	48.4	28	99.2	58.8	101.4	1.6	1.7	339.1
10	G	147.4	64	32	0	93.6	19.2	6.2	362.4
11	Q	57.2	31.2	107.2	63.6	117	2.8	2.1	381.1
12	P	50.6	33.6	110.4	67.2	128.7	4	2.3	396.8
13	N	61.8	32.9	110.6	67.3	129.1	3.6	2.3	407.62
14	F	171.6	72	17.6	15.6	140.4	23.6	7.3	448.1
15	A	178.2	76	0	26.4	152.1	24.8	7.7	465.2
16	D	184.8	77.6	8	28.8	159.9	26	7.9	493
17	C	187	78.4	9.6	30	163.8	26.4	8	503.2
18	B	187	78.4	9.6	30	167.7	26	8	506.7
19	E	189.2	79.2	12.8	32.4	171.6	26.8	8.1	520.1
20	T	0	10.4	164.8	105.6	257.4	16.8	2.8	557.8

Table 4—2 Ranked Sites Based on Weighted Distance Between Decision Point and Site

The travel time between each decision point and Park and Ride site has also been estimated using the DTEP SATURN model referred to previously. This takes account of the impact of congestion on the road network in the AM peak hour, and is used to corroborate the rankings identified in Table 4—2. The journey times between each decision point and site is shown in Table 4—3.

Site	Journey Time Between Decision Point and Park and Ride (Sec)						
	A37	C12	B3150 London Road	A352/Arl-ington Ave	A354/B3147 Weymouth Rd	B3150 Bridport Road	Poundbury Road
	1a	1b	2	3	4	5	6
A	367	499	100	216	284	463	N/A
B	368	499	110	216	284	463	N/A
C	368	499	110	216	284	463	N/A
D	384	516	137	233	301	480	N/A
E	384	516	137	233	301	480	N/A
F	433	565	230	116	350	534	N/A
G	339	471	173	9	256	435	N/A
H	275	407	171	145	191	370	N/A
I	254	385	290	264	171	349	N/A
J	224	356	250	225	36	319	N/A
K	224	356	250	225	36	319	N/A
L	227	359	253	228	134	322	N/A
M	219	351	255	230	135	314	N/A
N	142	274	309	284	190	237	N/A
O	138	269	377	352	259	233	N/A
P	198	329	437	412	319	293	N/A
Q	159	290	398	373	280	254	N/A
R	120	252	348	321	228	170	N/A
S	117	249	344	318	224	212	N/A
T	25	153	432	407	312	288	N/A

Table 4—3 Travel Time Assessment between Decision Points and Park and Ride Sites

For consistency, the measure of journey times have been weighted to take account of the proportional distribution of arrivals, as previously done for Table 4—2. Due to it being lightly trafficked, representing 1% of incoming flow, trips approaching Dorchester via Poundbury Lane were discounted when extracting journey times from the SATURN model. The sites are ranked by weighted journey time in Table 4—4.

Rank	Site	Weighted Journey Time Between Decision Point and Park and Ride (Sec)							Weighted Ave Time (sec)
		A37	C12	B3150 London Road	A352/Arl-ington Ave	A354/B3147 Weymouth Rd	B3150 Bridport Road	Poundbury Road	
		1a	1b	2	3	4	5	6	
		22%	8%	16%	12%	39%	4%	1%	
1	J	4928	2848	4000	2700	1404	1276	N/A	17156
1	K	4928	2848	4000	2700	1404	1276	N/A	17156
3	N	3124	2192	4944	3408	7410	948	N/A	22026
4	R	2640	2016	5568	3852	8892	680	N/A	23648
5	S	2574	1992	5504	3816	8736	848	N/A	23470
6	M	4818	2808	4080	2760	5265	1256	N/A	20987
7	L	4994	2872	4048	2736	5226	1288	N/A	21164
8	H	6050	3256	2736	1740	7449	1480	N/A	22711
9	T	550	1224	6912	4884	12168	1152	N/A	26890
10	O	3036	2152	6032	4224	10101	932	N/A	26477
11	G	7458	3768	2768	108	9984	1740	N/A	25826
12	I	5588	3080	4640	3168	6669	1396	N/A	24541
13	Q	3498	2320	6368	4476	10920	1016	N/A	28598
14	A	8074	3992	1600	2592	11076	1852	N/A	29186
15	B	8096	3992	1760	2592	11076	1852	N/A	29368
15	C	8096	3992	1760	2592	11076	1852	N/A	29368
17	P	4356	2632	6992	4944	12441	1172	N/A	32537
18	D	8448	4128	2192	2796	11739	1920	N/A	31223
18	E	8448	4128	2192	2796	11739	1920	N/A	31223
20	F	9526	4520	3680	1392	13650	2136	N/A	34904

Table 4—4 Ranked Sites Based on Weighted Distance Between Decision Point and Site

Table 4—4 demonstrates that the top ranking sites for both distance and journey time are broadly similar. Sites J, K, L, M, R and S all appear within the top ranking sites using both methodologies, although there are variations in the sequence of the results. Site N ranks the third most preferable site on the basis of travel time. However, site N can be discounted due to it providing insufficient space to accommodate 950 car parking spaces. Site H is also discounted because it takes its access directly onto the Strategic Road Network and this would be opposed by the Highways Agency.

