

22. Central Dorset

22.1. Introduction

- 22.1.1. The Central Dorset functional area is centred on the two large built-up areas of Dorchester and Weymouth in the central southern part of Dorset. It also includes the town of Chickerell to the west of Weymouth and the Isle of Portland, which has eight identified settlements.
- 22.1.2. The function of each of the main settlements is described in Figure 22.1 below, which also highlights some of their key social and economic issues. There is significant in-commuting to the county town of Dorchester, particularly from the seaside town of Weymouth, which has a low wage economy and some areas of deprivation. The rapid expansion of Chickerell in recent years has not been matched with growth in facilities and services. The limited access to the Isle of Portland is a major issue and although some regeneration has taken place, there is still much out-commuting for work.

Figure 22.1 – The function and issues associated with the main settlements in the Central Dorset Functional Area

Large towns and built up areas

Dorchester – The county town of Dorchester has a population of about 21,000 and acts as an important retail, employment and service centre for southern Dorset, with some facilities (for example the County Hospital) serving a wider area. The town has rail links to London, Bristol and Weymouth. Dorchester has about twice as many jobs as economically active residents, resulting in a significant level of in-commuting, particularly from Weymouth.

Weymouth – The seaside resort of Weymouth is the largest town in the local plan area, with a population of about 53,100. It is a nationally important tourist destination and also a retail, employment and service centre for southern Dorset. The town has rail links to London and Bristol via nearby Dorchester. The economy is reliant on low paid service jobs, with significant deprivation in some areas. There is also a significant amount of out-commuting, particularly to Dorchester.

Towns and other main settlements

Chickerell – The small historic settlement of Chickerell has grown rapidly in recent years to become a town with a population of just under 6,000. The parish also covers the edges of

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the large built-up area of Weymouth, where the Granby and Lynch Lane Industrial Estates provide employment opportunities for both towns. The town itself has a limited range of facilities and only a local centre with a limited range of shops however given its proximity to the built-up area of Weymouth, it is comparatively well served.

Settlements on Portland – The Isle of Portland has a population of over 12,800 with facilities and services spread between the eight settlements of Castletown, Chiswell, Easton, Fortuneswell, Grove, Southwell, Wakeham and Weston. There are local centres at Easton and Fortuneswell with smaller neighbourhood centres at Castletown and Chiswell and the main secondary school is at Southwell. Quarrying and the former Royal Naval base no longer provide much local employment, but travel to work on the mainland is not easy as the only link is a single-carriageway road on the causeway adjacent to Chesil Beach and The Fleet. Regeneration at Osprey Quay and Portland Port has created some jobs, but many of them do not match the skills of the local workforce.

Environmental Constraints

22.1.3. The Dorset AONB lies to the south of Dorchester, the north of Weymouth and the west of Chickerell. The coastal landscapes either side of Weymouth are protected as heritage coasts and the coastline itself, including most of the coast of Portland, is of global significance for its geological interest. The Rivers Frome and Piddle drain into Poole Harbour, where nitrates emissions have an adverse impact on important nature conservation interests. Chesil Bank and The Fleet are also internationally important nature conservation sites in this area, where nitrates emissions and recreational activity have an adverse impact. Coastal flooding is an issue for Weymouth town centre and at the northern end of Portland, with fluvial flooding also being an issue north of Dorchester and in parts of Weymouth. There are important archaeological sites around Dorchester and on Portland.

Figure 22.2 – Key environmental constraints in the Central Dorset Functional Area

Environmental constraints at large built-up areas

Dorchester – The Dorset AONB wraps around the south and west of Dorchester with the floodplain of the River Frome running to the north of the town. There are many heritage assets within and close to the town, including the archaeological sites of Maiden Castle and Poundbury Camp. The town falls inside the drainage catchment for Poole Harbour and the River Piddle flowing east from the town is designated as a SSSI.

Weymouth – The Dorset AONB adjoins the northern edge of Weymouth and the West Dorset Heritage coast adjoins the western edge of the town. The Purbeck Heritage Coast also lies close to the eastern edge of Weymouth. Apart from the seafront, nearly all of the coastline falls within the Jurassic Coast World Heritage Site. Flooding is an issue along the River Wey and along the coast at The Fleet, Lodmoor and Radipole, all of which are also protected for their wildlife interest.

Environmental constraints at towns and other main settlements

Chickerell – The Dorset AONB runs along Chickerell's western flank with the Heritage Coast extending further to the south of the town. Chickerell also lies close to Chesil Beach and The Fleet, which is internationally important for its wildlife interest and part of the Jurassic Coast World Heritage Site.

Settlements on Portland – The eight settlements on Portland all lie close to the Jurassic Coast World Heritage Site and sites that are internationally important for their wildlife interest. Coastal flooding is an issue at the southern end of Chesil Beach, mainly affecting

parts of Chiswell and Fortuneswell. The Verne Citadel archaeological site also adjoins Fortuneswell. There are numerous planning consents for the quarrying and mining of Portland Stone, many of which are close to the edge of the settlements on the island.

Housing and Employment Allocations in the Central Dorset Functional Area

- 22.1.4. The spatial strategy for this area focuses the bulk of new development at the large built-up areas of Dorchester and Weymouth. Significant expansion is also proposed at the town of Chickerell. On Portland, growth will be achieved primarily through regeneration within existing settlements.
- 22.1.5. Growth is proposed at three larger villages close to Dorchester. Significant growth is proposed at Crossways which will also contribute towards meeting the needs of the South Eastern Dorset functional area. More modest expansion is proposed at Charminster with some growth also proposed through the Puddletown neighbourhood plan.
- 22.1.6. The proposed allocations for housing and employment use that contribute towards this spatial strategy are summarised in Figure 22.3.
- 22.1.7. The local plan includes separate chapters for the two large built-up areas of Dorchester and Weymouth, the town of Chickerell, the settlements on Portland and the larger village of Crossways. Proposals for Charminster are included within the Dorchester chapter and those for Puddletown are within the Puddletown Neighbourhood Plan.

Figure 22.3 – Housing and employment land allocations in the Central Dorset Functional Area

Location	Number of homes	With consent	Employment land (ha)	With consent
Large built-up areas				
DOR ₄ – Dorchester: Brewery, Weymouth Avenue	240	240	--	--
DOR ₆ : Poundbury mixed use development	1,200	1,200	6.0	6.0
DOR ₇ : Poundbury Parkway Farm Business site	--	--	1.0	1.0

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Location	Number of homes	With consent	Employment land (ha)	With consent
DOR8: Land South of St George's Road and Land off Alington Avenue	115	--	--	--
DOR9: Former Dorchester Prison	185	185	--	--
DOR10: Land south of Castle Park	100	--	--	--
DOR13: Land North of Dorchester	3,500	--	10.0	0.0
WEY2: Weymouth Town Centre	400+	228	--	--
WEY10: Bingleaves Cove	220	220	--	--
WEY11: Littlemoor urban extension	600	500	8.0	8.0
WEY12: Land off Louviers Road	100	100	--	--
WEY13: Land at Wey Valley	350	350	--	--
WEY14: Land south of Wey Valley	150	--	--	--
WEY15: Land west of Southill	400	--	--	--
WEY16: Land at Markham and Little Francis	500	500	--	--
WEY17: Mount Pleasant Business Park	--	--	5.0	--
Towns and other main settlements				
CHIC1: Chickerell Urban Extension	810	292	--	--
PORT1: Osprey Quay	--	--	0.8	0.8
PORT2: Former Hardy Complex	348	348	--	--
Large villages				
DOR14: Land to the West of Charminster	250	--	--	--
DOR15: Forston Clinic, Charlton Down	90	--	--	--
CRS1: South of Warmwell Road	500	--	2.5	0.0
CRS2: Moreton Station/Redbridge Pit	490	--	--	--

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Location	Number of homes	With consent	Employment land (ha)	With consent
CRS3: Land adjacent to Oaklands Park	49	49	--	--
CRS4: Frome Valley Road	140	--	--	--
CRS5: Woodsford Fields	275	--	--	--
CRS6: West of Crossways	150	--	--	--
CRS7: Land adjacent to Deer Leap House	40	--	--	--
Totals	11,202	1,200	33.3	15.8

Figure 22.4 – The function and issues associated with the main settlements in the Central Dorset Functional Area and the local plan allocations



Key Strategy map for the **Central Dorset Functional Area**



- Functional Areas
- Central Dorset
 - Western Dorset
 - Northern Dorset
 - South Eastern Dorset

- Settlement Hierarchy
- **Tier 1**
 - **Tier 2**
 - **Tier 3**
- Dorset Council Boundary

- Broad locations for development
- Housing
 - * we are consulting on different levels of growth for these settlements
 - ⚙️ Employment (Ha)

- A Roads
- Rail/Stations
- Rivers
- AONB Area of Outstanding Natural Beauty

23. Dorchester

23.1. Introduction

23.1.1. Dorchester is the county town of rural Dorset, with a population of approximately 21,000¹. It is the second largest town in the local plan area and it has a significant demand for housing, employment and retail development, and a substantial affordable housing need.

23.1.2. The town currently also has around twice as many jobs (15,100) as it has economically active residents (9,195). Workers commute in from nearby towns (particularly Weymouth) and from the surrounding rural area reflecting its historic position as the county town. One of the challenges for the local plan is to try to improve the balance between housing and jobs in this area.

Vision for Dorchester

23.1.3. In 2038 Dorchester will:

- Be a quality county town with a significant offer of retail, health, cultural, leisure and community facilities;
- Have an attractive and vibrant sub-regional town centre that people come to enjoy, away from motor traffic;
- Continue to be a public sector hub whilst having a more diverse local economy with good employment and education opportunities;
- Be a place where more people can live and work locally, without having to commute;
- Have a balanced population meeting the housing needs of younger working people and families as well as the old;
- Have good quality transport links to the surrounding towns and rural area;
- Have a high standard of design that promotes the character and heritage that is special to Dorchester;
- Make the most of the surrounding countryside, including its links with Thomas Hardy, Maiden Castle and Kingston Maurward College.

¹ ONS mid-year estimates (2018)

23.2. Development strategy

23.2.1. Development at Dorchester will be focused on providing for development needs of the area, supporting the economy and vitality of the town, while maintaining heritage and open spaces. Sites allocated and consented that will help achieve the vision for the town include:

- Poundbury urban extension and the continuation of the urban extension to the west of the town providing a mix of homes, jobs and community facilities;
- Development of sites off St. George's Road and Alington Avenue together will provide around 115 homes;
- Conversion and development of the former Dorchester Prison site to provide around 185 homes;
- Development of land South of Castle Park to provide around 100 homes;
- Development and expansion of Kingston Maurward College;
- Consolidation and expansion of the Dorset County Hospital site as a centre for acute, emergency and planned health service provision in the west of the county. This would include provision of car parking and potentially key worker accommodation; and
- Major expansion to the north of Dorchester, north of the River Frome providing around 3,500 homes 10 ha of employment land, as well as new schools and open space.

23.2.2. To complement development within and to the north of Dorchester the following sites are proposed in nearby settlements to contribute towards local housing needs:

- Development of land to the west of Charminster to provide around 250 homes;
- Development of land at Forston Clinic, Charlton Down to provide around 90 homes, with potential for provision of a care home facility;
- Development at Crossways/Moreton Station to provide around 1,600 homes (covered in chapter 27).

23.2.3. The existing and proposed sites outlined above provide development opportunities at Dorchester and surrounding villages to meet the needs of the town to the end of the plan period (to 2038) and beyond. However the town is closely linked to Weymouth and to Crossways both of which supply a significant number of workers for the town. Improving the connectivity of these three and smaller settlements within the vicinity of Dorchester is a priority to achieve more sustainable patterns of development. For all settlements, regard will be taken of proposals supported through the neighbourhood planning process.

23.2.4. Dorchester lies within the hydrological catchment area for Poole Harbour. It is known that development within the Poole Harbour catchment contributes to an

increase in the discharge of nutrients into the harbour, largely through sewage treatment and disposal. This causes excessive macro-algal growth within Poole Harbour, resulting in a significant adverse impact upon the internationally designated wildlife site. Development within the Poole Harbour catchment, which includes Dorchester, must be nitrate neutral in order to limit additional nutrients entering Poole Harbour arising from population growth. Further information on this issue is set out in policy ENV2 and the Nitrogen Reduction in Poole Harbour Supplementary Planning Document (SPD).

23.3. Town centre strategy

- 23.3.1. Dorchester Town Centre sits at the top of the retail hierarchy in the plan area alongside Weymouth Town Centre. The town centre covers the area along the length of High East Street / High West Street and along the lengths of both Trinity Street and Cornhill/South Street including Brewery Square, Dorchester South Railway Station and Fairfield Car Park as shown on the policies map. The town performs an important role as a shopping destination in the west of Dorset, serving the town, its visitors and its large rural hinterland.
- 23.3.2. The historic core of the town is evident in the layout of the area within the town walls of Roman Dorchester (Durnovaria), marked by tree-lined walks along the west, south and east sides of the town centre. Above ground the remains of the Roman Town have therefore shaped the town centre's layout today, and the preservation of the town centre's character in this regard is important. Roman remains and artefacts have been found within the town centre area in the past and as such development within the Roman Town area will be subject to the requirement of archaeological investigation.
- 23.3.3. Much of the built character of the town centre is derived from Georgian times (as major fires in the 17th and 18th centuries burnt down most of the earlier buildings). Although the area needs to evolve with the times, its historic character is central to the success of the town.

DOR1: Dorchester Roman Town Area

- I. Any development within the Roman Town area, as shown on the policies map, should help reinforce the historic character and layout of the area.
- II. Development sites shall be subject to appropriate levels of archaeological investigation.

- 23.3.4. The primary shopping area is focused on Cornhill/South Street. It extends along the Hardy Arcade to Waitrose and along parts of Trinity Street including the retail premises around Trinity Street Car Park. Within this primary shopping area are the

primary shopping frontages. The secondary shopping frontages cover the lengths of Trinity Street, High East Street / High West Street and Weymouth Avenue up to and including Brewery Square.

- 23.3.5. Over the period to 2036 it is estimated that there will be a need to provide for approximately 570 m² of food (convenience) retail space and approximately 6,860 m² of non-food (comparison) retail space. However further understanding of the impact of the Covid-19 pandemic on the needs of the town centre and the other centres across the area, is necessary to inform the next stage of the plan's production.
- 23.3.6. Any expansion of the retail offer in the town should be focused on the existing primary shopping area in accordance with the sequential approach as set out in Policy ECON3. Options for meeting this need within the town centre include the centre's main car parks at Charles Street and Trinity Street.
- 23.3.7. By virtue of its location Charles Street Car Park performs an important function within the town. It provides much needed car parking but is also the closest potential development site for future town centre expansion and a number of major retail and mixed use schemes have previously been proposed, including the most recent that was granted permission in 2010 and renewed in 2013. The archaeological constraints on the site however limit the potential for development.
- 23.3.8. There is additional scope for expansion of the primary shopping area through the redevelopment of land to the west of Trinity Street. The amount of land included within any scheme will be dependent on land assembly and development costs together with the provision of an appropriate amount of car parking. Creating a stronger frontage on to Trinity Street would be a positive redevelopment benefit. Upper floors of any new development could be suited to a mix of residential and other town centre uses.
- 23.3.9. Both of the above sites are currently in use as public car parks. The provision of sufficient parking in the town is important to its vitality as a retail and leisure destination. Any development on these sites should therefore include sufficient car parking, taking into account existing parking space numbers and to allow for any new demand resulting from the development itself. A masterplan is being produced to guide and coordinate development in Dorchester town centre, seeking to maximise the benefits from the opportunities that exist for enhancement.

DOR2: Future town centre expansion

- I. Land at Charles Street, as identified on the policies map, is a key town centre site for the delivery of new retail development with ancillary mixed uses. The development of the site will provide improved pedestrian links to South Street.
- II. Land off Trinity Street, as identified on the policies map, is an additional opportunity site within the town centre for retail expansion.
- III. Any proposal for the development of either or both of these sites will need to include an appropriate amount of public car parking.
- IV. On completion, the development of either of these sites will form part of the primary shopping area.

23.4. Brewery Square, Weymouth Avenue

- 23.4.1. The former brewery site and adjoining land at Weymouth Avenue has planning permission for a comprehensive mixed-use scheme. Large parts of the scheme are completed with construction under way for the remainder of the site. A development brief for this site has been produced and many of its guiding principles remain relevant. The phases that have now been completed contribute significantly to the leisure offer of the town centre.

DOR3: Brewery Square, Weymouth Avenue

- I. The former Brewery site and adjoining land at Weymouth Avenue (as shown on the policies map) is an important area linking the town centre to Dorchester South Railway Station. The continued development of the site will be guided by the Weymouth Avenue Development Brief (2004) and will include the delivery of:
 - a mix of homes, businesses and community facilities, hotel and limited retail appropriate to its location outside of the primary shopping area;
 - a transport interchange facility to enhance the use of the railway station; and
 - effective open spaces and pedestrian and cycling links through the site and connecting with adjoining areas, including from the railway station to the primary shopping area along South Street.

- 23.4.2. High West Street and High East Street contain a large number of significant historic listed buildings including the Corn Exchange, Dorset County Museum, Shire Hall and a number of significant churches. This heritage creates an attractive environment which should be strengthened to enable greater enjoyment for pedestrians. Walking links from the town centre, north to the Frome Valley and beyond should be enhanced.

DOR4: High East Street/High West Street Area

- I. The attractive historic environment along High West Street and High East Street will be enhanced for pedestrians including routes from the existing town centre to the museums and north to the Frome Valley.
- II. Measures to reduce traffic flows along High East Street/High West Street to enhance the public enjoyment of the area, will be supported.

23.5. Dorchester Transport and Environment Plan

- 23.5.1. Traffic through the centre of Dorchester has returned to the same levels experienced before the bypass was opened. With this amount of traffic there are problems with air pollution (leading to the designation of an air quality management area in section at London Road/High East Street), conflicts between vehicles and pedestrians and a knock-on impact on the quality of (and people's experience of) the town centre.
- 23.5.2. The Western Dorset Economic Growth Strategy (2017 – 2033) sets out aims to improve physical connectivity in Dorset's towns through providing for a safer, practical and more attractive environment for pedestrians and cycle users. Additionally the strategy identifies a need for integrated parking and transport strategies in the town.
- 23.5.3. A Dorchester Transport and Environment Plan (DTEP) was devised in consultation with the local community. Its objectives include supporting the economic prosperity of the town, reducing through traffic particularly along High East and High West Street, and providing a higher quality environment (both in terms of the historic fabric of the town and for pedestrians, cyclists, the elderly and disabled). A simple but quality approach to design was employed, so as not to distract from the high-quality historic buildings.
- 23.5.4. Reduction of east-west traffic along High East and High West Street should create opportunities to enhance public space in the town centre. The creation of a better environment for pedestrians and cyclists through well-signed, legible routes between key destinations are a priority. These routes include north-south links

between the leisure uses at Brewery Square, the primary shopping area, the museums along High West Street and High East Street, between the Frome Valley and onwards to the new development proposed north of Dorchester. The aim will be to create linked trips and ease of movement for both visitors to the town and local residents.