4.2 Summary of Site Sift results

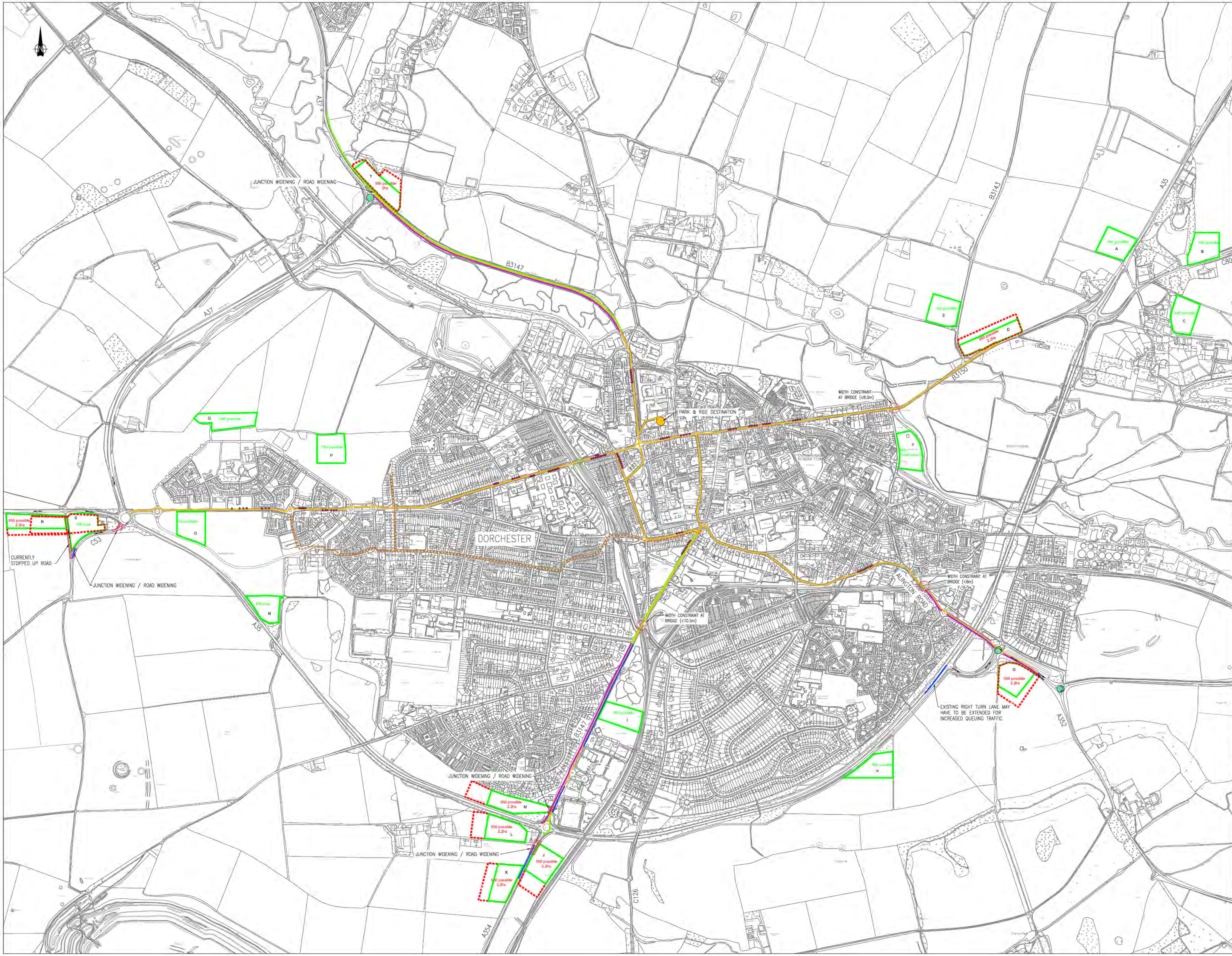
Using the methodology described sites to the south of the Dorchester, near to the Stadium Roundabout all score well. This is expected, as 39% of trips will approach the town from the South. In addition sites R and S also rank favourably in both assessments, and could be developed together.

4.3 Highways Assessment

An assessment of the corridors connecting each of the Park and Ride sites to the centre of Dorchester has been made, looking particularly at the suitability for incorporating bus priority measures.

Five main corridors have been identified that could be used depending on which site is brought forward for the Park and Ride. These routes offer the most direct connection to the Town Centre. The alignment of each corridor is shown in Figure 4-5:

- North route;
- East route;
- South-east route;
- South route;
- West route.



HEALTH AND SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

Notes

KEY

- BURO HAPPOLD SITE PROPOSALS (SHOWING AN INDICATIVE AREA OF 2ha)
- INITIAL SITE ASSESSMENT DECEMBER 2007 (SHOWING AN INDICATIVE AREA OF 1.5ha)
- DESIRED ROUTE FROM PARK & RIDE TO CENTRE OF TOWN
- EXISTING/PROPOSED RIGHT TURNING LANE
- CYCLE LANE – POTENTIAL
- BUS LANE – POTENTIAL
- INDICATIVE LOCATION OF ON STREET PARKING
- ANTICIPATED JOURNEY TO PARK AND RIDE SITE
- ROUNDABOUT IMPROVEMENT
- JUNCTION WIDENING / ROAD WIDENING
- A PARK & RIDE SITE REFERENCE
- PROPOSED POUNDBURY TO TRINITY STREET CYCLE ROUTE

PARK & RIDE SITE REFERENCE

REF.	LOCATION	DISTANCE TO TOWN CENTRE
A	STINSFORD	3.38KM
B	BIRKIN HOUSE	3.57KM
C	KINGSTON MAURWARD	3.50KM
D	LONDON ROAD	2.50KM
E	COKER'S FROME SHOW GROUND	2.58KM
F	KING GEORGES FIELD	2.20KM
G	A35/A352 JUNCTION	1.84KM
H	BYPASS SOUTH	3.13KM
I	CRICKET GROUND	1.10KM
J	WEYMOUTH ROAD EAST	1.78KM
K	WEYMOUTH ROAD WEST 1	1.93KM
L	WEYMOUTH ROAD WEST 2	1.88KM
M	BYPASS NORTH	1.57KM
N	POUNDBURY SOUTH	3.24KM
O	POUNDBURY MIDDLE	2.74KM
P	POUNDBURY EAST	2.25KM
Q	POUNDBURY NORTH	2.73KM
R	MONKEYS JUMP 1	3.07KM
S	MONKEYS JUMP 2	3.07KM
T	WOLFETON HOUSE	2.71KM

2.2ha ACCOMMODATES THE FOLLOWING PARKING SPACES:

950 CARS @ $20m^2$

20 COACHES @ $75m^2$

FACILITY FOR 20 CYCLE BIKES

Rev Description Date Drn Chd

INFORMATION

Status of drawing

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Project: **DORCHESTER PARK AND RIDE**

Drg Title: GENERAL LAYOUT PLAN

Scales@A0	1:5000	Job No.	028088
Drawn by	SBH	Drawing No.	Figure 4-5
Checked by	KSC		
Date	04 AUG 2010	Rev	00

The suitability of each corridor has been assessed on the basis of the dimensions of bus priority measures given in Table 4—5.

	Minimum (m)	Preferred (m)	Reference
Road + 1 bus lane	11.4	14.55	Manual For Streets; DfT, 2007
Road + 1 cycle lane	9.9	12.9	Local Transport Note 2/08

Table 4—5 Dimensions of Bus Priority Measures

The dimensions shown in Table 4—5 provide adequate space for bus or cycle lanes to be accommodated in both directions. When providing these in a single direction, the given dimension is reduced.

4.3.1 North Route

The North Route, connects site T, to the Town Centre via the B3417. This alignment could also be used to connect sites R and S to the Town Centre. The following observations for this route are made:

- There is an existing shared pedestrian footway/ cycleway on the B3417 extending between the roundabout with the A37 and the crossing of the River Frome. There is sufficient available lane width to accommodate two bus and cycles lanes. However, this may not be achievable if existing trees and shrubs are retained. There is insufficient width available to extend the bus priorities any further south, on this section of the B3417.
- A single cycle lane or shared pedestrian footway/ cycleway could be constructed on the east side of The Grove adjacent to County Hall. This would require the removal of on-street parking on the West Side.

4.3.2 East route

The East Route between Stinsford Roundabout and the Roundabout near to County Hall, is the most suitable alignment for a connection between sites A, B, C, D and E and the Town Centre. The key issues along this route are:

- Opportunities to provide bus priority measures are limited along the East Route. Short sections of the road could be widened; however, the resulting bus lane would be fragmented.
- Generally this route is constrained by available land and the presence of mature trees and large hedges.
- There is sufficient room in the southern verge to construct a shared pedestrian footway and cycleway between Stinsford Roundabout and Eagle Lodge.
- A cycle lane or shared pedestrian footway/ cycleway could be created between Grey's Bridge and the crossing of the River Frome, but this would require reconfiguration of the entire road width.

4.3.3 South East Route

The South East Route connects site G on the A352 to the Town Centre via Allington Road. The following opportunities to improve the route for buses, pedestrians and cyclists have been identified:

- There is potential to widen the carriageway between Site G and the railway bridge on Allington Road. This will require two roundabouts to be reconfigured and would potentially encroach on trees and shrubbery along the route.
- In addition, there is sufficient width to improve conditions for cyclists on the same section of road, either in the form of a wide bus lane, cycle lane or share pedestrian footway and cycle way.

4.3.4 South Route

The South Route connects sites I, J, K, L and M and the Town Centre via Weymouth Road.

Bus Priority – Queue Relocation

To prevent buses being caught in a queue where bus priority cannot be provided, traffic queues can be 'relocated' downstream to a point where bus priority can be provided.

Potential improvements that could be made to the route include:

- There is potential to widen Weymouth Road to accommodate a bus priority between the Jehovah's Witness Hall as far as the junction with Maiden Castle Road.
- Given spatial constraints, it is unlikely that Weymouth Road could be widened between Maiden Castle Road and Trinity Street.
- WSP's current proposals for Stadium Roundabout include a shared pedestrian footway/ cycle footway on the east side of Weymouth Avenue. This extends from the roundabout as far as the Jehovah's Witness Hall.

4.3.5 West Route

The West Route provides a connection between the Town Centre and sites N, O, P, Q, R and S via Bridport Road. The following improvements could be considered:

- There is potential for bus priority lanes on Middle Farm Road to the south of Poundbury.
- It may be possible to accommodate approximately 400m of bus lane between Whitfield Road and Windsor Road using the verge separating Bridport Road and Damer's Road however this could be constrained by existing trees.