- 23.5.5. Improvements have been made at Fiveways junction at the southern end of South Street and at Great Western Cross, improving the pedestrian environment. Improvements and changes have also been made at the Top O' Town Roundabout and at the junction of Trinity Street and High West Street. The remainder of South Street has also been paved to create an attractive pedestrianised environment. Two schemes remain at Maumbury Cross and at the Williams Avenue/Damers Road Junction.
- 23.5.6. In addition, land to the south of the Stadium Roundabout is identified for a park and ride scheme to provide for commuting traffic approaching the town along main commuting routes to the south. Due to its location in the AONB and within the setting of Maiden Castle, the impact of the development will require adequate mitigation.
- 23.5.7. Masterplanning work is underway looking at opportunities to further enhance the environment of the centre of Dorchester including a reassessment of parking and opportunities for future development to meet retail and town centre needs. As this work progresses, the proposed amendments will be implemented to complement that proposed through DTEP.

DOR5: Dorchester Transport and Environment Plan

- I. Improvements to the transport and parking environment of Dorchester will be implemented as proposed through the Dorchester Transport and Environment Plan and subsequent master planning work. Any development that would significantly undermine their delivery will not be permitted.
- II. A park and ride site is allocated to the south of the town at the Stadium Roundabout as shown on the policies map.

23.6. Main development opportunities

Poundbury urban extension

- 23.6.1. Land within the line of the bypass at Poundbury was designated from the late 1980s to meet the long-term needs of the town including new homes,

employment workspace, a new school, community, leisure and recreation facilities and public open space. The Poundbury Development Brief adopted in 2006 established a number of principles for development, based upon the local plan policies of that time and lessons learnt from the delivery of the earlier phases.

- 23.6.2. Outline permission was granted in December 2011 for the final phases of the development, including 1,200 new homes, a new 450-place primary school, 25,000m² of non-residential development and associated roads, drainage and other infrastructure. It is anticipated that this development will be completed in the mid-2020's.
- 23.6.3. The area around Queen Mother Square contains a cluster of main town centre uses, and is considered a focus for Poundbury. The area has been designed to act as a district centre within the retail hierarchy playing a supporting role to Dorchester's main town centre, and should continue to be the focus for any further town centre use proposals at Poundbury.

DOR6: Poundbury mixed-use development

- I. Land at Poundbury (as shown on the policies map) will provide for the immediate strategic growth needs of the town through a comprehensive mixed-use development of homes and businesses and associated community facilities.
- II. The development of the site will be in accordance with the Poundbury Development Brief (2006) and subject to:
 - the provision of pedestrian and cycle links within Poundbury and to the centre of Dorchester and to the surrounding areas including the countryside;
 - highway improvements identified as necessary for the development to go ahead, following a full transport assessment; and
 - the provision of affordable housing and necessary education, community, leisure and recreation facilities (including both built facilities and public open space).
- III. The district centre at Queen Mother Square will be the focus for main town centre uses within the development.

- 23.6.4. The existing employment area south of the Parkway (known as Poundbury Parkway Farm Business Park) is a well-contained site within the bypass and physically part of the town. The site totals around 3.3 ha with much of the site now built; approximately 0.9 ha remain undeveloped. The site has good road links and is located away from nearby homes and other potentially sensitive uses and therefore provides an opportunity for the location of less neighbourly business uses. The site is within the Dorset Area of Outstanding Natural Beauty and any buildings should be sympathetically designed so that the development can be accommodated into the landscape without visual harm.

DOR7: Poundbury Parkway Farm business site

- I. Approximately 3.3 hectares of land at Parkway Farm Business site (as shown on the policies map) is designated for B2 and similar employment uses, subject to the provision of satisfactory design, landscaping and mitigation measures to reduce any adverse impacts to an acceptable level.

Sites off St George's Road and Alington Avenue

- 23.6.5. Land south of St George's Road and Land off Alington Avenue together have the potential to deliver a mixed use development including housing and possibly employment uses.
- 23.6.6. Land south of St George's Road, either side of the bypass, could provide for around 75 new homes (including potentially self-build or custom build housing) subject to suitable noise and odour mitigation from the bypass and nearby sewage treatment works.
- 23.6.7. There is also potential for the two areas of undeveloped land south of the railway and off Alington Avenue, to be developed for around 40 homes, subject to suitable landscaping and noise mitigation. This site may be also suitable for self-build and custom-build housing.
- 23.6.8. In areas which are potentially unsuitable for residential use (for example due to noise levels associated with the bypass) employment uses could be incorporated on the site.
- 23.6.9. There are woodland belts either side of the bypass and dense vegetation along the site boundaries with adjoining land. Public rights of way run along the site boundaries linking to the wider green infrastructure network. These should be maintained and improved within any development proposals.
- 23.6.10. In addition, Max Gate Grade 1 listed building is located to the south of the site adjacent to its boundary. The development of these areas will need to respond positively to this heritage asset

DOR8: Land south of St George's Road and Land off Alington Avenue

- I. Land south of St George's Road and Land off Alington Avenue, as shown on the policies map, are allocated for development. Any development should not have a significant impact on the amenity of nearby residential properties.
- II. A landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views, and that public rights of way linking to the wider green infrastructure network are retained.
- III. The relationship with nearby Max Gate will need to be reflected within any development proposals.

Former Dorchester Prison

23.6.11. The majority of the buildings that form part of the former Dorchester Prison complex were built in the 1880s. The gateway to the prison buildings is Grade II listed and is the sole remnant of the original prison. The buildings on the site are important landmarks within the town and in the wider landscape.

23.6.12. The prison closed in 2013 with planning permission granted in 2016 for the change of use of the historic prison buildings to residential uses with the construction of additional new build dwellings within the grounds of the site.

DOR9: Former Dorchester Prison

- I. The former Dorchester Prison complex will be redeveloped for residential uses including a mix of conversion of the historic buildings and additional new build units.

Kingston Maurward College

23.6.13. The importance of Kingston Maurward College to Dorchester and west Dorset as a training and education establishment is acknowledged, as is its role as a tourist attraction. To help with the long-term viability of the college it is recognised that the college will need to evolve and grow.

23.6.14. However, the college site contains a number of designated heritage assets, including listed buildings and a registered park and garden. The significance of these assets, including any contribution made by their setting, should be assessed and reflected in any future development proposals, with a view to avoiding or minimising potential harm in accordance with Policy ENV5.

23.6.15. To enable this development, the council requires a masterplan to be produced which identifies the key heritage assets within the estate and highlights where development could be successfully integrated within this environment. The

masterplan should also seek to establish better footway and cycleway connections with the town.

- 23.6.16. The masterplan will need to be produced in consultation with Dorset Council and Historic England, and agreed by both organisations. In addition, Stinsford Parish Council should be involved within the production of the masterplan so that any proposals can be reflected in their neighbourhood plan.

DOR11: Kingston Maurward College

- I. The future development and expansion of Kingston Maurward College within the college estate¹ will be supported in accordance with a masterplan agreed by Historic England and Dorset Council.

Dorset County Hospital

- 23.6.17. Dorset County Hospital delivers important services for western Dorset as the centre for emergency, acute and planned health services. The hospital is also a significant employer in the Dorset area, providing employment for around 3,000 people.
- 23.6.18. The hospital will need to expand and reconfigure some of its facilities over the coming years as the way healthcare provision in Dorset changes. Additional buildings may be necessary as well as expanded car parking provision and the hospital has recently received funding to facilitate this expansion. Any expansion will however need to have full regard to the presence of heritage assets both within and adjacent to the site.
- 23.6.19. The vacant former Damers School site adjacent to the hospital is in the ownership of the hospital and therefore offers an opportunity for meeting its longer-term needs. Development associated with the hospital site should be guided by a masterplan and aimed at meeting the longer term needs of the hospital and the vision of the site as a 'health campus'. Retail uses will not be supported in this location due to potential impact on Dorchester town centre. However the inclusion of some residential development would be appropriate and housing for those with supported living needs and extra-care needs, as well as housing for those working at the hospital, would be particularly encouraged.

DOR12: Dorset County Hospital

- I. The expansion and reconfiguration of facilities within the Dorset County Hospital site, including the adjacent former Damers School site, forming a new health campus for the town, will be supported.
- II. Any development should be master planned and shown to help meet the long-term needs of the hospital.
- III. Development may include an element of residential use, with the inclusion of extra-care, supported living, and key worker housing being particularly appropriate.
- IV. Retail development will not be supported.

Land South of Castle Park (proposed allocation)

- 23.6.20. The site south of Castle Park is an undeveloped strip of land within the bypass and adjacent to the existing edge of the town. The site is well related to existing development, is near to a broad range of facilities and suitable for development for around 100 homes.
- 23.6.21. Suitable cycle and pedestrian access onto Weymouth Road must be provided to allow for connectivity with the nearby retail facilities, the town centre, and the town's railway stations.
- 23.6.22. The site is subject to surface water and groundwater flooding issues, particularly towards the eastern section and on areas surrounding the site. Development of the site will need to deliver a strategic approach to the mitigation of flooding both within the development site and to deliver a reduction in flood risk to neighbouring areas. A bespoke drainage solution is recommended, reliant upon attenuated discharge to a surface water sewer system and existing pond feature located south-east of the site outside the bypass. Suitable investigation and assessment must be undertaken and made available upon submission of any planning application.
- 23.6.23. Due to the site's location within the Poole Harbour catchment, the development of the site will need to incorporate measures to ensure that it is nitrogen neutral.

23.6.24. Development would also be subject to appropriate noise assessment and buffers to mitigate noise amenity impacts of traffic along the adjacent A35 (T) to the south. Whilst fairly significant levels of screening exist on the southern boundary of the site associated with the A35 (T), proposed development should provide appropriate mitigation to minimise impacts on the landscape (including the nearby AONB) and on nearby heritage assets including Maiden Castle.

DOR10: Land south of Castle Park

- I. Land south of Castle Park, as shown on the policies map, is allocated for housing. Development of the site will need to incorporate:
 - provision of cycle and pedestrian access onto Weymouth Avenue, linking in with existing cycle routes;
 - appropriate noise assessment and mitigation related to the nearby A35(T);
 - mitigation of surface water and ground water drainage issues in the area through a strategic approach to delivering flood risk mitigation; and
 - appropriate screening to minimise any impact on both landscapes and on Maiden Castle.

Land to the North of Dorchester (proposed allocation)

23.6.25. Land to the north of Dorchester, to the north of the River Frome water meadows, is allocated for a mixed-use development to provide for the growth needs of the county town over the longer term and potentially beyond the end of the plan period.

Development strategy

23.6.26. The development of the land north of Dorchester will deliver important benefits for the town. As such a vision for the area has been developed to guide how the site's urban form will contribute towards the future prosperity and vitality of the town.

23.6.27. In June 2019, the North of Dorchester proposal was successful in becoming part of the Government's Garden Communities Programme, which aims to ensure that larger new developments are designed to reflect 'garden community qualities'². A masterplan will be produced to reflect this vision and ensure that the garden communities qualities can be delivered. This masterplan will be adopted as a

² As set out in paragraph 13 of the Government's Garden Communities Prospectus (August 2018) - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/805688/Garden_Communities_Prospectus.pdf

supplementary planning document and used when considering planning applications related to the site.

Figure 23.4: Vision for the north of Dorchester

Vision for north of Dorchester (including the modest expansion of Charminster)

Concept statement

Overarching vision for north of Dorchester

The next phase of Dorchester's growth will be to the north of the town. It will take the form of a mixed-use urban extension of linked neighbourhoods north of the Frome Valley, which together with the modest expansion of the separate village of Charminster, would be designed to the highest standard to fully integrate with the high-quality natural and built environment within which it sits. The development will:

- help to build a vibrant community spirit across the whole expanded town delivering a sense of place along with an individual community identity within the development.
- deliver the number of homes, workspace and infrastructure necessary to enable the town to continue to grow as a well-planned cohesive whole.
- enhance the town's role as an economic hub for Dorset, building on its excellent education opportunities, and delivering space for business growth. The town's tourist economy will be expanded through enhancements to the water meadows and capitalising on the town's Hardy heritage.

Placemaking overview

The comprehensive development of land North of Dorchester will be designed to reflect garden community qualities. It will have a high standard of place making and design that respond to local distinctiveness and will create areas with innovative and bespoke character special to Dorchester and the surrounding villages.

The development will create an easily understood pattern of streets and spaces that make the most of the existing natural features in and adjacent to the site including focal points within Dorchester town, the nearby villages and the heritage and landscape of the area.

The water meadows will form an important high quality asset for the expanded town creating opportunities for recreation as well as appreciation of the historic context and wildlife of the area. Movement across the water meadows between the different parts of the expanded town, will be enabled as far as practical.

The separate identity of Charminster will be respected. The village will expand in a modest way but with the clear distinction between the North of Dorchester development and the expanded village being maintained. and will create areas with innovative and bespoke character special to Dorchester and the surrounding villages.

Environmental performance

The development of the land North of Dorchester will incorporate features to reduce the impacts of climate change. Surface water will be managed through an appropriate drainage strategy utilising the existing dry valleys and connecting to the River Frome.

Opportunities for easy access to the town for pedestrians and cyclists will form an integral part of the development layout.

Efforts to reduce greenhouse gas emissions from the new dwellings and other buildings to a level below that required through building regulations will be encouraged.

Integrating North of Dorchester into the landscape

North of Dorchester development will fit within the landscape of the area incorporating a range of measures to soften the urban form including copse and woodland planting areas on the higher ground and trees along the streets within the development.

Providing a range and choice of homes

The development will deliver housing to enable the town to thrive; attracting young working people and families as a priority whilst also meeting the needs of the elderly.

Buildings will need to be practical offering ease of access for future residents. Buildings should be adaptable to cater for different needs and must incorporate space for cycle storage.

Creating job opportunities

The development will help to deliver a more diverse economy through the provision of employment land recognising the town's role as a hub for Dorset. It will create a place where businesses can start and grow.

Through linkages with Kingston Maurward College, Thomas Hardy School and the provision of a new schooling campus, excellent employment and education opportunities will be made available.

Providing and delivering infrastructure:

The development North of Dorchester will deliver the necessary infrastructure to enable the expanded town to work as a whole including building physical and community linkages between the new development and the existing town.

A road link through the site will deliver a route between the A35(T) and the A37, relieving traffic congestion around the bypass and through the town.

Expanded school provision at first, middle and higher school levels will be incorporated through a dedicated schools campus.

- 23.6.28. Development of the site should commence at the junction of the B3143 (Slyer's Lane) and the minor road running between the C13 at Westleaze and Stinsford Roundabout. Development should progress westwards from this point to facilitate the provision of a new east-west link road connection between the A35(T) and the A37 at the earliest opportunity. When fully operational, the site will deliver around 240 dwellings per year.
- 23.6.29. Within the development area is an existing occupied Travelling Showpeople's site. This site will need to be retained within the development or relocated through the provision of reasonable and suitable alternative arrangements that meet the needs of the current occupants.

Quantum of development

- 23.6.30. It is anticipated that in the region of 3,500 new dwellings, a care facility and at least 10 ha of employment land will be provided within the site boundary.
- 23.6.31. In addition to the above quantum, the site will deliver:
- Local shops, including a supermarket, to meet the everyday needs of the residents – concentrated within one or more centres within the site, and of an appropriate scale to avoid adversely affecting the vitality and viability of Dorchester's town centre;
 - Sufficient land to accommodate additional capacity equivalent to 4 forms of entry across all three tiers of schooling;
 - Land to accommodate additional healthcare facilities primarily in the form of GPs' and dentists' surgeries;
 - A community meeting place, which may be combined with other uses; and
 - Land to accommodate a cemetery for the Dorchester area.

Movement Strategy

- 23.6.32. The development will deliver a link road between the A35 (T) to the east and the A37 (via the B3147) to the west. This will help to relieve traffic congestion issues

both within the town centre and at junctions around the bypass. The route will run through the development with the development being accessed from the minimum number of junctions necessary along its route, which should not exceed four. The route will be designed to ensure that nearby residents do not suffer unduly from noise from the road and from poor air quality. The road should be designed to facilitate easy north-south pedestrian and cycle trips and not be a barrier to this whilst still delivering its primary function of relieving congestion at junctions around the bypass.

- 23.6.33. Given its location to the north of the water meadows, an important consideration for the development is its connectivity with the existing town. It is therefore important that all opportunities for connectivity are exploited to enable travel to the town including through the provision of public transport routes, pedestrian and cycle links and road connections. At least three pedestrian and cycle links between the new development and Dorchester town should be delivered as part of the development along with connections to the National Cycle Network.
- 23.6.34. Any movement strategy will need to consider any associated wider impacts, both from the development itself and from predicted increases in traffic in the area. In particular, the potential need for improvements to the strategic and local road network (including the A35(T)) and the potential need for non-car based transport improvements within Dorchester (including public transport) will need to be considered.

Type of Housing

- 23.6.35. Dorchester struggles with high house prices with many local families and young people priced out of the housing market. Many people who work in Dorchester commute in from places where house prices are lower, adding to traffic congestion in the town. There is also an imbalance between the elderly and the young with a significantly higher proportion aged over 65 than the national average.
- 23.6.36. The priority for the North of Dorchester development will be to deliver a wide choice of high-quality homes with a focus on housing of a size and type that meets the needs of families and younger people of working age. This will help to balance the age profile of the town and provide the workforce necessary for the town's future prosperity and help reduce commuting.
- 23.6.37. At least 35% of the homes delivered should be affordable homes to meet the needs of those priced out of the housing market. In addition a proportion of private rental housing would further diversify the range of tenures available in the area and this would be encouraged. Provision of extra care housing, in the form of a care facility, to meet the needs of the elderly population would also be supported.

Planning obligations

- 23.6.38. The development of the site will be exempt from CIL with infrastructure being delivered through a mixture of Section 106 and Section 278 legal agreements. The main infrastructure required includes but is not limited to:
- A road link between the A35(T) and the A37 (via the B3147) along with a package of mitigation measures at junctions in and around the town to minimise the impact on the strategic road network and local roads;
 - Additional school provision equivalent to at least 4 forms of entry across the three tiers of schooling. This should be provided as a single 'schools campus' accommodating first, middle and high schools. Consideration also needs to be given to nursery and special educational needs provision;
 - Additional healthcare provision in a form that meets the needs of the Dorset CCG and Dorset Council Adult Social Care; and
 - Upgrades to the water and sewerage network to serve the development.
- 23.6.39. In addition, there may be a need for prior extraction of sand and gravel across part of the site which is located within the Mineral Safeguarding Area (sand and gravel) identified in the Bournemouth, Dorset and Poole Minerals Strategy (2014). The developer will be expected to carry out the necessary site investigations and assessments and conform to the requirements of the Minerals Strategy.
- 23.6.40. A site for a new household recycling centre (HRC) is allocated at Loud's Mill, close to the existing HRC on the edge of Dorchester in the Dorset Waste Plan. The plan indicates that this site offers the only realistic opportunity of delivery (as at June 2018). However the waste plan also recognises that North of Dorchester could offer a suitable alternative option for an HRC if circumstances changed, for example in the event that the allocated site at Loud's Mill does not come forward.