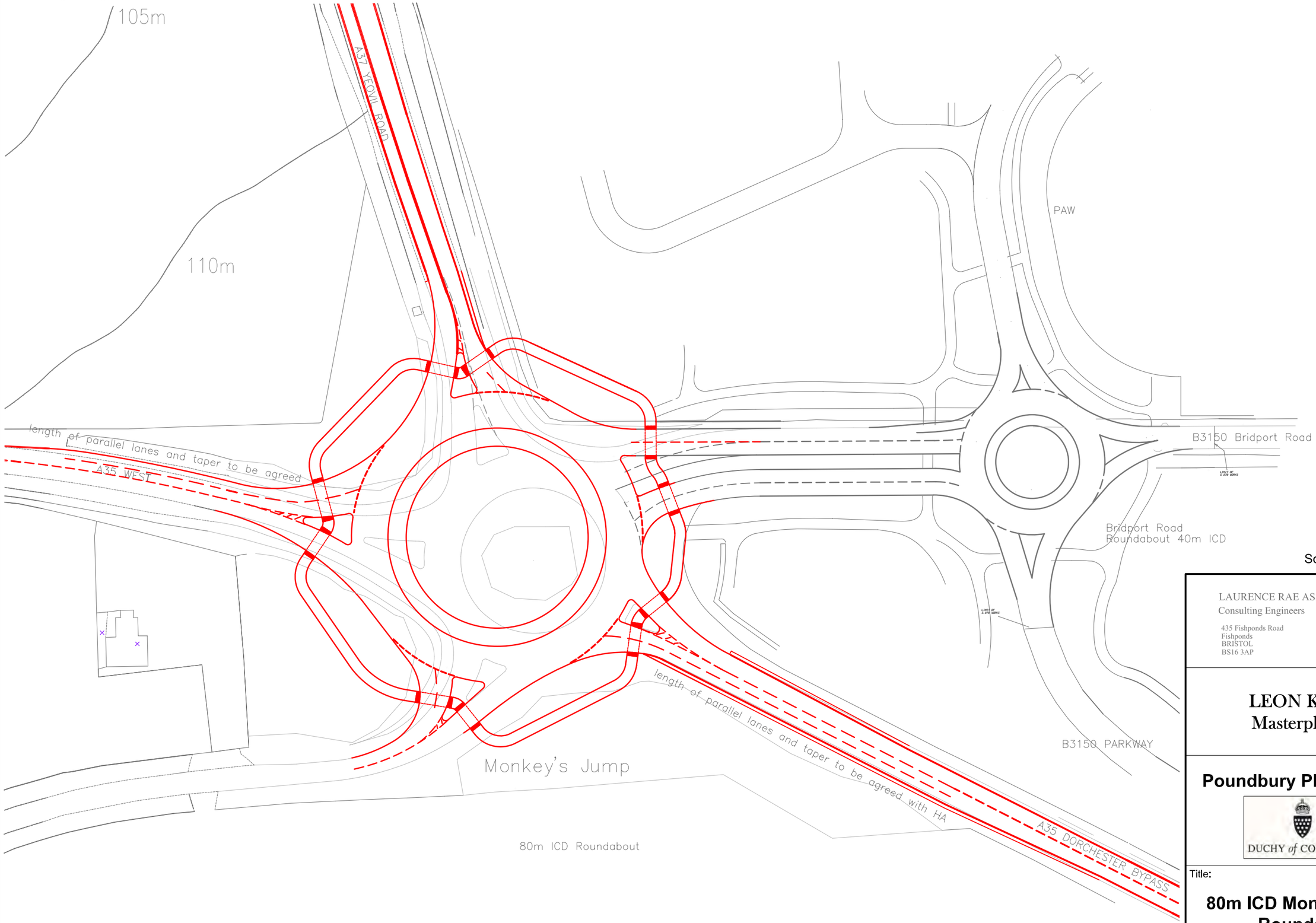
- There is some opportunity for shared pedestrian footway/ cycleways along Bridport Road and Damer's Road, however they are less than 300m in length and could only be accommodated on one side, and therefore may not prove attractive for cyclists to use.

4.3.6 Highways Site Access Assessment

An initial assessment of any constraint on achieving access, or ability to accommodate the number of parking spaces required was carried out for each site.

As stated previously, an access directly taken from the A35 would be opposed by the Highways Agency, therefore sites A and H have been rejected. Access to site R could be taken from site S.

Sites S and R could be accessed from the arm for the C53 taken from Monkey's Jump Roundabout. There are existing committed plans for improvement works at Monkey's Jump Roundabout as part of the Poundbury development. The Transport Assessment included within the Environmental Statement for Poundbury states that the existing roundabout provides adequate capacity on all arms up to 2016. The capacity improvements identified in Figure 4-6 are needed for Poundbury to be fully built out.



Scale 1:1000 @ A3

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LEON KRIER
Masterplanner

Poundbury Phases 3 & 4

DUCHY of CORNWALL

Title:

80m ICD Monkey's Jump Roundabout

Fig. 4-6

The design shown in Figure 4-6 includes parallel flares on both trunk road arms to provide stacking capacity for the summer peak periods in July and August.

For sites B and C, the C80 provides access and is a narrow rural road that would need to be significant upgraded to accommodate the traffic generated by a Park and Ride of this scale. On this basis B and C have been identified as problematic, and should not pursued further.

Given the directional distribution of arrivals previously identified in Figure 4-2, it is evident that the majority of arrivals are from the north (A37) and south (A354) corridors. A Park and Ride situated at sites D or E would require this traffic to make a sizable diversion around Dorchester, on this basis they are problematic should not pursued further.

Sites F and N do not provide adequate space to accommodate 950 car parking spaces therefore they are rejected.

Access from the A37 and A352 corridors to site G requires drivers to make a right turn off the A35 onto the A352. Given the proportion of traffic approaching the site from this direction, this movement is expected to be sizable. To accommodate this movement more satisfactorily an additional slip lane allowing cars travelling east bound on the A35 to exit onto the B3144 Allington Avenue directly may be needed, the delivery of this would be at a significant cost. On this basis, site G is problematic and should not be pursued further.

Traffic approaching site I from the both the A35 and A352 corridors will pass through Stadium Roundabout, this may have a significant affect on the junction, and there are other site options that would mitigate this problem. Furthermore site I is considered to be in too close proximity of the Town Centre for it to be used in preference to parking directly in the centre, on this basis site I is problematic and should not pursued further.

Site L and M are situated directly to the south and the north of Stadium Roundabout respectively. Their proximity to the roundabout, in view of a Park and Ride site generating significant right turning movements is problematic. Site M to the north of Stadium Roundabout is a more preferable location as traffic approaching the site from the A352 and A35 corridors will turn left into the site in the morning peak period. Traffic exiting the site in the evening peak hour, turning right towards Weymouth can queue on the site, which will limit the extent to which north bound traffic on Weymouth Road will be obstructed. In contrast, traffic approaching site L from the Stadium Roundabout corridor will be required to make a right turn into the site on the A352. Given the directional distribution of arrivals previously identified in Figure 4-2, 63% of arrivals in the morning peak will be from the North, South and East combined. The number of right turning vehicles is therefore likely to be significant, and queuing may occur that could have an impact on Stadium Roundabout. Both sites L and M require further assessment.