Landscape considerations

- 23.6.41. Dorchester is surrounded to the south and west (and more distantly to the north) by the Dorset AONB. From higher ground within the AONB, there are significant views to the North of Dorchester site which contribute to its setting. To the south of the town is Maiden Castle, one of the largest Iron Age hillforts in Europe from which there are extensive views across the Dorset landscape including north over the North of Dorchester site. Within these views, several copse areas are visible which break up the agricultural field pattern.
- 23.6.42. Within the views from the AONB, parts of the North of Dorchester site are visible and development in these locations would have an impact on the setting of the AONB. To minimise this impact, planting of additional copse areas (of native broadleaved species) would break up the urban form and tie the development into the existing character of this area. It would also link the area to the more significant forested area of Thorncombe Wood. In addition to the planting of new copse areas, planting along a grid of roads and green corridors within the

development would help to break up the urban form. This planting should link with new and existing green infrastructure corridors and the wider ecological network.

- 23.6.43. The development should respect the character of the landscape within which it is located, maintaining the separate form of Charminster village and maintaining the openness of the water meadows.

Heritage considerations

- 23.6.44. Dorchester has a rich heritage dating back to pre-Roman era including Maiden Castle sitting on higher ground just to the south of the town. To the west are the remains of the Roman aqueduct that brought water into the town and Poundbury Camp hillfort. On the northern side of the River Frome are a number of deserted medieval settlements.
- 23.6.45. Directly to the north of the town are the remnants of extensive water meadows along the course of the River Frome. The Dorchester Conservation Area extends to the River Frome and in places crosses over the former mill stream with the water meadows and transition to open countryside forming part of its setting. This area falls directly between the existing town and the proposed development of the land North of Dorchester.
- 23.6.46. More recently, the town has featured in many of the writings of Thomas Hardy most notably as 'Casterbridge'. Thomas Hardy himself lived in the town and built his home at Max Gate on its eastern side. The countryside around the town influenced his writings and now attracts a number of visitors.
- 23.6.47. To the west of the North of Dorchester site is the village of Charminster and a number of listed buildings including Grade I listed Wolfeton Manor and Grade I listed St Mary's Church. The conservation area of Charminster maintains an undeveloped edge along much of the southern and eastern sides which relate well to the water meadows and rural landscape.
- 23.6.48. To the east of the North of Dorchester site is Kingston Maurward College and the associated registered park and garden, part of which falls within the Stinsford Conservation Area.
- 23.6.49. Within the central part of the site are the remnants of parkland associated with Frome Whitfield House containing a number of specimen trees. Although not statutorily protected, these add a particular character to this area creating an ornamental agricultural appearance which is significant to the setting of Dorchester Conservation Area.
- 23.6.50. The rich heritage summarised here will need to be conserved so that it can be experienced and enjoyed in the future. The aim should be for the North of Dorchester development to enhance and better reveal the significance of the

nearby heritage assets in a way which is consistent with their conservation. Key considerations include:

- Any archaeological remains will need to be recorded and understood and if necessary, preserved in situ in some cases;
- Harm to the significance of any of the numerous heritage assets, including the conservation areas, registered park and garden, listed buildings and any contribution made by their settings, should be avoided. If harm cannot be avoided the harm should be minimised and there will need to be clear justification for any residual impact;
- The connections with the writings of Thomas Hardy will need to be recognised within the development proposals and enhanced to enable greater appreciation of the area especially as the asset it is to the local tourist economy; and
- Consideration should be given to the importance of the non-designated heritage assets associated with the former park and garden around Frome Whitfield House, and any others potentially affected by the development.

23.6.51. The historic environment should not be seen only as a constraint to development but an opportunity for creating a sense of place and making a positive contribution to the character of the development. The design of the development should respond to the historic environment and to local character to create attractive and distinctive places within the site.

Groundwater

23.6.52. Source protection zones (SPZ) are designated for the protection of groundwater sources which are used for drinking water. Eagle Lodge is a groundwater source supplying the Dorchester area and the North of Dorchester site falls within the SPZ identified to protect this asset.

23.6.53. Development of the site must not compromise groundwater and its abstraction. Proposals must be accompanied by a hydrogeological risk assessment (HRA) to demonstrate that development (including the construction phase) either poses no risk to groundwater and the aquifers feeding the water source or that any risk can be successfully mitigated.

Flood risk

- 23.6.54. The North of Dorchester site is at risk from a number of sources of flooding including:
- fluvial flooding from the River Frome including the associated water meadows;
 - surface water run-off from the higher ground to the north. Run-off rates increase over those expected from greenfield areas as a result of development; and
 - ground water flooding in the far south-east corner of the site around Eagle Lodge.
- 23.6.55. The development will need to incorporate measures to mitigate the impact from these sources through the development of a viable and deliverable drainage strategy. This strategy should seek to utilise the existing features on the site, such as the dry valleys that run north-south, to establish rates comparable to greenfield rates. Within the water meadows area, there are opportunities to incorporate wetlands to further reduce flood risk.

Biodiversity considerations

- 23.6.56. The majority of the site is made up of arable fields and improved grassland bound by mature managed hedgerows and scattered hedgerow trees. Within the immediate proximity of the site and within the site boundary there are areas of semi-improved grassland, marshy grassland, parkland, woodland and watercourses associated with the water meadows. Each of these habitats has the potential to accommodate species worthy of protection including bats, badger, dormice and a range of farmland birds.
- 23.6.57. Downstream from the site, the River Frome is designated a site of special scientific interest (SSSI) protected as the most westerly example of a major chalk stream in Great Britain. It supports a range of aquatic and bankside vegetation and is considered to be species rich. The location of the development upstream from the designated area creates the potential for impact on the SSSI which needs careful consideration within the scheme.
- 23.6.58. The River Frome flows into Poole Harbour which is protected as an internationally important wildlife site for wading birds. Increasing levels of nitrogen resulting from sewage and agriculture contributes to the growth of algal mats which restrict the availability of suitable food. The North of Dorchester site will need to ensure that nitrogen levels in Poole Harbour do not increase as a result of the development and if at all possible show a reduction in nitrogen flows into the harbour as set out in Policy ENV2.
- 23.6.59. Within close proximity to the site are several locally protected sites of nature conservation interest (SNCI) and local nature reserves (LNR) which have a

biodiversity interest. Any impact on these sites would need to be mitigated and where possible deliver enhancement.

- 23.6.60. With appropriate design and provision for ongoing management there is the potential to achieve substantive biodiversity benefits at North of Dorchester and development will be expected to deliver a demonstrable net biodiversity gain. Biodiversity enhancement, through the retention of mature trees and hedgerows within the development, through the creation of wild flower rich chalk downland and through the creation of wetlands (for nutrient stripping) and wildlife areas associated with the water meadows should be incorporated within the development.

Green infrastructure

- 23.6.61. Green infrastructure incorporates a varied range of green spaces that offer multiple benefits as set out in Policy ENV1. Green infrastructure on the North of Dorchester site should link to the wider network to offer greater benefits. A local nature reserve (LNR) at the water meadows should form a key element of the green infrastructure strategy for the site.
- 23.6.62. Opportunities that exist within the North of Dorchester site include the creation of wetlands, improved wildlife areas and improved access at the water meadows; the use of the dry valleys for surface water attenuation and for open space within the development; biodiversity enhancement on the chalk downland; landscape mitigation; and improved recreation opportunities throughout the site. Connections, extensions and improvements to the long distance Frome Valley Trail and the Hardy Way will be expected.

Cokers Frome Showground

- 23.6.63. Cokers Frome Showground is within the development site and plays host to the Dorset County Show amongst other events. The county show is of importance to the local economy as a traditional agricultural show, for local businesses and as a tourist attraction. Development of the site would result in a need for the showground to be relocated and the councils will work with the Dorset Agricultural Society to find a suitable alternative site.

Key design requirements

- 23.6.64. The area offers opportunities for good design, potentially including a variety of neighbourhoods demonstrating innovative and high-quality design. Design cues should be taken from Dorchester as well as the surrounding villages to deliver a quality urban environment.
- 23.6.65. The existing town and the surrounding countryside have a number of landmark features which should be used to give legibility to the development. Views to the

Hardy Monument, St George's Church tower in Fordington, to the former Dorchester Prison buildings, to the cluster of spires in the town centre and to the significant tall buildings at Poundbury should be framed within the development form. These vistas are important in giving the North of Dorchester development a sense of place, legibility and in connecting it to the existing town.

23.6.66. Within the development, a 'green grid' of tree-lined streets running north-south and east-west should be incorporated to break the built form up in views from the AONB and surrounding countryside.

23.6.67. Across the site there will be opportunities for higher-density development but also areas where the density will need to be lower to minimise the impact on heritage assets and on the landscape. Areas where higher density will be more appropriate will be identified in the masterplan that will be produced for the site.

DOR13: Land north of Dorchester

- I. Land to the north of Dorchester will be developed in accordance with a masterplan produced for the site, which will reflect garden community principles.
- II. The development will form a mixed-use extension to the town delivering around 3,500 new homes, at least 10 ha of employment land, and additional school provision for 4 forms of entry across the three tiers of first, middle and high schooling.
- III. A road link between the A35(T) at Stinsford Hill to the A37 (via the B3147 between Weirs Roundabout and The Grove) will be provided as part of the development together with a package of measures for improvements to the strategic and local road networks.
- IV. The homes provided should meet the needs of the town with a focus on the size of homes that meet the needs of families and younger people of working age with a view to supporting the local economy. This should include at least 35% of the homes as affordable housing.
- V. Between the new development area and the historic town, at least 3 pedestrian and cycle links will need to be provided to facilitate ease of access between the existing town and the newly developed area.
- VI. A local centre will also be provided containing small-scale retail units including a small supermarket, to meet the day-to-day needs of local residents. Minimal impact on the vitality and viability of the existing town centre will need to be demonstrated.
- VII. The development should offer opportunities for additional healthcare provision on site in a form that meets the needs of Dorset Clinical Commissioning Group. The development should also include land for a cemetery to meet the needs of the Dorchester area.
- VIII. The development will contain significant copse planting to break up the built form in views from the AONB. Streets will be tree-lined to create a softer urban form.

- IX. The special historic environment within which the site sits will help to deliver local character to the development. Harm to the significance of designated and non-designated heritage assets, including any contribution made by their settings, should be avoided or minimised. Opportunities exist to enhance and better reveal significance of the heritage assets adjacent to the developable area, including experiences of the literary connections with 'Hardy's Landscape', and these should be utilised within the development.
- X. Areas at risk of flooding from all sources will be avoided. The development will deliver a flood mitigation strategy which makes best use of the opportunities on the site with a viable and deliverable flood mitigation strategy being implemented.
- XI. Proposals will be accompanied by a hydrogeological risk assessment to demonstrate that development will not compromise groundwater quality or its abstraction.
- XII. The development should be at least nitrogen neutral. Opportunities for biodiversity enhancement on the site should be capitalised upon.
- XIII. A local nature reserve should be provided at the water meadows as a key part of the green infrastructure network for the development. This should incorporate improved recreational access, opportunities for greater appreciation of the areas rich heritage and for heritage-led tourism, biodiversity enhancement and wetland features.
- XIV. Key design requirements for the site will be established through the masterplan. The development should however be grounded in its local context taking design cues from Dorchester and the surrounding villages and make the most of the landmark buildings and features that exist in the area.

Land to the west of Charminster (proposed allocation)

- 23.6.68. Land to the west of Charminster north and south of Wanchard Lane is allocated for residential development as shown on the policies map. Parts of the area west of Charminster already benefit from planning permission and are under construction, but additional capacity exists within the larger area for further development.
- 23.6.69. Sites to the west of the village of Charminster will deliver smaller scale growth to complement the growth at North of Dorchester, whilst retaining the physical distinction between the settlements. Key elements of the vision established for the North of Dorchester development area are equally applicable to sites around Charminster.
- 23.6.70. In total, the development at this part of Charminster will deliver around 250 new dwellings focused on delivering homes of the right size to meet the needs of families and those of working age including through the provision of affordable housing. Development will take place on areas south of Wanchard Lane first to establish improved access arrangements from the A37 and to establish the necessary landscape screening on higher ground.

- 23.6.71. Many of the streets within the Charminster Conservation Area are narrow and winding with historic buildings close to the highway's edge. In addition, St Mary's First School is in close proximity to the site accessed off Weir View. To minimise the impact on the conservation area and conflict with school traffic, access arrangements to sites to the west of Charminster should be via the A37 and not encourage increased traffic use of East Hill and West Hill. Areas north of Wanchard Lane should be accessed primarily via the sites south of Wanchard Lane. The developments should connect with existing cycle and pedestrian routes to facilitate ease of non-car based trips into Dorchester.
- 23.6.72. Development will need to respect the sensitive landscape within which it sits, minimising visibility from within the AONB and minimising the impact on its setting. Development to the west of Charminster should therefore provide significant landscape screening including parkland planting, community orchards, tree belts especially around the existing electricity sub-station and open space. The aim would be to soften the western edge of the village in views from the AONB, offering a net benefit in both landscape and biodiversity terms.
- 23.6.73. The impact on the Charminster Conservation Area needs to be given special consideration particularly in views from the eastern side of the conservation area around East Hill. In addition, views from heritage assets such as Poundbury Camp on the edge of Dorchester should be carefully considered within any development proposal.
- 23.6.74. Proposals should give consideration to the cumulative impact of development, including consideration alongside the North of Dorchester development proposal, in relation to biodiversity mitigation.
- 23.6.75. The development of the site should deliver a viable and deliverable drainage strategy. It is within the minerals safeguarding area and developers will be expected to carry out the necessary site investigations and assessments, meeting the requirements of the minerals strategy.
- 23.6.76. The design of any proposal should reflect the character of Charminster. Green infrastructure provision should be coordinated and linked across the wider area to deliver comprehensive benefits including connectivity of pedestrian and cycle routes, biodiversity corridors and good landscape mitigation. Enhancements to the Frome Valley Trail, which runs through the middle of the area along Wanchard Lane, will be required especially to improve safety where the route runs along the highway.

DOR14: Land to the west of Charminster

- I. Land to the west of Charminster is allocated for residential development to complement the growth at North of Dorchester. The priority should be to meet the needs of families and the working age population.
- II. Development to the west of Charminster should be served via improved access off the A37. Appropriate highway linkages should be developed which prevent increased use of East Hill and West Hill in Charminster minimising impact on the Conservation Area.
- III. Links between the development and nearby cycle routes must be established to facilitate ease of travel to Dorchester by alternatives to the car. Enhancements to the Frome Valley Trail will be required including removing the route from the highway where possible.
- IV. The development will contain measures to soften the western edge of Charminster in views from the AONB.
- V. Impacts on nearby heritage assets will need to be minimised including any impact on Charminster Conservation Area and the setting of Poundbury Camp. Any residual impact would need to be clearly justified.

Forston Clinic Site, Charlton Down (proposed allocation)

- 23.6.77. Forston Clinic at Charlton Down is currently in use as a healthcare facility and sits within the former Herrison Hospital site. These facilities are likely to be relocated within the plan period leaving the site vacant. It is an appropriate site for redevelopment to meet needs within the Central Dorset functional area.
- 23.6.78. The site contains the current healthcare facility buildings, office space (at Foxbrake House), parking and landscaping. There are also significant numbers of trees around Foxbrake House and along the site boundaries which soften the area within the landscape. The area around Foxbrake House and the frontage with Herrison Road are within the Charlton Down Conservation Area and the Dorset AONB boundary is to the west.
- 23.6.79. Along Herrison Road is a collection of staff cottages associated with the former hospital. These cottages along with Foxbrake House are recognised as important local buildings and therefore should be considered as non-designated heritage assets. The development of the site will therefore need to minimise any impact on these buildings in accordance with Policy ENV5. Given the conservation area and its local importance it is unlikely that significant additional built form within the vicinity of Foxbrake House will be acceptable.

- 23.6.80. Subject to the relocation of the existing healthcare uses, the site has the potential to deliver around 90 new homes with a focus being on the need for homes of a size that meets the needs of families and younger people of working age. There is also the potential to deliver a care facility to meet the needs of the elderly.

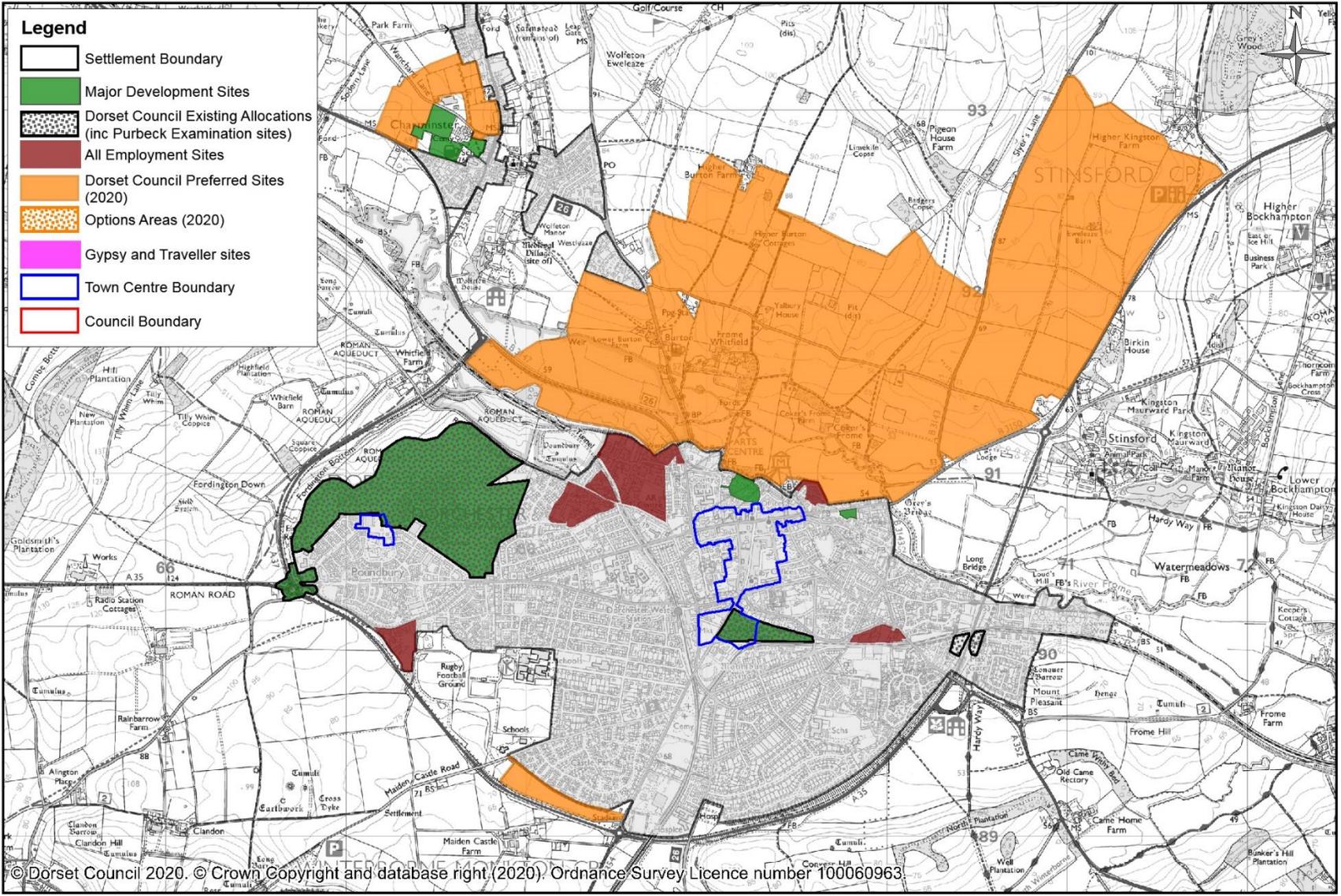
DOR15: Forston Clinic, Charlton Down

- I. Land at Forston Clinic, Charlton Down is allocated for residential development, subject to the relocation of the current healthcare facilities.
- II. The development will deliver about 90 new homes offering a mix of tenures including affordable homes and may include a care home. The priority (other than for a care home) should be to meet the needs of families and the working-age population.
- III. The main access to the development should be via the existing access to Forston Clinic from Herrison Road with Foxbrake House being served by its own existing access. Any improvements to the accesses should respect the character of the Charlton Down Conservation Area.
- IV. The development will contain measures, including the retention of trees and areas of woodland, to soften the northern and north-eastern edges of Charlton Down in views from the Dorset AONB. Trees of amenity value within the site particularly trees on the edge of the site adjoining existing areas of residential development, should be retained.
- V. The development should be designed: to minimise the impacts on Charlton Down Conservation Area, including any non-designated heritage assets, such as Important Local Buildings; and to respect the character of the existing Charlton Down development. Foxbrake House should be retained as part of any development scheme.