During a site visit it was observed that site O is already developed and should therefore not considered further. Sites P and Q would draw a significant volume of traffic through the residential streets of Poundbury, therefore they are problematic and should not be consisted further.

The results of this assessment are summarised in Table 4—6.

Site	Rejected	Problematic	Pursued	Explanation
A	✔			Access taken directly from A35
B		✔		Upgrade of C80 for access
C		✔		Upgrade of C80 for access
D		✔		Long diversion for approaching traffic
E		✔		Long diversion for approaching traffic
F	✔			Cannot accommodate 950 car parking spaces
G		✔		Impact on Trunk Road - right turn queuing at A35.A352 junction
H	✔			Access taken directly from A35
I		✔		Too near to Town Centre
J			✔	
K			✔	
L			✔	Proximity to roundabout (needs further assessment)
M			✔	Proximity to roundabout (needs further assessment)
N	✔			Cannot accommodate 950 car parking spaces
O	✔			Site already developed
P		✔		Traffic drawn through residential area
Q		✔		Traffic drawn through residential area
R		✔		Access taken directly from A35. Could be developed in parallel with site S
S			✔	
T			✔	

Table 4—6 Highways Assessment Summary Table

4.4 Summary

Dorchester is an historic town built without the knowledge that it would expand to its current size. Accordingly allocating road space for bus and cycle lanes is not straight forward. The appraisal of opportunities for bus priority measures demonstrated that the longest continuous section of bus priority could be accommodated on the South Route, on Weymouth Road between the Jehovah's Witness Hall, and Maiden Castle Road. However, this could impact upon the important area of trees on the western side of Weymouth Avenue. Opportunities may exist to be more pragmatic and provide bus priority using 'queue relocation.' This has been mentioned in a previous DEC report.

The Highways assessment of access to each site indicates that there are six sites that could be pursued, these being sites J, K, L, M, S and T.

The results of the both the initial sift of sites and the highways assessment are compared in the following chapter to identify the preferred sites for further assessment.

5 Identification of Preferred Sites

West Dorset District Council identified twenty possible sites for a Park and Ride. These have been assessed and ranked on the basis of which site would capture the most commuting traffic entering Dorchester. The proportional distribution of arrivals was obtained using survey work supplied by West Dorset District Council and a traffic model developed for the Dorchester Transport and Environment Plan.

A further assessment of each site was carried out from a Highways perspective to determine which sites are preferable in terms of their level of access from the highway network, and whether they could practically be used for Park and Ride, incorporating suitable bus priority measures.

The results of both the initial sift, and the highways assessment are compared on a qualitative basis. Site T ranks as the least favourable in terms of the number of vehicle kilometres added to the network, on this basis it has not been chosen as a preferred site.

Site I was rejected by the highways assessment but ranks highly in terms of minimising the number of vehicle kilometres added to the network, therefore it has been identified as a preferred site.

Sites L and M contribute among the least number of vehicle kilometres to the network, however more needs to be understood about the impact they will have on Stadium Roundabout. On this basis they have been taken forward for further consideration.

The sites identified as being suitable for further consideration on the basis of both assessments are shown in Table 5—1.

Rank	Site	Approach Direction %								Notes
		1a	1b	2	3	4	5	6	Sum	
		22%	8%	16%	12%	39%	4%	1%		
1	L	90.2	44	57.6	25.2	3.9	9.2	3.7	233.8	Site L or M to be taken forward following further assessment
2	J	92.4	44.8	59.2	26.4	0	9.6	3.8	236.2	
3	M	94.6	44.8	60.8	28.8	3.9	9.6	3.8	246.3	Site L or M to be taken forward following further assessment
4	K	101.2	47.2	64	30	0	10.8	4.1	257.3	
5	I	103.4	48	67.2	33.6	19.5	11.2	4.2	287.1	
6	S	48.4	27.2	97.6	56.4	93.6	0.4	1.6	325.2	Site S and R to be assessed as a single site
7	R	50.6	28	99.2	57.6	101.4	0	1.8	338.6	Site S and R to be assessed as a single site

Table 5—1 Sites for Further Consideration

Opportunities to incorporate bus priority measures on corridors connecting each of the sites have also be explored. The longest continuous section of bus lane, potentially delivering the most benefit, is identified as being on the South Route, along Weymouth Road extending as far north as the junction with Maiden Castle Road.

Sites J, K, L and M, located on the A354 corridor, to the south of Dorchester are also considered to offer an advantageous location because they offer an opportunity to operate a Park and Ride service connecting Dorchester and Weymouth. For example, residents of Dorchester could park at one of these sites, and travel by bus to Weymouth, whilst residents of Weymouth are able to use the new Park and Ride located next to Mount Pleasant Business Park to travel in the opposite direction.