Q: Dorchester

- 1: Do you agree with the suggested approach and what it is trying to achieve?
- 2: What about the suggested policy wording?
- 3: Could any amendments improve the policy or its strategy?

Figure 23.1 Map of proposed development sites in Dorchester.



24. Weymouth

24.1. Introduction

- 24.1.1. Weymouth has a population of just over 53,000 and is the largest town in the local plan area. It is a nationally important tourist destination and also a retail, employment and service centre for southern Dorset. The town has direct rail links to London and Bristol, both via Dorchester.
- 24.1.2. Surrounding the town are high quality landscape and seascape. The landscapes around the town, the town's historic buildings, monuments, the pattern of streets and the relationship between buildings and the seafront/harbour give the centre of the town its special character. The town centre, which is partly located on a peninsula at the mouth of the River Wey, is the retail, commercial, and tourist heart of Weymouth and includes the commercial harbour.
- 24.1.3. Despite these attributes Weymouth contains areas of multiple deprivation, with some listed in the top 10% of the most deprived areas in the country. The economy is reliant on low paid service jobs and there is also a significant amount of out-commuting, particularly to Dorchester. The town centre is also particularly vulnerable to flood risk (from both the River Wey and the sea). Climate change is likely to increase the town's vulnerability to flooding and coastal erosion in the future.
- 24.1.4. Key challenges include supporting economic growth and regeneration, meeting the town's housing needs on suitable and sustainable sites, addressing the risks from flooding and coastal erosion in the town centre whilst conserving and enhancing the special built and natural environment.
- 24.1.5. Parts of Weymouth lie within 5 km of Chesil and The Fleet habitats site. Additional residential development within this area is likely to increase recreational impacts on the designated area which will lead to an adverse impact on its integrity. Developments will need to mitigate impact on these in accordance with Policy ENV2.

24.2. Vision for Weymouth

- 24.2.1. In 2038 Weymouth will:
- have a regenerated town centre and seafront with improved flood defences, a mix of uses to make it more interesting and viable, and accessible and attractive public spaces. It will be a vibrant place, appealing to a range of different people during the day and after dark;

- have a strong, diversified economy building on its advantages in advanced engineering, tourism and leisure, offering a range and choice of well paid jobs for its residents. Housing and employment premises will be built to support this growth and provide a better balance to reduce the amount of outward commuting;
- have kept and enhanced its outstanding built and natural environment. There will be better access to a network of green spaces of wildlife, landscape and amenity value; and
- be a place that local residents can be proud of, where they feel safe and secure both day and night, and where people of all ages will get involved in their local communities.

24.3. Development strategy

24.3.1. The plan identifies key sites to support the delivery of this vision. The main focus is on regeneration of the town centre along with some expansion adjacent to the existing urban edge. Sites include:

- The regeneration of Weymouth town centre – development will help to meet the town’s needs for homes, services and facilities whilst supporting economic growth and providing opportunities for employment. Regeneration will also lead to improvements in the quality of the built environment;
- An urban extension to the north of Littlemoor – will provide a significant area of growth, including a business park and around 600 homes;
- Land off Louviers Road – will provide around 100 homes;
- Land at Wey Valley, west of Dorchester Road – which has planning permission for around 350 homes;
- Land south of Wey Valley – the site will provide around an additional 150 homes;
- Land west of Southill - which will contribute around 400 homes with supporting infrastructure;
- Land at Markham and Little Francis – currently benefits from planning consent and will deliver around 500 homes with supporting infrastructure; and
- Value House to deliver around 37 homes.

24.4. Flood risk and coastal erosion

24.4.1. There are a series of existing coastal erosion and flood defences around Weymouth town centre. These include walls around the edges of the harbour, the beach itself (which is actively managed), coastal groynes, coastal walls along The Esplanade and sea front, and Westham Bridge. The height of walls around the harbour varies,

as does their condition. At present around 440 properties are at risk of flooding from a 1 in 200 year event, and this could rise to over 2,000 by 2120. The future risks from coastal erosion are likely to be most significant for properties at Greenhill Gardens and a section of the B3155, because of the condition of a section of wall between Pier Bandstand and Greenhill Groyne.

- 24.4.2. In order to secure regeneration and investment in the town centre the risks from flooding and coastal erosion need to be effectively managed and mitigated. The council has developed a strategy which seeks to provide protection from coastal flooding and erosion to a 1 in 200 year standard until 2120 taking into account the likely effects of climate change. Protection is likely to be provided by a number of different measures including: replacing and enhancing sections of the defences to manage the risks from flooding and coastal erosion. These works will be phased over a number of years between 2020 and 2060 providing the necessary flexibility to respond to the uncertainties around climate change. The works to improve flood and coastal erosion defences are outlined in the Weymouth Harbour and Esplanade Flood, Coastal Erosion Risk Management (FCRM) Strategy
- 24.4.3. Inappropriate development around the harbour's edges could restrict the methods used to manage and mitigate flood risk, and the council's opportunities to review and adapt its strategic approach. Areas where flood and coastal defence works may be necessary are shown on the policies map and development that may impact on the delivery of these future works will not be permitted.

WEY1: Flood risk and coastal erosion defences

- I Land in the positions identified on the policies map is safeguarded for flood risk or coastal erosion defence works.
- II Development will not be permitted where it would adversely impact on the installation, replacement, renewal or maintenance of existing or proposed (as outlined in the Weymouth Harbour and Esplanade Flood, Coastal Erosion Risk Management Strategy) flood risk or coastal erosion defences.
- III The design of development adjacent to flood risk and coastal erosion defences should take account of future plans to alter or replace these defences.

24.5. Town centre strategy

- 24.5.1. Weymouth is the largest town centre in the network and hierarchy of town centres in the plan area. It is the main shopping area in the south of Dorset, a significant tourist and recreation destination and is a place where a range of businesses are based (including those related to the harbour). It also has a wealth of listed buildings and an attractive waterfront.

- 24.5.2. The town centre boundaries (including retail areas and frontages) are shown on the policies map. Within the town centre, there are limited convenience (food) retail outlets with the majority of these located adjacent to the centre. To rebalance this provision, and to attract people into town for linked trips, future convenience provision should be directed to town centre sites. The projected need for convenience retail within Weymouth as a whole is for just over 2,000m² over the plan period.
- 24.5.3. Comparison (non-food) retail needs, at around 7,300m², are greater than the need for convenience retail space. Again, this need can be met through the redevelopment of vacant and underutilised sites within and adjacent to the town centre.
- 24.5.4. Due to recent changes in shopping habits and the presence of various vacant sites around the town centre it is recognised that, as in many other coastal towns, there is a need to regenerate parts of the town centre. It is anticipated that this regeneration could deliver at least 400 new homes along with the retail and business needs of the area. A town centre masterplan was prepared to guide this regeneration, in association with the local community and businesses, and adopted in 2015.
- 24.5.5. However, there are a number of challenges facing the town centre and its regeneration including:
- Managing flood risk and coastal change – a significant proportion of the town centre is currently at high risk from tidal, surface water and river flooding. In addition, the flood risk is exacerbated by ground conditions which allow sea water percolation. The current coastal and flood defences need to be renewed or replaced to ensure that they continue to be effective. These works will need significant investment and could change the relationship between the town centre, the sea front and the inner harbour. This will be a priority when considering how CIL funds are spent. The redevelopment of town centre sites will need to take account of the strategy for flood and coastal defences in the town;
 - Abnormal construction costs – the underlying geology which allows sea water percolation can increase construction costs. A number of the sites in the town centre are either known to or likely to be contaminated;
 - Improving environmental quality – the relationship between parts of the town and traffic, and the appearance and design of the built environment, gives rise to poor quality environments in some parts of the town. In places there are conflicts between pedestrians and vehicles and expanses of water or railway lines act as barriers to movement that limit interconnectivity. Some important

public open spaces and pedestrian routes are in areas dominated by parking, servicing yards and backs of properties;

- Traffic and parking – it is a challenge managing access and parking for visitors and businesses whilst seeking to enhance the town centre environment. Parking areas are located all around the town centre and can exacerbate the circulation of traffic;
- Managing the conflicts between different uses is necessary, in particular between night-time leisure uses. Weymouth town centre also has a higher than average incidence of crime and disorder, mainly associated with anti-social behaviour;
- Poor quality housing – some parts of the town centre area rank amongst the most deprived in terms of health, disability and living environment (mainly due to the indoor environments related to poor housing conditions);
- Underutilised land – a clear strategy is needed to provide confidence in and a focus for investment in the town centre and its infrastructure. This will need to take into account how different uses may be integrated into this mix.

24.5.6. There are a number of key sites within the Weymouth town centre strategy area which will help to deliver regeneration. More detail relating to these is included within the Weymouth Town Centre Masterplan Supplementary Planning Document (SPD) with the sites and the strategy area being identified on the policies map.

24.5.7. In response to these challenges, proposals for development within Weymouth town centre area should be assessed against the town centre strategy (Policy WEY2) and the detail within the Weymouth Town Centre Masterplan SPD.

WEY2: Weymouth town centre strategy

- I. Development within the Weymouth town centre strategy area, as shown in the policies map, should contribute to achieving the following aims:
 - to retain and enhance the area's rich and distinct local character and notable landmarks, and the harmony in the scale, massing and materials used that help create a cohesive character, particularly when viewed from the sea and coastline taking account of views across Weymouth Bay;
 - to have an attractive public realm benefitting from the waterfront location;
 - to support a thriving town centre with a range of national and independent traders, a rich and varied cultural offer throughout the year; an active night-time economy, and reduce the co-location of uses likely to cause antisocial behaviour;
 - to fill the gap in activity between 5pm–9pm, primarily by introducing more family friendly activities in appropriate locations;
 - to improve the first impressions of the area, primarily by making the main arrival points (the Swannery Car Park, Lodmoor Car Park, railway station, and ferry terminal), and the links from these to the main shopping and leisure areas, into a more pedestrian friendly, safe and attractive environment, with positive and active frontage development; and
 - to recognise the need to manage residual flood risk, primarily through the avoidance of more vulnerable uses on the ground floors or raising floor levels, allowing for construction and maintenance of flood and coastal defences, securing good access arrangements, using flood resilient and resistant construction methods and making contributions towards strategic flood risk management and mitigation as appropriate. Planning permission will not be granted for development which would compromise the long term aims of this strategy.
- II. The comprehensive development of key sites will be guided by the Weymouth Town Centre Masterplan Supplementary Planning Document. The masterplan includes more detailed guidance on design, movement (including parking provision) and the general distribution of activities and uses in the wider area, as well as detailed guidance on the following key sites:
 - Town centre core and Commercial Road area;
 - Station area;
 - Ferry peninsula;
 - Westwey Road and North Quay area;
 - Lodmoor.

Town centre core and Commercial Road

- 24.5.8. The main focus for the town centre is to provide an attractive and vibrant place where people can access a range of local services and facilities including a diverse retail offer. The primary shopping area is a main feature and whilst Weymouth has a healthy town centre, it needs to evolve and improve, so that it can continue to compete effectively with other nearby shopping destinations such as Dorchester.
- 24.5.9. To ensure that the centre can continue to fulfil these roles and support the wider local economy, new development and the intensification of existing uses is needed. One of the strengths of the town centre is its attractive historic built heritage and wealth of listed buildings, but this also presents challenges for intensification and redevelopment to meet modern retail requirements. Much more could also be done to tie the built and waterside settings of Weymouth together, helping strengthen Weymouth's reputation not only as a shopping destination, but also somewhere to combine shopping with more leisurely pursuits.
- 24.5.10. The main objective for this area is to promote a competitive and attractive retail sector of the town centre through sensitive expansion, redevelopment and intensification of uses such as the more effective use of upper floors. A balance needs to be struck between ensuring there is no loss or substantial harm to heritage assets and the public benefit of maintaining a vibrant and vital centre which includes viable uses for historic buildings. The area west of the primary shopping streets towards the harbour frontages along Commercial Road is currently under-utilised in terms of both development of land and pedestrian footfall. It presents opportunities for development that could include provision of some larger comparison retail units and "family-friendly" food-led operations or other uses that are otherwise difficult to achieve in the historic buildings along the main shopping streets and in the area around the town bridge. Because of its westerly outlook the waterfront also receives late afternoon/evening sunshine, and therefore is better situated to have a focus for activities that can make the most of this benefit and fill the gap in activity between 5pm–9pm.
- 24.5.11. Any proposals should not significantly increase the number of late night entertainment uses in the prime retail areas. The introduction of upper-floor residential, together with complementary uses that would help out-of-hours activity, will be encouraged to ensure this area does not feel deserted in the evenings.

WEY3: Town centre core and Commercial Road area

- I. The primary shopping area will continue to be the main retail core. A positive approach will be taken to finding solutions that meet the requirements of modern retailing (to maintain a vibrant and vital centre), whilst cherishing the area's heritage assets.
- II. Land to the west of the primary shopping area will be developed with a mix of uses complementary to the primary shopping area. Development should:
 - create an active waterside frontage with appropriate town centre uses including cafe and restaurant uses on the ground floor area with residential uses above;
 - be of a scale, rhythm and detail which reflects the historic building form and plot pattern of the waterfront; and
 - create linkages between the primary shopping area and waterside frontage with associated public realm improvements.
- III. Any proposals should not significantly increase the number of late night entertainment uses in the area.

Station area and Swannery Car Park

- 1.1.1 The area around the station is in need of enhancement, and the presence of the bus depot/garage also detracts from the first impressions of the area. Redevelopment of the station area, which could be achieved if the depot and car-parking areas were relocated (for example, onto land to the rear of the station), will provide an opportunity to improve the connectivity of different modes of transport, introduce a more positive frontage and improve the legibility of the main pedestrian routes into the town centre.
- 1.1.2 The Swannery is a major public car parking area for the town centre, and it is important that any development in this area retains this function and focuses on improving the first impressions and creating good links into the town centre. Complementary development which improves the first impressions of the area and meets community needs will be permitted.
- 1.1.3 The retail study identified sites at Jubilee Sidings, Swannery Car Park and Weymouth Bus Depot as potential locations to meet Weymouth's future retail needs (in addition to retail development within the town centre itself). In order to protect the vitality and viability of the town centre, proposals for any new retail or other town centre uses on these sites will need to demonstrate the sequential approach in line with national planning policy.

WEY4: Station area and Swannery Car Park

- I. The station area will be developed as a transport hub, including a mix of retail, commercial businesses and residential uses to help improve the first impressions of the area through the introduction of positive and active frontage development and creation of a high-quality public realm.
- II. The Swannery Car Park will provide the main public car parking area for the town centre, with the potential for complementary development, which could include retailing, to help improve the first impressions of the area without undermining the vitality of the town centre.
- III. Attractive pedestrian routes with active frontages should link the Swannery Car Park and Station area with the town centre core and commercial area, and seafront.

Custom House Quay and Brewery waterfront

- 24.5.12. The areas around Custom House Quay and the Brewery contain a mix of restored heritage warehouses, fishermen's cottages and town houses which lend themselves very well to a cluster of independent restaurants and bars which is gaining a reputation for fine dining. Underpinning this dominant use is a healthy mix of local activity, including the existing sailing and dive clubs and the museum. Along with The Esplanade, this waterfront area is one of the most visually attractive parts of Weymouth.
- 24.5.13. The main focus for this area is to improve the pedestrian environment. The opportunity to 'de-clutter' the quayside that pedestrianisation brings is significant and would allow for a more comprehensive approach to sitting-out. The potential to locate the flood defence barrier to the eastern end with a pedestrian crossing facility would also increase pedestrian footfall through this area.
- 24.5.14. The planned Brewers Quay redevelopment will include a museum, wet weather attraction, exhibition and craft space, retail and residential uses as part of the mixed-use scheme. With residential uses immediately adjacent to the southern part of this quarter, issues of noise and disturbance will continue to be a key consideration in any future changes.

WEY5: Custom House Quay and Brewery water front

- I. The area around Custom House Quay, the Brewery and its waterfront, will retain a mix of small-scale restaurants, bars, cafes and retail uses. The old brewery will be retained as a major tourist facility where ancillary uses will be permitted that ensure the long-term maintenance of the tourist function and the future of this important listed building. Development should enhance the active waterfront area and the public realm including the removal of unnecessary street furniture, signage etc. and creation of areas for sitting-out.