6 Evaluation of Preferred Sites

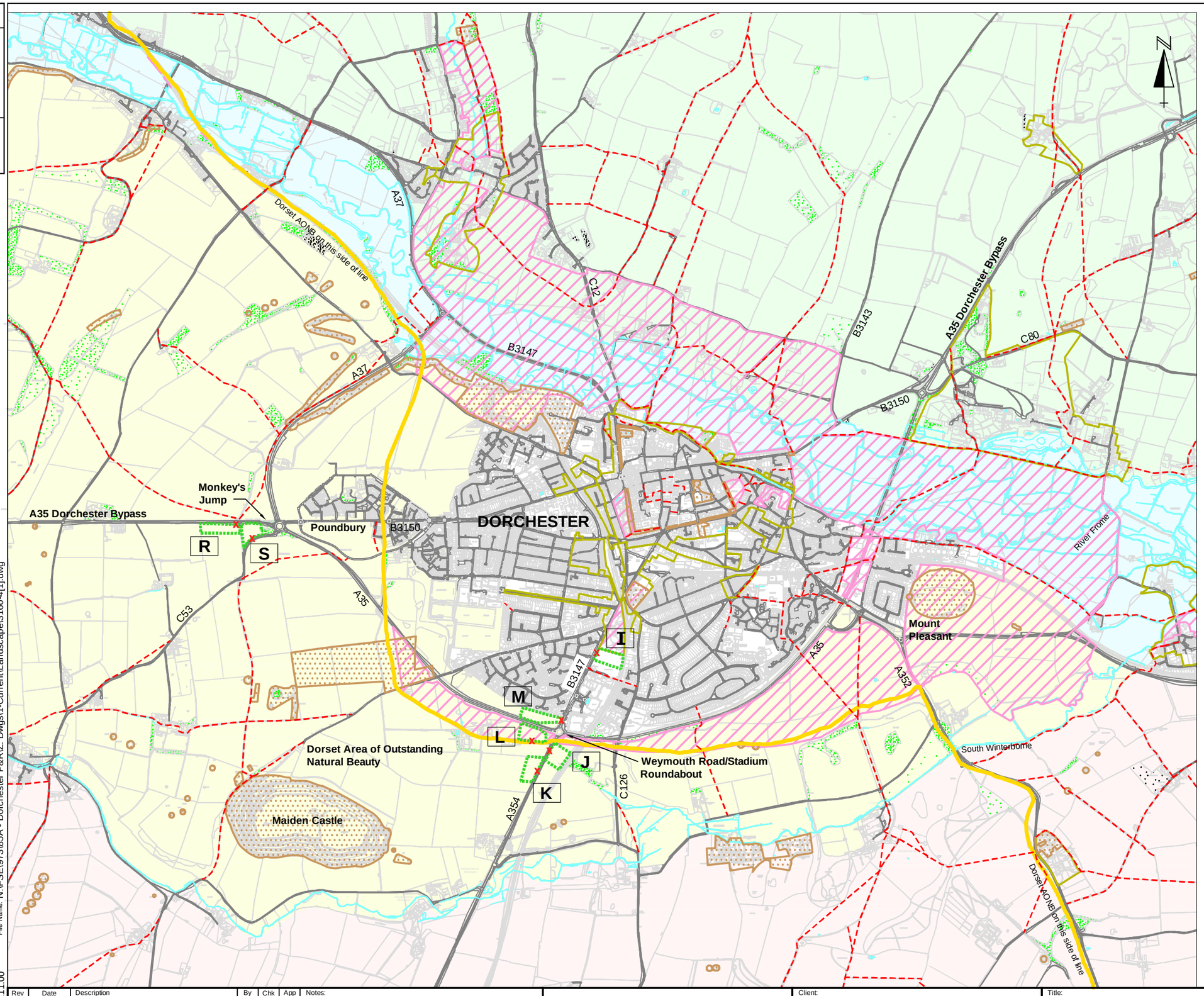
6.1 Introduction

The preferred sites are subject to a more detailed appraisal in this section. This assessment focuses on landscape, ground and surface water and transportation issues.

6.2 Stage 1 Landscape Appraisal

6.2.1 Context

This section summarises the findings of the Stage 1 landscape, townscape and visual appraisal for the potential Dorchester Park and Ride sites. The locations of the potential sites are shown on the Landscape Constraints Plan, Figure 6-1 As can be seen on this figure the market, and county, town of Dorchester is enclosed by land designated at both local and national level for the beauty and positive character of its landscape. The Dorset Area of Outstanding Natural Beauty (AONB) extends around the south and west of the town. Dorchester is contained on all edges by Land of Local Landscape Importance, with the exception of the western side of the town where the Poundbury development occupies the land up to the A35 and partly within the Dorset AONB. All the potential sites appraised in this study are located within these designated areas with the exception of sites I and M which are within the town.



Legend

- I — Park & Ride Site Reference
- Site boundary (showing an area of 1.5 ha where available)
- x — Possible combined site entrance/exit

Park & Ride Sites under consideration

Ref.	Location
I	Cricket Ground
J	Weymouth Road East
K	Weymouth Road West 1
L	Weymouth Road West 2
M	Bypass North
R	Monkeys Jump 1
S	Monkeys Jump 2

Key to Landscape Constraints

- Dorset Area of Outstanding Natural Beauty *(AONB)*
- Ancient Monument
- Conservation Area
- Land of Local Landscape Importance *(LLLI)*
- Public Rights of Way *(PRoW)*

Landscape Character Areas

(West Dorset Landscape Character Assessment; West Dorset District Council, February 2009)

- 27. South Dorset Downs
- 28.Dorchester Downs
- 29. Frome and Piddle Valley Pasture
- 32.Cerne and Piddle Valleys and Chalk Downland

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Project: DORCHESTER PARK & RIDE

Title: LANDSCAPE CONSTRAINTS PLAN

Drawn:		Checked:	
Designed:		Approved:	
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Project Number:	Drawing Number:		Revision
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6.2.2 Methodology

The methodology for the appraisal broadly follows WebTAG guidelines, TAG Unit 3.3.7, the Landscape Sub-Objective and 3.3 8, the Townscape Sub-Objective. TAG methodology focuses on the preparation of summary impact assessment worksheets for Landscape and Townscape which are presented at the end of the Landscape Appraisal.

The terminology used for the assessment of landscape and townscape impacts are standard seven-point scales taken from TAG Units 3.3.7 and 3.3.8 and are set out in Table 6—1 and Table 6—2 below. The assessment scoring system uses a combination of the magnitude of predicted physical impacts (*e.g.* scale of earthworks, extent of woody vegetation loss) and aspects of receptor sensitivity (*e.g.* quality, capacity and environmental capital). There are few situations where all of the comments under any one score are applicable to a particular assessment, so the score attributed is the one where the majority of the scoring comments apply.