The Esplanade

- 24.5.15. The Esplanade is arguably the part of Weymouth that characterises its unique historic legacy as a seaside resort. Nearly all the buildings are listed, and retain much of their Georgian and Victorian architectural style and detailing. Together the terraces form a cohesive linear group, with relatively consistent building heights and strong rhythmic vertical definitions provided by the windows and chimneys. Although there are slight variations, no one structure dominates the terraces or overshadows Nothe Fort to the south.
- 24.5.16. The combination of hotels, guest houses, cafes, bars, clubs, gift shops and amusement arcades fronting onto a wide stretch of sandy beach in the area south of King's Statue is part of a classic modern seaside resort. However the clustering of late-night uses can result in crime and anti-social behaviour and undue disturbance to hotel and guest house residents. As there are already sufficient late-night uses to create a cluster big enough to form a destination, additional music and dancing venues in this part of town should be avoided and further residential or tourist accommodation uses considered carefully. Facilities that may help support outdoor events to bridge the gap of activity between shop closing times and the later opening times of some of the clubs (i.e. between 5 pm and 9 pm) will be encouraged to help provide a 'positive tone' at the start of the night, helping to moderate the behaviour of other user groups. Licensing should be used to bring about a deliberate and concerted wind-down during the early hours of the morning (i.e. between 3 am and 6am) when no alcohol should be sold, to help overcome current tensions and allow for a period of clean-up of the public realm in preparedness for a return to daytime activity. A specific policy is contained to support this approach.
- 24.5.17. Further north, as distance from the town centre core increases, the uses become dominated by guesthouses and hotels. The main objective in this location is the retention and maintenance of the listed buildings, which are an inherent part of the character of the town centre.

24.5.18. The sandy beach is a major tourist attraction and provides a venue for many events and activities that add to the vibrancy of the town centre. Maintaining this important asset will be a priority whilst dealing with the consequences of sea level rise.

WEY6: The Esplanade south

- I. The area of The Esplanade to the south of the King's Statue requires a careful approach to reduce crime and anti-social behaviour. This will include making sure:
 - development that will lead to an overall increase in late-night entertainment uses is not permitted;
 - the location of potentially unneighbourly entertainment and related uses (including drinking establishments and hot-food takeaways) and the introduction of residential or tourist accommodation within this area is carefully controlled to ensure that any co-location problems associated with anti-social behaviour are not exacerbated; and
 - uses that may help support outdoor events to bridge the gap of activity between shop closing times and the later opening times of some of the clubs (between 5 to 9pm) are encouraged.

Ferry peninsula

24.5.19. The peninsula is a key site, set at the end of The Esplanade and opposite the historic Nothe Fort at the gateway to the harbour. It provides the first impression of Weymouth for those arriving from the sea.

24.5.20. The area is run-down with the ferry terminal linking Weymouth to the Channel Islands having closed in 2015. The area requires significant investment to deliver a scheme that is appropriate for its setting and function.

24.5.21. Because of the abnormal costs associated with the redevelopment of this site, it is important that a flexible and realistic approach is taken on the mix of uses allowed. Any proposals would need to safeguard the existing pavilion theatre and substantially improve the environment around it.

24.5.22. Extreme care is needed to ensure that the scale and style of development is sympathetic to and does not dominate or detract from the adjoining historic areas of The Esplanade and the Nothe Fort. Any building above the general height in this area is likely to be limited, although there may be scope to incorporate an elegant landmark, which could mark the terminus at the eastern end of the site.

WEY7: Ferry peninsula

- I. The ferry peninsula should be redeveloped to include leisure/tourist-related uses, supported by complementary town centre uses and which may include housing.
- II. A comprehensive scheme is required for the site which complements the scale, mass and rhythm of the terraces along The Esplanade so as to create a coherent seafront and does not detract from the dominance of the Nothe Fort in views from the north. An elegant landmark building may be permitted.

Westway Road and North Quay

- 24.5.23. This area of land off Westway Road and North Quay includes large civic offices, the former fire station around the bottom of Boot Hill, undeveloped areas used for parking, the former gasholder site, electricity substation and areas of vacant land.
- 24.5.24. The redevelopment of this prominent area provides an opportunity to enhance the waterfront and make more efficient use of land. Particularly important are how the area relates to the historic buildings and remnants of the old High Street towards the town bridge and reinforce this local character, its relationship to the waterfront and to the key junction at the bottom of Boot Hill.
- 24.5.25. Landowners will need to work together to make sure the most effective approach is taken on complex issues, including contamination around the former gasholder site and the potential provided through reclaiming land from the inner harbour.

WEY8: Westway Road and North Quay area

- I. The Westway Road and North Quay area will be redeveloped for mixed uses which may include residential, hotel, commercial and small-scale retail development so as to create an active street and water front.
- II. A comprehensive scheme is required for North Quay which will complement the scale, rhythm and rich texture of the buildings in Trinity Road to the east and High West Street to the south so as to present an attractive frontage to the harbour and to respect the historic buildings of the old High Street. Redevelopment can proceed in phases provided it does not compromise the above objectives.

Lodmoor gateway and country park area

- 24.5.26. Although some distance from the town centre area, this site is linked to it and provides a key gateway to the built-up seafront in the approach to the town centre from the east. It is important to the tourism economy as it forms part of the Lodmoor Country Park and contains the major tourist attraction of the Sea Life

Centre, and associated facilities such as mini golf, a leisure ranch and miniature railway. The area is also used for car parking and events and includes the town's household recycling centre. The site is further complicated due to its history as a landfill site, and the risk of flooding/coastal erosion.

- 24.5.27. The area adjoins the Lorton Valley Nature Park which includes a large wetland area managed by the RSPB, part of which is a site of special scientific interest (SSSI). Both the Lodmoor and Lorton Parks are used extensively for informal recreation, walking and bird watching as well as visits to the more formal built tourist attractions based around the Sea Life Centre. Therefore any future development will need to take account of the sensitive nature conservation interests, open landscape setting and low-key informal recreation use as well as its important tourist and gateway function. The land contamination, associated drainage and flooding issues will also need to be considered.

WEY9: Lodmoor gateway and country park area

- I. Land at Lodmoor will be permitted for tourism, low-key recreation and ancillary uses, appropriate to its gateway location and its proximity to sensitive sites. Any development will be expected to be of a high-quality design and relate positively to the adjoining public areas. A comprehensive approach may be required to ensure that development complies with the aims of the Weymouth town centre strategy.

24.6. Bingleaves Cove

- 24.6.1. The redevelopment of the QinetiQ site at Bingleaves Cove has been discussed for a number of years. In 2016, planning permission was granted for a large retirement village consisting of supported elderly living units, care home, offices and community facilities totalling around 220 units.
- 24.6.2. The coastal location and heritage of the site, with its links to the breakwaters and wartime defences, are unique and should be valued in the development of the site. Public access around the seaward edge of the site is seen as an essential requirement. The impact of the design in terms of its views from coastal waters in the wider context of the bay (as part of the World Heritage Site) will also be a key consideration, as will how the history of the site and its links to adjoining areas (such as the breakwaters and defence buildings) can be reflected. These values also place limits on the possibilities for development, particularly the nature conservation value of the adjoining waters. Given its location below the cliff, it is not an easy site to develop, and issues such as sunlight/daylight will also be a key consideration to any occupied buildings and public or private amenity spaces.

There is also the current requirement for the breakwater beyond the site to be accessible by HGVs and other traffic.

- 24.6.3. Coastal erosion and flooding are also issues for this site and so any proposal will need to be accompanied by appropriate geotechnical reports, vulnerability assessments and flood risk management reports.
- 24.6.4. As a former employment site it is considered important that any redevelopment of this site retains employment, and that it should be of a type appropriate to and taking advantage of the unique location benefits and constraints. Other complementary uses will also be allowed. An emphasis on good quality design is essential.

WEY10: Bingleaves Cove

- I. The redevelopment of this former employment site is supported. This may either be through an alternative employment use appropriate to a maritime location or through the comprehensive mixed-use redevelopment of the site to provide community benefits.
- II. The development will be expected to be of a high-quality design appropriate to its waterside location, the unique history of the site and its proximity to the Jurassic Coast World Heritage Site.
- III. Development will not be permitted if it would compromise the nature conservation interest of the surrounding marine area, have an adverse impact on the management and enjoyment of the World Heritage Site, or be at risk from coastal change.

24.7. Littlemoor urban extension

- 24.7.1. The Littlemoor area has the potential to make a significant contribution to supporting the local economy through making land available for employment uses and the delivery of around 600 new homes. It lies at the gateway of the A354 Weymouth Relief Road, opposite the existing service centre at Littlemoor and is close to the railway station at Upwey. As such it has excellent links to Weymouth town centre and the wider area.
- 24.7.2. The urban extension³ is within the Dorset AONB and there are views of the site from the South Dorset Ridgeway. However it is visually contained by the higher land to the north and east. A landscape-led strategic planned approach to development in this location would provide positive enhancements to be made

³ Allocated through the West Dorset, Weymouth & Portland joint Local Plan, 2015

around the edge of the development that would mitigate the impact of the existing urban edge on the wider landscape. Advance tree and copse planting along the northern and eastern boundaries will therefore be required to ensure that these improvements have time to establish and mature as development progresses.

- 24.7.3. The existing field network has mature hedgerow boundaries and provides an important north/south wildlife corridor and good footpath links to the open countryside. These areas should be managed as part of the wider green infrastructure network and could potentially become a northern extension of the Lorton Valley Nature Park.
- 24.7.4. Employment uses should be concentrated towards the western end of the site, adjacent to the main junctions of the A354, however, the impact on the amenity of neighbouring uses will need to be considered. Advanced landscaping should be provided to create a positive gateway to Weymouth.
- 24.7.5. The development will generate a requirement for further education provision and a site will need to be provided within the scheme to accommodate a new 1FE primary school with capacity to expand to 2FE. In addition, financial contributions will be required towards off-site primary and secondary education provision. This and other community infrastructure including contributions towards a community hall, sport and play facilities, libraries, healthcare and the Lorton Valley Nature Park will be sought in line with Policy COM1 and secured through a legal agreement. Where community infrastructure provision is made offsite, it should be in a location that would be usable by the residents of the new development, for example within or adjoining the existing local centre south of Littlemoor Road.
- 24.7.6. As Littlemoor Road would otherwise segregate the proposed development from the existing homes and community facilities, a creative solution is needed. To encourage interaction and integration between these two areas, the existing service centre should be extended northwards to cover both sides of the road, and will include a mix of uses appropriate to a local centre. This should be designed around a square which provides safe and attractive crossing points at street level, with an emphasis on controlling vehicular movements to give priority to pedestrian and cycles so that the two communities can safely and sustainably integrate. Noise from road traffic may be an issue and mitigation measures should be integrated within the design without causing further segregation or adverse visual impact.

WEY10: Littlemoor urban extension

- I. Land to the north of Littlemoor as shown on the policies map will be developed as an urban extension to include new homes, at least 8.0 hectares of employment land, an extended local service centre, public open space and land for a new primary school.
- II. Development of the site will be landscape-led to ensure that there are positive enhancements to the Dorset Area of Outstanding Natural Beauty.
- III. The development will deliver highway improvements necessary for the development to go ahead.
- IV. Priority will be given to bringing forward the employment land with the amount of housing and community infrastructure released and phased to ensure the development is viable, and integrates successfully. The existing Littlemoor Centre will be extended northwards at an early phase and designed to assist with the integration of the new development with the existing community south of Littlemoor Road.
- V. The site should be developed in accordance with a masterplan prepared by the developer/landowner in conjunction with the local community and Dorset Council. The masterplan should ensure that:
 - all built development is contained within the 40 m contour;
 - advance tree and copse planting is provided along the northern and eastern boundaries to ensure that these improvements have time to establish and mature. Long-term management of strategic planting will be secured as part of the green infrastructure network;
 - the development creates a positive outfacing edge when viewed from the Ridgeway;
 - development relating to Littlemoor Road creates a strong, positive image appropriate to this key gateway site;
 - the development incorporates green corridors connecting to adjoining green spaces and ensure a net gain in biodiversity;
 - an area of the site is reserved for a two-form entry primary school;
 - there is adequate off-site provision of community infrastructure including financial contributions towards, play and sports facilities, healthcare, libraries and a community hall;
 - good links to the wider footpath and cycle network are provided;
 - A deliverable and viable drainage strategy is implemented to manage flooding issues and ensure flood risk is not exacerbated elsewhere; and
 - noise and drainage mitigation measures are integrated within the design.
- VI. The main employment area will be designated as a key employment site and should be accessed directly from the A354 Weymouth Relief Road

Land off Louviers Road

- 24.7.7. An application for outline permission for approximately 100 new homes on land to the south of Louviers Road was approved in 2013 but the planning permission has since lapsed.
- 24.7.8. The site abuts a large tract of undeveloped land consisting of Wyke Oliver Hill, Lodmoor Marsh and Lorton Valley, parts of which are designated for their wildlife value, and are also valued for providing informal recreation opportunities. Much of this area is now included within the Lorton Valley Nature Park. Development off Louviers Road provides an opportunity to create a more positive relationship with the existing development and the adjoining open space. Any development needs to be contained and tapered into the hillside underneath the ridge crest so as not to have a detrimental impact on the landscape character of the wider area and building heights will need to be limited relative to the ridge crest.

WEY12: Land off Louviers Road

- I. Land off Louviers Road as shown on the policies map is allocated for residential development.
- II. Strategic landscaping will be required to soften the edges onto the undeveloped countryside. The scale and design of development should ensure that it is not overly prominent when viewed from the south.
- III. Pedestrian links and wildlife corridors should be provided through the developments connecting to Lorton Valley Nature Park and adjoining areas of open countryside.
- IV. Development should provide positive frontages onto the adjoining road network.

24.8. Land at Wey Valley

- 24.8.1. Land west of the A354 Dorchester Road and to the south of Nottingham Lane in the Wey Valley has planning permission to deliver up to 350 new homes. The site is within a sustainable location close to facilities including schools, sport and recreation facilities, shops and employment sites.
- 24.8.2. The development has been carefully designed to avoid the physical or visual convergence of the urban area of Weymouth and more rural Nottingham, and substantial green buffers have been retained alongside substantial tree/woodland planting. There are also longer views of the northern part of the site from the Ridgeway and planting belts running east to west across this part of the site help mitigate this impact. Hedgerows are being retained to provide wildlife corridors through the site.

- 24.8.3. Parts of the site are susceptible to surface water flooding and so sustainable drainage systems have been secured to ensure adequate surface water drainage provision and that flood risk is not exacerbated elsewhere.
- 24.8.4. The layout includes points of access from Nottingham Lane and Dorchester Road to ensure it links well into the urban area. Properties along Dorchester Road back directly onto and will overlook the site. The design and layout will need to ensure that the amenity of these properties is not significantly adversely affected.
- 24.8.5. The site is liable to pay the community infrastructure levy to deliver infrastructure locally to support development.

WEY13: Land at Wey Valley

- I. Land at Wey Valley as shown on the policies map is allocated for residential development.
- II. The site should be developed in accordance with a masterplan prepared by the developer/landowner in conjunction with the local community and agreed by Dorset Council. The masterplan should ensure that:
 - substantial landscape planting is provided to ensure that the development does not have an adverse impact on the landscape character, the character of the adjacent Nottingham Conservation Area or the amenity of surrounding properties. This will need to be agreed and, where practicable, implemented in advance of the development;
 - a deliverable and viable drainage strategy is implemented to manage flooding issues and ensure flood risk is not exacerbated elsewhere; and
 - a network of road, footpath and cycle routes through the site and connecting to Dorchester Road and Nottingham Lane are provided to ensure that the development is well integrated into the wider route network.

24.9. Land south of Wey valley (proposed allocation)

- 24.9.1. As an extension of the Wey Valley site, land south of Wey Valley is allocated for residential development to deliver around 150 new homes. The site is close to a range of facilities including schools, sport and recreation facilities, shops and employment sites.
- 24.9.2. The site rises from the edge of the existing development boundary to a crest before falling away to the River Wey to the west and development will need to be contained within this landform, reducing its visibility within wider views.
- 24.9.3. The area makes a contribution to the undeveloped gap between the edge of the Redlands sports hub and Nottingham and the layout, form, scale and height of

buildings will need to be carefully designed to avoid physical or visual convergence between the edge of the Weymouth urban area and Nottingham.

- 24.9.4. Existing hedgerows enclose the edges of the site: where appropriate these should be reinforced, and supplemented with further planting, to mitigate the effects of development on landscape character.
- 24.9.5. To the north of the site is the Nottingham Conservation Area and to the south, the Radipole Conservation Area. Development will need to consider the setting of the conservation areas and ensure that the layout, design and landscaping responds accordingly.
- 24.9.6. New homes on the development site will increase the demand for primary and secondary school places, in addition to places in children's nurseries and for those children with special educational needs. Contributions towards the provision of school places will therefore be secured.
- 24.9.7. There is potential to access the site from Dorchester Road as well as from the Wey Valley development site to the north including through the provision of safe and convenient cycle and footpath routes. The layout of development should accommodate the footpaths which run around the south of the site and across the site towards Nottingham. These footpaths should be seen as opportunities to help improve connectivity between the site and adjacent areas including the Wey Valley site to the north.
- 24.9.8. Existing homes along the A354, at Willerby Close and Westmacott Road overlook the site. The design and layout of development will need to ensure that the amenity of these homes is not adversely affected.
- 24.9.9. A small part of the site is susceptible to surface water flooding. A drainage strategy will be required to manage flooding in this area and ensure that flood risk is not increased elsewhere.

WEY14: Land south of Wey Valley

- I. Land South of Wey Valley as shown on the policies map is allocated for residential development.
- II. The site should be developed in accordance with a masterplan prepared by the developer /landowner in conjunction with the local community and agreed by Dorset Council. The masterplan should ensure that:
 - the layout and form of development respects its setting and that appropriate landscape planting is provided to ensure that the development does not have an adverse impact on the landscape character, the character of the adjacent conservation area or the amenity of surrounding properties;
 - the development connects effectively to the Wey Valley site to the north and into the existing built areas; and
 - the footpaths running through and around the site are retained and enhanced to maintain connections to Nottingham and the wider countryside.

24.10. Land west of Southill (proposed allocation)

- 24.10.1. Land to the west of Southill lies on the Chickerell and Weymouth parish boundaries. It is well related to the existing residential area of Southill, has good road connections and is close to local services and facilities. The site is located immediately north of Weymouth Police Station and the Wessex Stadium, which are both in Chickerell, and has the potential to deliver around 325 new homes and an extra-care facility for around 75 units.
- 24.10.2. The site is on rising land to the north; its uppermost reaches are visible from a number of wider vantage points. Built development must therefore not extend beyond the 30m contour. On-site accessible open space should be provided on the northern part of the site to help reduce pressure on nearby Radipole Lake SSSI, which supports wetland habitats for breeding, wintering and passage birds.
- 24.10.3. A major electricity sub-station exists to the west of the site and forms a buffer between this site and the proposed Chickerell Urban Extension (CHIC1). It is important that this housing site is landscaped, with extensive tree planting along the western edge, to reinforce the sense of separation between Chickerell and Southill and to provide a corridor for wildlife.
- 24.10.4. Proposals should seek the retention of existing internal and boundary hedgerows within the public domain of the development in order to maximise biodiversity opportunities. There are existing public rights of way across the site, which provide pedestrian access to the countryside and the nearby built-up areas of Chickerell

and Radipole. The site should be developed to ensure that the connectivity into the existing footpath and cycleway network is maintained and links to facilities within the Chickerell Urban Extension, such as the new primary school, are provided.

- 24.10.5. The road layout within the site should be designed to enable buses to serve the site with two vehicular access points provided.
- 24.10.6. The site is within a catchment highlighted within the strategic flood risk assessment with known downstream local drainage problems. The design will need to include sustainable urban drainage systems (SuDS), including surface water attenuation, in order to accommodate the downstream capacity limitations. The incorporation of surface water management will also be necessary to decrease the likelihood of increased flooding, or of run-off and pollutants entering Radipole Lake SSSI.
- 24.10.7. The scale of development will put pressure on existing community infrastructure including, primary and community health, primary and secondary education, children's nurseries and special educational needs provision as well as bus services. Off-site cycle and pedestrian enhancements are necessary to improve connectivity to the B3157/B3158. Within the site, provision should be made for pedestrian and cycle access to Grafton Avenue. Financial contributions will be sought to support these items of infrastructure. Planning obligations to deliver the necessary infrastructure will be provided through Section 106 and Section 278 agreements.

WEY15: Land west of Southill

- I. Land west of Southill as shown on the policies map is allocated for residential development, a care home, open space and strategic landscaping.
- II. There will be no built development above the 30 metre contour, in order to preserve the existing skyline. To the north of the site, above the 30 metre contour, there will be provision of public open space which will be transferred to an appropriate body to ensure long-term management and maintenance.
- III. Strong peripheral planting is required to the west of the site to mitigate against the wider coalescence of the built form.
- IV. Existing hedgerows will be retained and enhanced where necessary in order to contribute to the wider green infrastructure network. The development will preserve and where possible enhance connectivity to existing public rights of way and provide new links to facilities within the Chickerell Urban Extension.
- V. The development should include an internal highway layout which can facilitate the extension or diversion of existing public transport networks. The site should be served by two points of vehicular access to include a single point of access from Radipole Lane and an access to the unnamed road, west of the site that connects to the Wessex Roundabout.

- VII. Sustainable drainage features to manage surface water flooding and accommodate downstream catchment capacity will be required. A 20 m buffer should be placed around the existing drainage culvert with no built development within this area. Foul water and off-site water supply connections will also be required.
- VIII. Contributions will be sought to deliver the following transport, pedestrian and cycle improvements:
- the improvement of local bus services;
 - the creation of crossing points on the B3158/B3157 Wessex Stadium roundabout to improve walking and cycling connectivity to Weymouth Town Centre;
 - off-site improvements to widen Granby Way cycleway; and
 - walking and cycling connections to Grafton Avenue.

Land at Markham and Little Francis

- 24.10.8. Land south of Chickerell Road (known as Markham and Little Francis) is within the existing built-up area close to community facilities, shops, schools, employment areas and the transport network. Planning permission was granted in 2014 for the first phase of development comprising retail and commercial units and approximately 180 homes. In 2016, planning permission was granted for a further 500 homes.
- 24.10.9. The homes will be provided mainly on the lower ground to the north of Cockles Lane, whilst providing public access and enjoyment of the open green spaces on the ridge to the south. This green space is important for its wildlife and landscape value and is expected to provide long-term public open space to serve the new development and benefit the wider community and allow for the expansion of St Augustine's School. Provision is being made for the long-term management of the open space ideally through the transfer of the land to Dorset Wildlife Trust to manage as a semi-natural green space/nature reserve. The existing hedgerows and track along Cockles Lane are important local features and are being maintained and incorporated into the layout of the site. Features to address surface water flooding are being incorporated into the layout and design of the site and should continue to be used throughout later phases.
- 24.10.10. The site should accommodate a mix of housing types, particularly family housing. The main vehicular access will be to the north off Chickerell Road, and footpath and cycle links must be provided to the surrounding area and as part of the strategic network.

- 24.10.11. The development generates a need for additional primary school accommodation, and an appropriate contribution towards improved provision has been secured through the early phases along with land adjacent to St Augustine's School to allow for future expansion.
- 24.10.12. On and off-site provision and contributions to community infrastructure have been sought in line with Policy COM1 and secured through a legal agreement.

WEY16: Land at Markham and Little Francis

- I. Land at Markham and Little Francis as shown on the policies map is allocated for residential development and public open space, and may include an element of employment use appropriate to a residential neighbourhood.
- II. Land on the southern ridge will remain undeveloped and be managed as public open space for the long-term benefit of the local community and to protect and enhance its nature conservation interest to become a designated local greenspace.
- III. In order to address sustainable development issues, the development should ensure that:
 - the design and layout relates positively to the surrounding area and does not have an adverse impact on the amenity of surrounding properties;
 - the hedgerow and streams through the site are maintained and enhanced where possible and provision for their future retention and management put in place;
 - there is adequate provision for surface water run-off and due consideration of flood risk elsewhere;
 - good links to the wider footpath and cycle network are provided;
 - the development will deliver highway improvements necessary for the development to go ahead;
 - an area of the site is reserved for the expansion of St Augustine's School; and
 - the development is appropriately phased.

24.11. Mount Pleasant business park

- 24.11.1. Consent was given in 2007 for a 14 hectare mixed-use employment site. This provided a site for the new headquarters building of New Look, a hotel and retail supermarket. There is a large area of the site still to be developed that will provide significant additional business opportunities, including small scale enterprise units. The New Look headquarters and the remaining area of the site (as shown on the policies map) is designated as a key employment site.

- 24.11.2. The south-eastern edge of the site is adjacent to existing dwellings and it is important to ensure that development here does not harm the amenity of these homes.
- 24.11.3. Parts of the north-eastern section of the site are at risk from surface water and fluvial flooding which also has the potential to impact on neighbouring properties. In addition, there is potential for contaminated run-off from the site to harm the adjacent Lodmoor SSSI. A viable and deliverable drainage strategy is therefore required to address these issues.
- 24.11.4. Several trees on the site are protected by tree preservation orders. These trees provide a visual and physical boundary between the site and its surroundings and offer an opportunity to further soften the site within views from the surrounding area.

WEY17: Mount Pleasant Business Park

- I. Land at Mount Pleasant Business Park, as shown on the policies map, is allocated for employment uses as a key employment site.
- II. Employment uses along the edges of the site adjacent to residential areas should minimise impact on the amenity of nearby dwellings through the inclusion of appropriate mitigation.
- III. Redevelopment of the site must not increase the risks from flooding elsewhere or risk the pollution of the nearby Lodmoor Site of Special Scientific Interest.
- IV. Soft landscaping will be required to minimise the visual impact of development on its surroundings and to conserve the amenity of neighbouring dwellings. Proposals should include planting along the south-eastern edge of the development site to reinforce the visual screen provided by the protected trees.

24.12. Land at Tumbledown Farm

- 24.12.1. Tumbledown Farm comprises open agricultural grassland, water meadows and areas of woodland outside the development boundary, but within the Radipole Conservation Area. Parts of the holding are designated as a SSSI.
- 24.12.2. There is the potential to use part of the site to provide space for a significant number of allotments, which would reduce current waiting lists. Land is also sought in the borough to provide for the disposal of human cremated remains in a natural setting away from the current cemetery/crematorium sites, and for the burial of pets (or their cremated remains). There is also an opportunity to relocate the RSPB operational base from its current residential area closer to the land they manage, and provide a better location for the council's parks service and its

nursery which is currently taking up part of the Crookhill Depot and employment land at Lynch Lane. Limited development based around the existing farm buildings could provide ancillary accommodation for the various proposed uses however this would be subject to detailed design and ensuring that the landscape character and important open gap function of the land is maintained.

WEY18: Land at Tumbledown Farm

- I. Land at Tumbledown Farm as shown on the policies map is allocated for cemetery uses, allotments/community food provision and ancillary office/workshop/storage space. Development of these uses will only be permitted if the nature conservation interests and the landscape character of the area are protected and enhanced.

24.13. Lorton Valley Nature Park

- 24.13.1. The proposal for the Lorton Valley Nature Park is very much a partnership project involving Dorset Council, Dorset Wildlife Trust, RSPB, and Natural England.
- 24.13.2. The nature park comprises a total of 194 hectares (479 acres), extending from Southdown Ridge in the north to Preston Beach Road in the south, and runs between the new relief road and Horse Lynch Plantation. It links up the Lodmoor Nature Reserve, Two Mile Copse and Lorton Meadows (all SSSIs) and two areas of land (to the east of the park & ride site at Mount Pleasant and land to the east of the Lorton Meadows) provided as a result of the relief road construction. A further area of open undeveloped land located to the north of the civic amenity and composting sites and immediately adjacent to the RSPB reserve is linked. Additional agricultural land to include the Southdown Ridge, should also be included to provide a more comprehensive network.
- 24.13.3. Green infrastructure associated with the Littlemoor Urban Extension could potentially become a northern extension of Lorton Valley Nature Park. Any extension to the nature park will be incorporated into the green infrastructure network and protected under Policy ENV1.

WEY19: Lorton Valley Nature Park

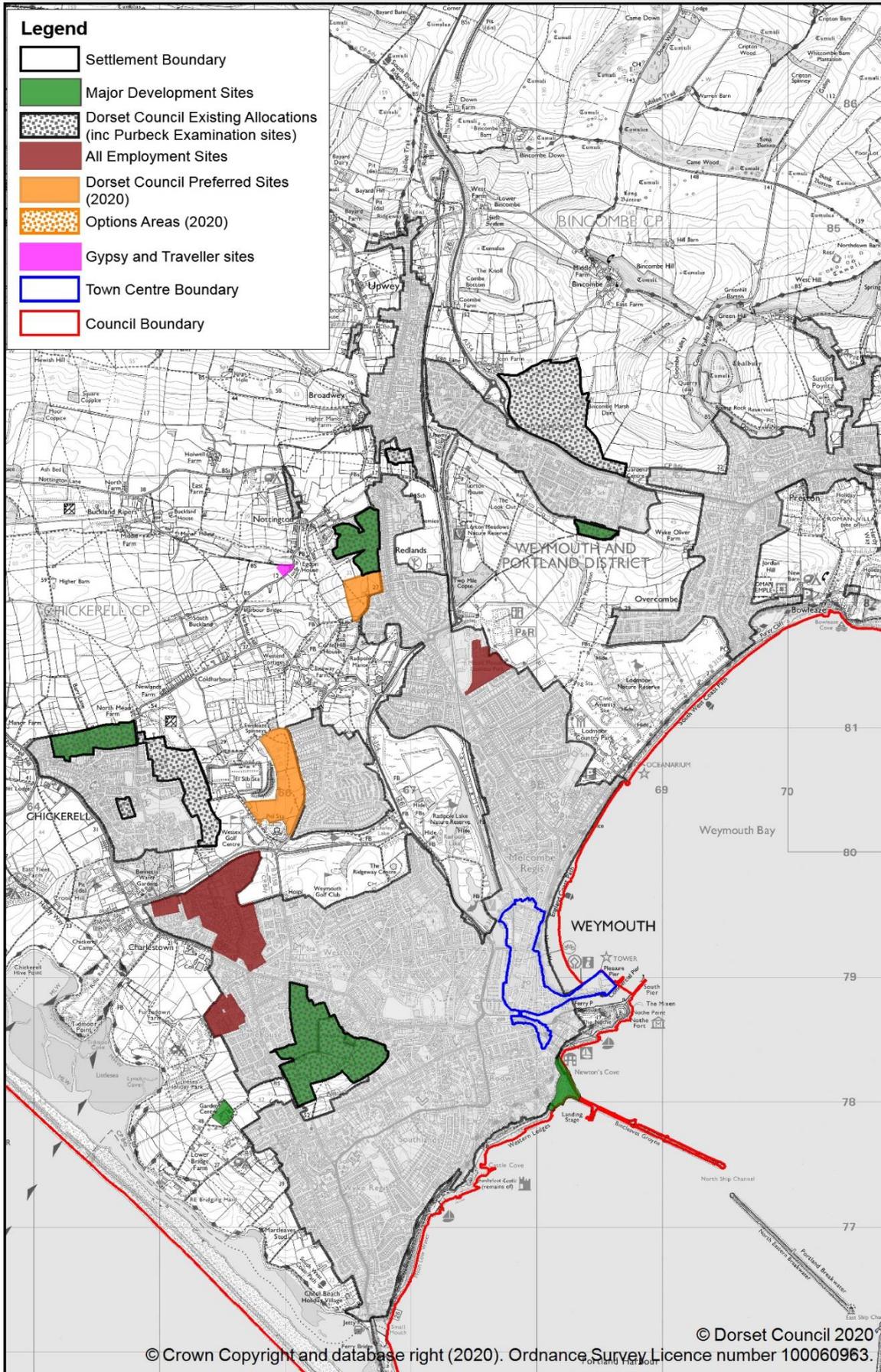
- I. Land between Preston Beach Road, Southdown Ridge and Wyke Oliver Hill, as shown on the policies map, is allocated as part of the Lorton Valley Nature Park to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement.

- 
- 1: Policy WEY19 relates to Lorton Valley Nature Park. Do you support the policy and the priorities for the future management of the park?
 - 2: Do you agree with the suggested approach and what it is trying to achieve?
 - 3: What about the suggested policy wording?
 - 4: Could any amendments improve the policy or its strategy?

24.14. Weymouth to Portland relief road

- 24.14.1. Previous local plans for the area have reserved a route for an A354 Weymouth to Portland Relief Road, but this was taken out of the West Dorset District Local Plan (2006) following the public inquiry, and it is not included in the currently adopted West Dorset, Weymouth and Portland Local Plan (2015).
- 24.14.2. Safeguarded routes for new road schemes should only be included within local plans if there is a defined alignment, a need has been justified, and there is reasonable certainty that the scheme will be delivered within the plan period. There is a risk otherwise of unreasonably blighting land and property on the route.
- 24.14.3. While schemes for this road have been prepared in the past, design standards have changed since and there is currently no defined alignment for the route. Without a defined alignment it would be difficult to justify the protection of a specific corridor on the policies map of the local plan. Most of the route is within the Heritage Coast and the environmental impact would need to be properly assessed, but the fact that this designated area is protected by other policies of the plan limits the potential threats to the future implementation of any scheme.
- 24.14.4. The scheme is not currently in any funding stream and it is extremely unlikely that it would be delivered during this plan period to 2038. It is not therefore proposed to reserve a route in this local plan review. Should these circumstances change, then this position could be reviewed, either later in this local plan review or more likely within a subsequent review of the plan.

Figure 24.1 Map of proposed development sites in Weymouth and Chickerell



25. Chickerell

25.1. Introduction

- 25.1.1. The town of Chickerell has grown considerably over the last few decades. To the south (but within the parish) lie the Granby Industrial Estate, Lynch Lane Industrial Estate, Budmouth Technology College and the housing areas of Charlestown, Lanehouse (in part) and the edge of Westham. These areas are connected to the continuous built-up area of Weymouth. To the west is the Dorset Area of Outstanding Natural Beauty (AONB), the West Dorset Heritage Coast and a number of caravan parks and military sites. The Fleet and Chesil Beach to the south are designated for their international nature conservation interest.
- 25.1.2. The total population of the parish area is just under 6,000. It has more jobs than economically-active people, because of the local industrial estates and its close links with Weymouth and connections with Portland and Dorchester. There is continuing demand for affordable housing within Chickerell.
- 25.1.3. Chickerell has a close relationship with nearby Weymouth due to their proximity, with many residents using the services and facilities of the larger settlement. However, the settlement of Chickerell has its own separate identity and it is important that this be retained, along with the opportunity for its growing population to meet their needs locally.
- 25.1.4. Chickerell lies within 5 km of Chesil and The Fleet habitats site. Additional residential development within this area is likely to increase recreational impacts on the designated area which will lead to an adverse impact on its integrity. Developments will need to mitigate impact on these in accordance with Policy ENV2.

25.2. Vision

- 25.2.1. In 2038 Chickerell will:
- continue to have a distinct identity separate from Weymouth;
 - sit within an area of greatly valued countryside and coast that are appropriately protected for their landscape and wildlife interest;
 - be a place where people and businesses want to locate and grow; and
 - have an increased range of local facilities to serve the local population, although some of the higher level services for the wider area will continue to be provided in Weymouth.

25.3. Development strategy

- 25.3.1. There are a number of development sites which will help create a better balance between homes and jobs while improving services and facilities:
- Land at Putton Lane – planning permission was granted in 2011 to develop this site for housing, employment and community uses;
 - Link Park off Chickerell Link Road – the site has planning permission for B-class employment uses and in recent years a number of new units including food retailing have been accommodated here; and
 - Chickerell Urban Extension – provides scope for considerable residential development to the north and east of the town including the provision of a new primary school and community facilities.

25.4. Town centre strategy

- 25.4.1. The nearest town centre is Weymouth, which serves a wide surrounding catchment area including Chickerell and Portland. Nevertheless, Chickerell has a large and growing population which is distinct from Weymouth, and has a number of facilities such as convenience shops, a branch health surgery and community library serving the local community.
- 25.4.2. Though the facilities are dispersed throughout the settlement, an area around the Post Office Stores in East Street can be identified as a small centre. Chickerell will be considered as a local centre for the purposes of plan and decision making. As such, it should support small-scale proposals which meet local need. Proposals for main town centre uses within Chickerell will be considered against Policy ECON3-4 Retail and Town Centre Development.

25.5. Main development opportunities

Land at Putton Lane

- 25.5.1. Land at Putton Lane was granted planning permission in 2011 to deliver new homes, B1 business floor space, a doctors' surgery, and community facilities to include open space, allotments and contributions towards a multi-purpose community building and multi-use games area. Areas within the site are subject to flood risk and surface water drainage issues requiring sustainable drainage measures to ensure that flood risk is not exacerbated elsewhere. The development is now nearing completion.

Link Park

- 25.5.2. Planning permission was granted in 2011 for a new business park for B1, B2 & B8 uses off the Chickerell Link Road. The site is now home to a variety of business uses including light industrial units, offices, trade-counters and a new food store. As a key employment site, uses will be restricted to B classes and other employment uses in accordance with Policy ECON1.