Score	Comment
Large beneficial (positive) effect	Very few if any investment proposals are likely to merit this score.
Moderate beneficial (positive) effect	The proposals provide an opportunity to enhance the landscape because: • they fit very well with the scale, landform and pattern of the landscape. • there is potential, through mitigation, to enable the restoration of characteristic features, partially lost or diminished as the result of changes resulting from intensive farming or inappropriate development. • they will enable a sense of place and scale to be restored through well-designed planting and mitigation measures, that is, characteristic features are enhanced through the use of local materials and species used to fit the proposal into the landscape. • they enable some sense of quality to be restored or enhanced through beneficial landscaping and sensitive design in a landscape which is not of any formally recognised quality. • they further government objectives to regenerate degraded countryside.
Slight beneficial (positive) effect	The proposals: • fit well with the scale, landform and pattern of the landscape. • incorporate measures for mitigation to ensure they will blend in well with the surrounding landscape. • will enable sense of place and scale to be restored through well-designed planting and mitigation measures. • maintain or enhance existing landscape character in an area which is not a designated landscape, nor vulnerable to change. • avoid conflict with government policy towards protection of the countryside.
Neutral effect	The proposals are well designed to: • complement the scale, landform and pattern of the landscape. • incorporate measures for mitigation to ensure that the scheme will blend in well with surrounding landscape features and landscape elements. • avoid being visually intrusive nor have an adverse effect on the current level of tranquillity of the landscape in which the scheme is located. • maintain existing landscape character in an area which is not a designated landscape, that is, neither national nor local high quality, nor is it vulnerable to change. • avoid conflict with government policy towards protection of the countryside. Continued over page:

Slight adverse (negative) effect	The proposals: • do not quite fit the landform and scale of the landscape. • although not very visually intrusive, will impact on certain views into and across the area. • cannot be completely mitigated for because of the nature of the proposal itself or the character of the landscape through which it passes. • affect an area of recognised landscape quality. • conflict with local authority policies for protecting the local character of the countryside.
Moderate adverse (negative) effect	The proposals are: • out of scale with the landscape, or at odds with the local pattern and landform. • are visually intrusive and will adversely impact on the landscape. • not possible to fully mitigate for, that is, mitigation will not prevent the scheme from scarring the landscape in the longer term as some features of interest will be partly destroyed or their setting reduced or removed. • will have an adverse impact on a landscape of recognised quality or on vulnerable and important characteristic features or elements. • in conflict with local and national policies to protect open land and nationally recognised countryside as set out in PPG7 and PPG2. (Now PPS 7 & 2).
Large adverse (negative) effect	The proposals are very damaging to the landscape in that they: • are at considerable variance with the landform, scale and pattern of the landscape. • are visually intrusive and would disrupt fine and valued views of the area. • are likely to degrade, diminish or even destroy the integrity of a range of characteristic features and elements and their setting. • will be substantially damaging to a high quality or highly vulnerable landscape, causing it to change and be considerably diminished in quality. • can not be adequately mitigated for. • are in serious conflict with government policy for the protection of nationally recognised countryside as set out in PPG7. (Now PPS7).

Table 6—1 Landscape Impact Significance Criteria (WebTAG)

Score	Comment
Large beneficial (positive) effect	The proposals provide an opportunity to enhance the townscape because: • they enhance the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • they enable the restoration of the characteristic features of the townscape, partially lost or diminished as the result of changes resulting from inappropriate development. • they enable a sense of place and scale to be restored through well-designed mitigation measures, that is, characteristic features are enhanced through the use of local materials to fit the proposal into the townscape. • they enhance the character of the townscape through beneficial and sensitive design in a townscape which is not of any formally recognised quality. • they facilitate government objectives to regenerate degraded urban areas.
Moderate beneficial (positive) effect	The proposals provide an opportunity to enhance the townscape because: • they fit very well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • there is potential, through mitigation, to enable the restoration of characteristic features, partially lost or diminished as the result of changes resulting from inappropriate development. • they will enable a sense of place and scale to be restored through well-designed mitigation measures, that is, characteristic features are enhanced through the use of local materials to fit the proposal into the townscape. • they enable some sense of quality to be restored or enhanced through beneficial and sensitive design in a townscape which is not of any formally recognised quality. • they further government objectives to regenerate degraded urban areas.
Slight beneficial (positive) effect	The proposals: • fit well with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • incorporate measures for mitigation to ensure they will blend in well with surrounding townscape. • will enable some sense of place and scale to be restored through well-designed mitigation measures. • maintain or enhance existing townscape character in an area which is not designated for the quality of its townscape, nor vulnerable to change. • avoid conflict with government policy of enhancing urban environments. Continued over page:

Neutral effect	The proposals are well designed to: • complement the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • incorporate measures for mitigation to ensure that the scheme will blend in well with surrounding townscape features and elements. • avoid being visually intrusive nor have an adverse effect on the current level of tranquillity (where these exist) of the townscape through which the route passes. • maintain existing townscape character in an area which is not a designated townscape, that is, neither national or local high quality, nor is it vulnerable to change. • avoid conflict with government policy towards enhancing urban environments.
Slight adverse (negative) effect	The proposals: • do not quite fit the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • although not very visually intrusive, will impact on certain views into and across the area. • cannot be completely mitigated for because of the nature of the proposal itself or the character of the townscape through which it passes. • affect an area of recognised townscape quality. • conflict with local authority policies for enhancing urban environments.
Moderate adverse (negative) effect	The proposals are: • out of scale or at odds with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • are visually intrusive and will adversely impact on the townscape. • not possible to fully mitigate for, that is, mitigation will not prevent the scheme from scarring the townscape in the longer term, as some features of interest will be partly destroyed or their setting reduced or removed. • will have an adverse impact on a townscape of recognised quality or on vulnerable and important characteristic features or elements. • in conflict with local and national policies to enhance the urban environment.
Large adverse (negative) effect	The proposals are very damaging to the townscape in that they: • are at considerable variance with the layout, mix, scale, appearance, human interaction and cultural aspects of the townscape. • are visually intrusive and would disrupt fine and valued views of the area. • are likely to degrade, diminish or even destroy the integrity of a range of characteristic features and elements and their setting. • will be substantially damaging to a high quality or highly vulnerable townscape. causing it to change and be considerably diminished in quality. • cannot be adequately mitigated for. • are in serious conflict with government policy for the enhancement of the urban environment.