Chickerell Urban Extension

- 25.5.3. Land to the north and east of Chickerell was allocated⁴ for residential development with the potential to deliver around 810 new homes (approximately 290 from sites to the north and up to 520 homes from sites to the east). Land to the north of Chickerell already benefits from planning consent.
- 25.5.4. To ensure there is sufficient infrastructure to support this level of growth, the provision of new/improved community facilities will be required. This will include a new 1FE primary school with a capacity to expand to 2FE and community and recreation facilities including a skate park, football pitch and changing pavilion. These facilities should be located to be as accessible as possible to the rest of the town. The whole development will need to be designed to link into the centre of town and the surrounding countryside.
- 25.5.5. A new vehicular access onto the Chickerell Link Road will be required, linking through the development to School Hill and across to Floods Yard and onto Chickerell Hill. This will need to be able to accommodate a bus route and be phased with the development.
- 25.5.6. Green gaps between the southern and eastern edge of the town, the Chickerell Link Road and Weymouth Football Stadium will be maintained to retain the individual identity of the town. The strong hedgerow boundaries, historic tracks which criss-cross the area, and other natural vegetation, waterways and ponds should be retained wherever possible. The ridgeline to the north will need to be left undeveloped, and strategic planting should take place in advance of the development to reduce the impact of the development from wider views, particularly as it extends up to the higher ground.
- 25.5.7. The site is in close proximity to a population of great crested newts, a protected species, therefore the development should provide additional habitat such as breeding ponds for the newts within the allocation or on adjacent land. The site is also in close proximity to the Chesil and The Fleet habitats sites where recreational activity is harming the integrity of the designated site. The development will

⁴ Allocated through the West Dorset, Weymouth & Portland joint Local Plan, 2015

therefore be required to provide adequate mitigation through financial contributions.

- 25.5.8. A small part of the site is susceptible to surface water flooding necessitating the delivery of a viable and effective drainage strategy to manage flooding and avoid increasing the risks from flooding elsewhere.

CHIC1: Chickerell urban extension

- I. Land to the north and land to the east of Chickerell, as shown on the policies map, will be developed for housing and related community facilities. Small-scale employment uses may be provided within the site, appropriate to a mixed-use neighbourhood.
- II. The development will deliver highway improvements necessary for the development to go ahead.
- III. The growth will be phased to deliver a steady rate of growth over at least a 10 year period through the development of:
 - land to the north (to be developed for housing and public open space); and
 - land to the east (to be developed for housing, public open space and securing land for a new primary school).
- IV. Development should be in accordance with a masterplan for each area prepared by the developer/landowner in conjunction with the local community and Chickerell Town Council, and agreed by Dorset Council. The masterplan should ensure that:
 - the development will be focused around a traditional street with frontage development connecting from the Chickerell Link Road to School Hill, and from School Hill to Chickerell Hill. The street should be able to accommodate a bus route. The development should also provide improved pedestrian/cycle links towards Weymouth town centre and to the surrounding area;
 - strategic planting is carried out in advance of the site being developed, in accordance with an agreed strategic landscape phasing plan, to reduce the impact of the development on longer views particularly along the northern and eastern boundaries. This should include a connecting corridor of semi-natural green space along the eastern margin of the allocation and biodiversity enhancement. A network of open green spaces, for amenity/recreation and drainage purposes, should run through the development and link to the open countryside;
 - there is adequate on-site provision of community infrastructure including a skate park, senior football pitch and changing pavilion on land south of Green Lane; and
 - areas prone to surface water flooding are kept free of built development and due consideration given to flood risk elsewhere.

Land at Willowbed Hall

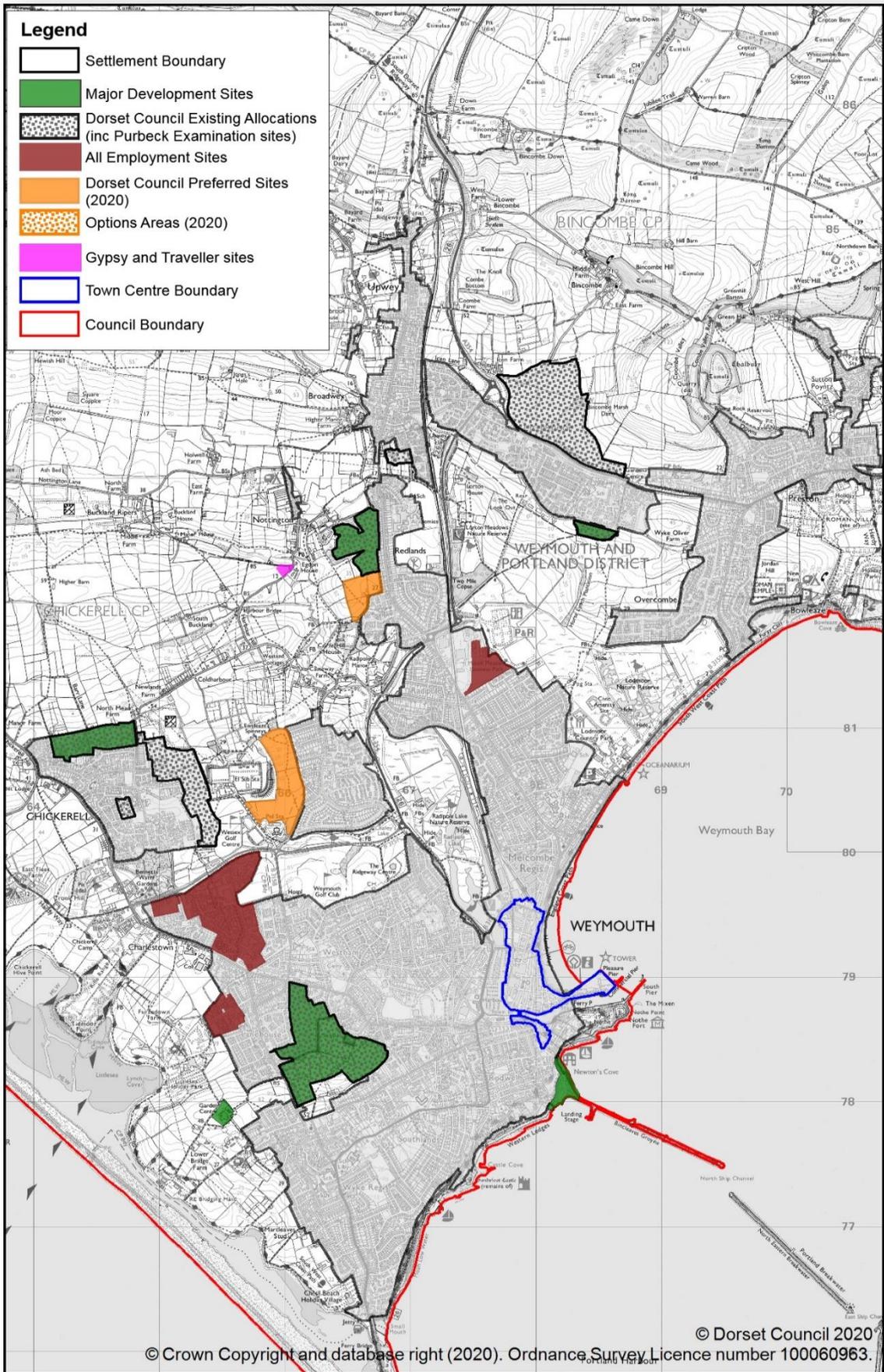
- 25.5.9. Chickerell has experienced a large amount of growth in recent years, and with more development planned it is important to ensure that the expanding population is supported by the provision of increased and improved community facilities. Some facilities such as a multi-use games area (MUGA), play area and allotments have already been provided. However, current health care provision is not considered fit for purpose and there is a need for a new multi-use health centre in Chickerell.
- 25.5.10. Opportunities to meet this need centrally are limited. The site originally allocated for a new health centre at the Putton Lane development is now considered too small.
- 25.5.11. Willowbed Hall and field are important existing community spaces, providing a play area, MUGA and community hall and town council offices. The site is well positioned in relation to Chickerell Primary School and the proposed new primary school. Land at Willowbed Hall could provide a suitable location for a new doctors' surgery and pharmacy.
- 25.5.12. Development will be expected to meet the requirements of policies on the provision of community buildings (Policy COM2) and where relevant, on the loss of open space or recreational facilities Policy COM4.
- 25.5.13. If a new health centre is provided at the Willowbed Hall site, it may mean that the current doctors' surgery in East Street would become available for re-use or redevelopment. Proposals for the site in East Street will be expected to be appropriate for its location within the local centre.

CHIC2: Land at Willowbed Hall

- I. The provision of a new health centre on Land at Willowbed Hall, as shown on the policies map, will be supported.

- 1: Do you agree with the proposed allocation of the Willowbed Hall site, as set out in Policy CHIC2?
- 2: Do you agree with the suggested approach and what it is trying to achieve?
- 3: What about the suggested policy wording?
- 4: Could any amendments improve the policy or its strategy?

Figure 25.1: Map of proposed development sites in Chickerell.



26. Portland

26.1. Introduction

- 26.1.1. The Isle of Portland has a population of about 12,800. It has a unique coastal character with very distinct settlements separated by wide open spaces, parts of which are marked by the presence of the quarrying industry. The main settlements are Castletown, Chiswell, Easton, Fortuneswell, Grove, Southwell, Wakeham and Weston.
- 26.1.2. The island contains several large employment areas. The former naval estate has provided opportunities for regeneration alongside new industrial and commercial development at Osprey Quay, Southwell Business Park and Portland Port.
- 26.1.3. Portland is located to the south of Weymouth with the only link a single-carriageway road on the causeway adjacent to Chesil Beach and The Fleet. There are limited opportunities for road improvements due to the proximity of the international wildlife sites. Much of Portland is covered by national and international environmental designations and it is at the heart of the Jurassic Coast World Heritage Site. Portland also has substantive nature conservation interests outside the designated sites and is a major flyway for migratory bird populations that utilise habitats across the island. The high-quality landscape, important nature conservation interests, and restricted access across Chesil Beach all limit opportunities for further major development on the island.
- 26.1.4. Although the area is an attractive place to live, and contains some large employment sites, there are still areas that suffer from high levels of multiple deprivation: three of the most deprived areas in England are on Portland. There has been a considerable amount of regeneration over the past 20 years by the Regional Development Agency (now Homes England) at Osprey Quay where the National Sailing Academy is located and where the 2012 Olympic and Paralympic sailing events were held. However there remains a mismatch between the available employment and skills and experience of some of the population.
- 26.1.5. Portland lies within 5 km of Chesil and The Fleet habitats site. Additional residential development within this area is likely to increase recreational impacts on the designated area which will lead to an adverse impact on its integrity. Developments will need to mitigate impact on these in accordance with Policy ENV2.

26.2. Vision for Portland

26.2.1. In 2038 Portland will:

- have maintained and enhanced the unique character of the island in terms of its built and natural assets, whilst meeting its needs and thriving economically and socially for the benefit of residents and visitors;
- be the home of specialist maritime industries and other growth sectors that benefit from its unique location, providing it with a good supply of well-paid jobs that benefit the local community and wider area. Portland Port will have maintained and expanded its role as a port of national and international importance and a location for job creation;
- have Easton as the main focus for thriving town centre uses with Fortuneswell providing similar services on a smaller scale;
- have a responsible and sustainable tourist offer including those based on activities such as water sports, climbing, walking and bird watching, that capitalises on its unique location; and
- have good education and skill levels that reduce the levels of multiple deprivation and support economic activity on the island.

26.3. Strategy for development on Portland

26.3.1. The future economic opportunities for the island will be based on maximising the potential of existing major employment sites and Portland Port, plus capitalising on the environmental and heritage assets to further develop sectors such as tourism and leisure. Housing needs will be met through existing commitments and opportunities that arise within the existing built-up areas or on exception sites. Because of the number of existing commitments and the constrained nature of the island, no additional strategic allocations have been identified for Portland. The Portland Neighbourhood Plan⁵ does not propose any new sites for development concluding that there is sufficient capacity within existing development boundaries and extant permissions.

26.3.2. The following developments all have consent and are expected to play a major part in delivering the vision for Portland.

- Portland Port is a major employment site with planning consent for port-related and B1, B2 & B8 uses. The employment uses are protected as a key employment site.
- Osprey Quay has various planning consents for a mix of uses, including employment, leisure, retail and housing development. Only a small area of the

⁵ Referendum scheduled to be held in May 2021.

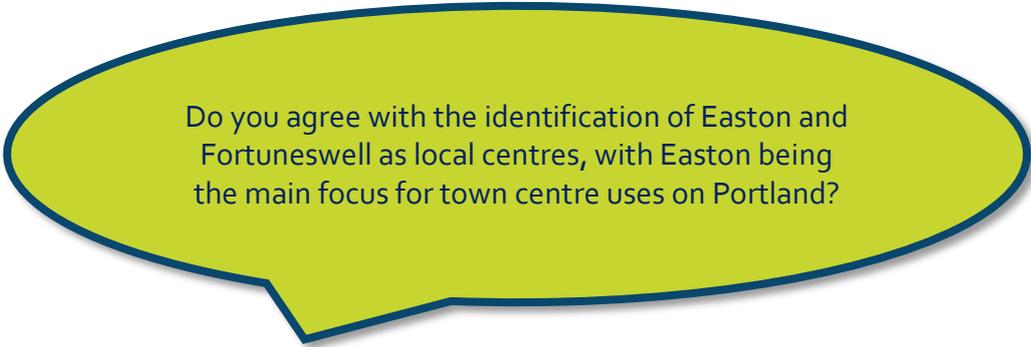
- site remains undeveloped or does not benefit from detailed planning permission.
- The former Hardy Complex is a site with planning consent which comprises the conversion of former Navy accommodation and new build for housing to provide 554 new homes, 348 of which are still to be implemented.
 - Bumpers Lane is a housing site for 71 new homes.
 - Former Masonry works, Bottomcoombe (Windmills phase III) is a housing site for 62 new homes.
 - Underhill Community Junior School will deliver 20 new homes.
 - Southwell School has consent for 58 new homes.
- 26.3.3. A number of these sites have come from the reorganisation of education on the island with provision concentrated at Atlantic Academy in Southwell and Osprey Quay leaving vacant school sites at Southwell, Royal Manor, Underhill and Brackenbury. Further reorganisation of public sector estates may result in more sites becoming available in the future. Homes England is currently seeking planning permission to bring forward the former Royal Manor Arts College site for residential use. If granted this site could deliver up to 98 dwellings.
- 26.3.4. Portland's existing employment sites have an important role in meeting its future economic needs. Inmosthay and Tradecroft Industrial Estates as shown on the policies map will be protected for appropriate uses by the key employment site policy.
- 26.3.5. Tourism plays an important role in the local economy and Portland is an important visitor destination as part of the Jurassic Coast. It has a stunning natural environment and considerable opportunities for outdoor activities such as watersports, rock climbing, walking and bird watching. There is potential to capitalise on these assets, and diversify the tourist offer of the area including promotion of the activity opportunities the island has to offer.
- 26.3.6. Portland Quarries Nature Park aims to secure the long-term future of Portland's most important disused quarries, enhancing nature conservation interest, ensuring public access, long-term management and interpretation of these culturally important sites. The nature park is creating an innovative destination for local people and visitors, promoting sustainable tourism.
- 26.3.7. Whilst there are no other specific allocations for tourist and leisure uses on Portland, tourist-based activities will be encouraged where they are consistent with other policies within this plan. The 'Eden Portland' project is exploring the possibility of utilising a redundant mine to create a subterranean visitor attraction dedicated to biodiversity and would bring together the visions of the two previously planned visitor attractions – Jurrassica and MEMO.

Given the availability of brownfield sites and existing consented development do you think the approach for development on Portland is acceptable?

26.4. Town centre strategy

- 26.4.1. Easton Square and Fortuneswell are identified (and shown on the policies map) as local centres in the retail hierarchy for the local plan area. The 'town centre' at Easton, which is the main local centre on the island, comprises: the length of Easton Street, from nos. 52/45 at the north of the street to the south; properties at Reforne; all units around Easton Square, including the church and the units within the Easton Centre; the units along Parks Road, up to and including the Tesco store; the car park at Park Estate Road; and the units along Straits up to the library, church and dentist (12 Straits) along the northern side of the street and extends as far as the public house (no. 49) on the southern side of the street. A 'town centre' boundary has also been identified at Fortuneswell with primary shopping frontages also defined for both areas, as shown on the policies map.
- 26.4.2. At Easton the shops and services along Easton Street, Easton Square, Straits and Reforne include a good independent offer. Food shopping is anchored by a Co-op and large Tesco store. The vitality and viability of Easton is adequate, although there is scope for improvement.
- 26.4.3. There is limited need on Portland for additional retail provision with an identified need for around 220 m² of new food (convenience goods) floorspace and 240 m² for new non-food (comparison goods) floorspace. This need can easily be met in Easton through small-scale development including infill, the use of existing vacant units, extensions and changes of use. There is no need at this stage to identify new development sites either in or on the edge of the local centre.
- 26.4.4. There is no forecast capacity for food (convenience) or non-food (comparison) shopping in Fortuneswell after allowing for existing committed floorspace. However, if further development were to come forward in this location there are specific highway constraints and a shortage of parking which need to be addressed.
- 26.4.5. In addition to the two centres identified in the Local Plan, the draft Portland Neighbourhood Plan expands these boundaries and defines 'neighbourhood centres' at Chiswell and Castletown. These neighbourhood centres do not form

part of the local plan retail hierarchy and are not protected in the same way as the local centres. They are instead subject to the policy of the Portland Neighbourhood Plan.



Do you agree with the identification of Easton and Fortuneswell as local centres, with Easton being the main focus for town centre uses on Portland?

26.5. Portland Port

- 26.5.1. The maritime services sector is important for the local area and includes the shipping, ports and maritime business services industry as well as supporting other industries in Dorset. Portland Port is a port of national and international importance and is a vital part of the local economy and the south-west region. The port attracts employment and investment to the area and is a major asset to the local community. Port development is subject to special constraints given its need for access to deep water and the statutory obligations imposed on port authorities in terms of security.
- 26.5.2. Approximately 35 hectares of port land is consented for B-class uses and statutory harbour undertaking and an additional 17 hectares of seabed has consent for marine works including reclamation to create dockside operational land. The port's statutory jurisdiction includes Portland Inner Harbour and extends into Weymouth Bay covering a total waterspace area in excess of 2,400 hectares.
- 26.5.3. 'Transforming Dorset', the strategic economic plan (SEP) produced by the Dorset Local Enterprise Partnership in March 2014, has identified Portland Port as an example of the type of opportunity that could achieve 'transformational growth' subject to securing investment of the scale proposed by the document. The SEP proposes that the port could achieve far-reaching development of unique natural port assets supporting industrial development, freight, exports and bringing a radically larger sector of the cruise market to the Dorset tourist economy. The draft Dorset Industrial Strategy also uses a project at the Port as a case study on opportunities for developing aquaculture.
- 26.5.4. Around the main port area where the port buildings, jetties, piers and wharves are, a development boundary has been delineated. To the south, there are further discrete areas that were developed when part of the former Admiralty occupied the land. While these areas are not included within the development boundary,

along with the main port area they are identified as a key employment site. Associated policies in the plan allow for its protection and the provision of employment (Policies ECON2). These employment policies support the expansion of existing employment sites subject to other policies within the plan. Additional land may be required within the port for sustainable development and these policies cater for the port's need for long-term growth.