Table 6—2 Townscape Impact Significance Criteria (WebTAG)

This appraisal is based on a desk-top study supplemented by site visits carried out in August 2010. The study draws on information provided by West Dorset District Council and meetings and discussions with statutory consultees.

An indicative appraisal of the impact on public and residential views has been made in accordance with the significance criteria set out in DMRB.

6.2.3 Planning Designations and Policies

West Dorset Local Plan guides development in the area until 2016. Relevant policies are summarised below;

Dorset Area of Outstanding Natural Beauty (AONB)

Most of the area to the south and west of Dorchester is part of the rolling chalk landscape of the Dorset AONB. The main purpose of the AONB is to 'conserve and enhance the natural beauty' of the landscape and it is given a similar level of protection as National Parks.

The attractiveness of the AONB and much of the District stems from it being one of the most varied geological areas in the country…

POLICY SA1 AREA OF OUTSTANDING NATURAL BEAUTY

Development which would harm the natural beauty of the AONB will not be permitted. Development will only be permitted if its scale, siting and design conserves the quality of the landscape.

Landscape character

Development should be in keeping with the local landscape character in its location, scale, siting and design so as not to create visual intrusion.

POLICY SA3 LANDSCAPE CHARACTER AREAS

Within each of the Landscape Character Areas, ….., development will be expected to respect and respond to the local landscape character. Proposals that conserve, enhance and restore features of local landscape importance will be encouraged. Development that significantly adversely affects the distinctive characteristics of the area's landscape, heritage and built environment will not be permitted.

Land of Local Landscape Importance

Land of Local Landscape Importance (LLLI) has been identified at many of the settlements within West Dorset that are not within the AONB….. The land is considered to be of particular value locally because it contributes positively to the character of an area and is of importance either in its own right as a landscape feature, and/or because of its inter-relationship with the built and natural environment…. The land may be identified because:

- *it is important as part of the setting for a settlement or individual buildings;*
- *it is an attractive feature such as a particular hill or valley;*

- *it provides an open (or predominantly open) area between small settlements; and/or*
- *it provides an open area within or adjoining a settlement, the retention of which is essential to the character of that settlement.*

POLICY SA6 LAND OF LOCAL LANDSCAPE IMPORTANCE

Development proposals within Land of Local Landscape Importance…. will be expected to respect the special features and qualities of local importance and the specific benefits that the land provides. Development that significantly harms these special features and qualities or substantially detracts from the specific benefits will not be permitted.

POLICY SA23 SITES OF NATIONAL ARCHAEOLOGICAL SIGNIFICANCE

Development will not be permitted which would have an adverse effect upon Scheduled Monuments or upon other archaeological sites of national importance and their settings.

Where nationally important archaeological remains, whether scheduled or not, and their settings are affected by proposed development there should be a presumption in favour of their physical preservation.

Conservation Areas (CA)

POLICY SA21 PROTECTION OF CHARACTER OR APPEARANCE OF CONSERVATION AREAS

Proposals for development within a Conservation Area, or outside but which would affect its setting or views into or out of the Area, will not be permitted unless they preserve or enhance the character or appearance of the Area by being appropriate in mass, proportions, use, detailed design and materials to the site and its surrounding.

Site I lies adjacent to a CA.

Amenity Open Space

Land to the south of the Castle Park housing area, …, is also identified for amenity use in order to secure the retention of a green buffer between the bypass and the existing housing area of Castle Park and to provide a link to the open spaces associated with the Poundbury development.

POLICY EA21 LAND FOR AMENITY OPEN SPACE - DORCHESTER

Land is allocated for public amenity open space at Poundbury and south of the Castle Park Estate, Dorchester, …

6.2.4 Landscape and Townscape baseline

The landscape character of the West Dorset area is described in the West Dorset Landscape Character Assessment (West Dorset District Council, February 2009). The landscape character areas in the environs of Dorchester are shown on the Landscape Constraints Plan,

Figure 6—1. The character area with particular relevance to the site options appraised in this study is described below;

28. Dorchester downs

All the sites, with the exception of Site I which is located within Dorchester town, lie within this LCA. The key characteristics of this landscape are summarised below;

- *Broad open rolling uplands with convex slopes and incised dry valleys give way to large open views and skylines.*
- *Extensive scattering of prehistoric monuments on higher ground.*
- *Large, straight-sided arable and grassland fields (late c18th/early c19th enclosures) with hazel hedgerows, or post and wire on higher ground.*
- *Occasional small broad leaved woodlands and trees on upland slopes provide a sense of enclosure.*
- *Complex twisting valley slopes with patches of semi-natural chalk grassland and old hazel coppice stands.*
- *Parkland character with estate railings and parkland trees on the valley floors.*
- Straight rural lanes of open character, with characteristic finger posts and furniture.

6.2.5 Visual Baseline

The sensitivity of people to changes in the view varies according to their activities and relationship to the place. Three categories of sensitivity are used in the indicative assessments;

High:

- Residents; where there would be a change in the main field of view from a principle window or private garden area.
- Users of Public Rights of Way (PRoW) and open access areas, i.e. walkers, cyclists, riders whose recreation is linked directly to the enjoyment of rural views.
- Visitors to Maiden Castle who could be consciously enjoying the scene and may be exposed to the view for some considerable length of time.

Medium:

- Residents; where there would be a change in the main field of view from upper windows assumed to be bedrooms.
- Tourists using roads and railway whose views are transient.