- 26.5.5. Parts of the port estate are within a special area of conservation (SAC) and designated as sites of special scientific interest (SSSIs) and are therefore subject to the requirements of the relevant European Directives and corresponding national regulations. A number of existing buildings and structures are Grade II listed heritage assets. The area in the region of Grove Point is designated as part of the World Heritage Site and is also accessible to the general public. Local nature, heritage and landscape designations also exist and there are areas subject to land instability. Therefore any future development proposal will have to take account of the relevant environmental policies in the plan and in considering the acceptability of proposals their direct, indirect and cumulative impacts, relative to the significance of the asset affected, will be balanced against other sustainable development objectives.
- 26.5.6. To guide future growth the port is supportive of developing proactive working arrangements with the council and other stakeholders to prepare and support the preparation of strategies, plans and programmes to deliver sustainable development and facilitate better understanding and management of the port estate. These could include the identification of specific areas with greater potential for development and areas where there are opportunities for positive management and enhancement of nature conservation and heritage assets.

Osprey Quay

- 26.5.7. In 2001 a masterplan was approved for the redevelopment of 33 hectares at Osprey Quay, with the aim of creating a centre of excellence for marine business and leisure. Outline planning permission was granted for a mixed-use redevelopment to incorporate leisure, tourism, recreation, employment and residential uses. Significant regeneration has taken place, some of which is associated with the National Sailing Academy and the hosting of the 2012 Olympic and Paralympic Sailing Events. The area now contains a mix of uses including a 560 berth marina and associated shore-side facilities, workspaces for marine related business, helicopter training base, restaurant/café, residential and a new school. There are existing commitments that have not yet been developed including further employment uses, a hotel, retail and residential use. The Homes and Communities Agency is continuing to market the site to attract further investment and employment opportunities within the area.

26.5.8. The level 1 Strategic Flood Risk Assessment (published in May 2018) shows the majority of the allocation as being within Flood Zone 2 or 3. In order to steer development towards the areas of lower flood risk and avoid inappropriate development in higher flood risk areas, future development proposals will be subject to the sequential and exceptions test.

PORT1: Osprey Quay

- I. Land at Osprey Quay as shown on the policies map is allocated for primarily employment, leisure and ancillary retail uses.
- II. Development proposals will need to be supported by a flood risk assessment and include necessary flood mitigation measures.

Former Hardy Complex

26.5.9. The former Hardy Complex, previously Navy accommodation, was granted planning permission for 554 new homes in 2004. The existing officers' accommodation blocks have been partly completed, with Atlantic House completed in 2009. The remaining phases of construction, which would provide 348 homes, have not progressed to date.

PORT2: Former Hardy complex

- I. The Former Hardy Complex as shown on the policies map is allocated for residential development.

Inmosthay and Tradecroft Industrial Estates

26.5.10. With land suitable for modern business development in relatively short supply because of the island's topography and environmental constraints, it is important to retain established employment areas.

26.5.11. Inmosthay and Tradecroft Industrial Estates are similar in character and provide opportunities for heavy industry that would not easily fit within a residential area. Both are identified as key employment sites.

26.6. Portland Quarries Nature Park

26.6.1. Portland Quarries Nature Park has been established for a number of years and was brought forward as an Olympic Legacy Project for the Isle of Portland. It includes the Kingbarrow Quarry Nature Reserve, Tout Quarry, The Verne Yeates Local Nature Reserve, restored land within Inmosthay Quarry and nature reserves managed by Butterfly Conservation at Perryfields and Broadcroft that are nationally significant for nature conservation, geology and cultural heritage. The

nature park will secure the long-term future of Portland's most important disused quarries, ensuring public access, long-term management and interpretation of these culturally and ecologically important sites. The current nature park is one of the strategic projects that forms part of the green infrastructure network and is protected under Policy COM1.

- 26.6.2. As opportunities arise as a result of the Review of Minerals Permissions (ROMPs), quarry restoration plans and section 106 agreements, other areas will be incorporated into the nature park. These may include areas within Inmosthay, Bowers, Admiralty and Broadcroft Quarries. Inclusion in the quarry nature park will be subject to agreement with the landowner, the site being restored and managed for nature conservation and ready for public access including the relevant safety audits and risk assessments. Any future additions to the nature park form part of the Dorset Ecological Network Map (part of the national Nature Recovery Network) and will be treated as part of the green infrastructure network for development management purposes, as set out in Policy ENV1, ENV2 and ENV3.
- 26.6.3. Portland Nature Community Interest Company (CIC) was established with the aim of bringing together resources to enable better management of greenspace and wildlife habitat on Portland. It is closely linked to the Portland Conservation Forum and includes staff from a number of organisations which are represented on the Island: Dorset Wildlife Trust, Butterfly Conservation, Natural England, the Court Leet, Dorset Environmental Records Centre and Dorset Council. The CIC provides a mechanism to manage and fund works within the relevant areas of the Quarry Park.
- 26.6.4. Some of the areas identified by Policy PORT3 include stone reserves and existing operational quarries and mines which are safeguarded by Policies SG1 and SG3 of the Minerals Strategy. This remaining resource should not be unnecessarily sterilised and proposals need to be consistent with the requirements of the Minerals Strategy. However, the aspiration for many of these areas to form part of the nature park is long-term and should not compromise the extraction of safeguarded stone reserves.

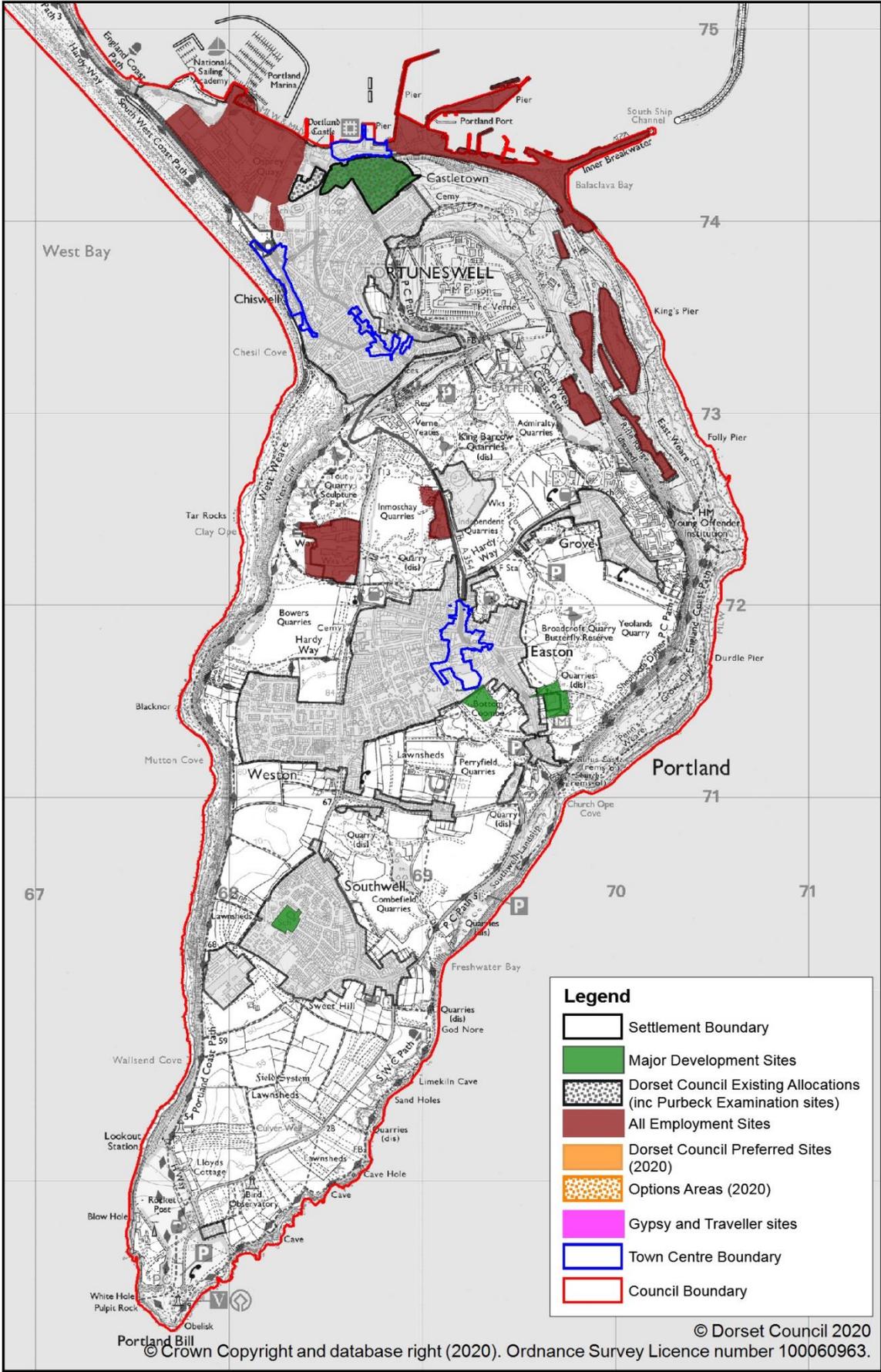
PORT₃: Portland Quarries Nature Park

- I. Land at Kingbarrow Quarry, Tout Quarry, Verne Yeates, Inmosthay Quarry, Bowers Quarry and Perryfield Quarry and nature reserves managed by Butterfly Conservation as shown on the policies map is allocated as part of the Portland Quarries Nature Park to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement.
- II. As opportunities arise additional land shown on the policies map may be included in the Portland Quarries Nature Park.

Q: Portland

- 1: Do you agree with the suggested approach and what it is trying to achieve?
- 2: What about the suggested policy wording?
- 3: Could any amendments improve the policy or its strategy?

Figure 26.1: Map of proposed development sites at Portland



27. Crossways/Moreton Station

27.1. Introduction

- 27.1.1. Crossways is a large village with a comparatively short history, having developed from a World War II fighter base which operated until 1946. It has grown rapidly in recent years and now has a population of about 2,260. It sits on the Weymouth to London (Waterloo) railway line and is served by Moreton Railway Station to the north-east.
- 27.1.2. Crossways lacks a defined centre but has a range of local services, dispersed around the village. Their provision has not always kept pace with development, although recent development has helped to improve local facilities, including a new first school.
- 27.1.3. The settlement of Moreton Station comprises a small collection of houses that have been developed around the railway station within Moreton parish. It lies within a relatively flat, wooded area on the edge of the Frome valley with the wooded aspect of the area hiding the settlement from more distant views. Moreton Station gains much of its identity from its heritage, including the railway sidings, station buildings, industrial coal yard, terraces and groupings of early 20th century cottages running parallel to the railway line. It has a distinct identity separate from the more modern development at Crossways.
- 27.1.4. The Crossways/Moreton area holds an important resource of sand and gravel. Some of the resource has already been extracted with further areas proposed for extraction in the Dorset Minerals Sites Plan.

27.2. Vision

- 27.2.1. In 2038 Crossways/Moreton Station will have:
- a reasonable balance of homes, jobs and community facilities;
 - a strong sense of identity and place, as one of the larger Dorset villages, reflecting its unique history; and
 - good links to Dorchester and south-eastern Dorset, including taking advantage of the opportunities of its proximity to a frequent rail service.

27.3. Development strategy

- 27.3.1. The village lies roughly equidistant between Dorchester and Wool on the London (Waterloo) to Weymouth railway line. This location on the railway line offers

Section 27: Crossways/Moreton Station

significant opportunities for sustainable travel, with alternatives to car travel being available, and theoretically a sustainable location for growth. However, there is a need for additional facilities within the area to enable everyday needs to be met locally.

- 27.3.2. To help make the Crossways area more sustainable, the development proposed South of Warmwell Road included locations for a replacement village hall and doctor's surgery close to the existing convenience store, giving a focus to the village. The Warmwell Road development site has however not yet been built.
- 27.3.3. Opportunities for development at Crossways/Moreton Station include:
- Land adjacent to Oaklands Park, Warmwell Road has planning permission for the construction of 49 homes and 8 commercial units;
 - Land to the West of Frome Valley Road has been granted planning consent for 140 homes, infrastructure, landscaping and creation of a SANG. (This SANG will also make provision for the site at Woodsford Fields);
 - Land South of Warmwell Road where outline planning permission has been granted subject to a legal agreement for 401 homes, 2.5 hectares of employment land and an area of Suitable Alternative Natural Greenspace (SANG). In addition, full permission has been granted for 99 homes, a new doctors' surgery, a replacement village hall, a car park and a new village green. This development has the potential to focus community facilities in a central location;
 - Redbridge Pit/Moreton Station is being allocated through the Purbeck Local Plan which is currently progressing through examination. This will provide around 490 new homes, a 65 bed care home, community facilities and supporting infrastructure;
 - Land at Woodsford Fields – this site has capacity for around 275 homes, additional open space provision and the expansion of the existing first school. (SANG provision will be delivered through the development of the West of Frome Valley Road and West of Crossways development sites);
 - Land West of Crossways – this site has capacity for around 150 homes, together with a strategic SANG for the wider area; and
 - Land adjacent to Deer Leap House – the site has capacity for around 40 self-build plots and the provision of a convenient and safe walking/cycling route between the village and the railway station.
- 27.3.4. There are internationally protected heathlands in the wider surrounding area and it will be essential that any adverse impacts from additional recreational pressure are avoided. Sufficient attractive informal recreation land will need to be made available within easy walking distance of development through the provision of a strategic network of green spaces (SANGS). In order to maximise housing land and the

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community's access to green spaces a coordinated master planning approach is required between developers and involving Dorset Council and Natural England.

- 27.3.5. All sites are located within the Poole Harbour catchment area as identified by the Poole Harbour and Nitrogen Reduction Supplementary Planning Document (SPD) 2017. Any development in this area will be required to be nitrogen neutral.
- 27.3.6. Sand and gravel deposits may exist on potential housing and employment sites around Crossways. If viable deposits exist, the council may require their prior extraction.
- 27.3.7. Dorset Council plans to improve the connecting route with Dorchester through the construction of a link road to the West Stafford bypass, which would enable a level crossing on the railway to be closed. Future development should contribute towards the delivery of this route and should not compromise its construction.
- 27.3.8. At the more local level, the development of land around Crossways provides a unique opportunity to enhance the character of the settlement and provide more of a community focus. The provision of additional employment and community facilities in conjunction with any housing development is important to increase the village's relative self-containment and reduce the need to travel. All developments should take advantage of the village's proximity to the railway station and facilitate safe pedestrian and cycle access to it.

27.4. Town centre strategy

- 27.4.1. Crossways does not currently fulfil the definition of a local centre as the amenities in the village are dispersed throughout the settlement and are of purely neighbourhood significance.
- 27.4.2. Proposals for enhanced retail provision in Crossways to serve the village would be supported to allow the settlement to become more self-sufficient and create a centre for the expanded settlement. This centre would be best located on Warmwell Road and close to Fiveways junction so that it is central to the expanded village and benefits from through traffic. However, any proposal would need to be sequentially tested and assessed in relation to the scale of the existing settlement, taking into account proposals for housing growth in the wider Crossways area.

27.5. Main development opportunities

Land south of Warmwell Road

- 27.5.1. Land to the south of Warmwell Road was allocated⁶ in 2015 for a mixed-use development, including about 500 new homes, a minimum of 2.5 hectares of employment land and local community facilities. Outline planning permission (subject to the completion of a planning agreement) was granted for the site in 2017.
- 27.5.2. To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces, including SANGs. The development will also need to be 'nitrogen neutral', in accordance with the Nitrogen Reduction in Poole Harbour SPD, to avoid impacts on Poole Harbour.
- 27.5.3. The prior extraction of viable deposits of sand and gravel from the site will be required and necessary highway improvements, including access into the site will need to be provided as part of any scheme.
- 27.5.4. The outline consent (which will be granted on completion of a planning agreement) addressed all the strategic issues outlined above and includes an agreement with Dorset Council to extract a proportion of the safeguarded minerals within the site.
- 27.5.5. These strategic and more local issues should be addressed through a masterplan and any on and off-site provision and contributions to community infrastructure will be sought in line with Policy COM1. These will be secured through a legal agreement. The development of the site will need to be appropriately phased to take account of issues such as the provision of SANGs, the prior extraction of minerals and employment land provision. A new community hall and new doctors' surgery should be provided in the first phase of development.
- 27.5.6. There are designated and non-designated heritage assets on or adjacent to the site including the earthworks of Bowley's Camp Scheduled Monument within Bowley's Plantation. Old maps show that the above-ground embankments of the monument originally extended westwards onto the allocated site. The setting of this heritage asset and the impact of development upon its significance must be taken into consideration and be used to inform the distribution and scale of built form on the

⁶ Allocated through the West Dorset, Weymouth & Portland joint Local Plan, 2015

site. There are also opportunities to enhance the public understanding of the monument.

CRS1: Land south of Warmwell Road

- I. Land south of Warmwell Road, as shown on the policies map, will provide for a comprehensive mixed-use development to include new homes, local community facilities and at least 2.5 hectares of employment land.
- II. The development will be required to mitigate any adverse effects upon internationally designated heathlands.
- III. The development will be required to incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional nutrient loading upon the Poole Harbour internationally designated sites.
- IV. The development will deliver highway improvements necessary for the development to go ahead.
- V. The site should be developed in accordance with a comprehensive masterplan for the development prepared by the developer/landowner in conjunction with Crossways Parish Council, adjoining parish councils, Network Rail and the local community, and agreed by Dorset Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment. The masterplan should ensure that:
 - there is an appropriate mix and layout of uses, including community facilities within the village and there is adequate provision of community infrastructure;
 - the development is appropriately phased, including the provision of a new community hall and new doctors' surgery in the first phase of development;
 - the layout of the development protects and preserves the significance of Bowley's Camp Scheduled Monument;
 - the layout secures opportunities to provide improved access and recreational use and promote biodiversity within a network of spaces. This will include the provision and location of suitable alternative natural green space (SANGS);
 - good links to the wider footpath and cycle network are provided through the village. This should include pedestrian/cycle links to Moreton station;

- the design and layout relates positively to the surrounding area, enhances local character and does not have an adverse impact on the landscape setting of the village;
- existing hedgerows, trees and woodland within the development are retained where possible and provision for their future retention and management put in place; and
- sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.

Moreton Station/Redbridge Pit

- 27.5.7. Moreton Station/Redbridge Pit is located close to Crossways. The council has identified a suitable site, formed from an existing sand/gravel pit and an adjoining caravan site in the same ownership, for around 490 new homes and a care facility of around 65 units. The exact form and design of the care facility should be established through consultation with local health and social care providers and respond to the changing needs of older and disabled people in the area. There should also be provision of around 10% of the dwellings on site delivered as supported-living affordable homes.
- 27.5.8. Sand and gravel are currently being extracted from part of the site. Conditions on this planning permission require the minerals site to be restored by 31 December 2022
- 27.5.9. To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces (SANG). A coordinated approach to development in the area should be led by a masterplan. This masterplan should be produced by the developer/landowner in conjunction with Crossways and Moreton Parish Councils, Network Rail and the local community, and agreed by Dorset Council.
- 27.5.10. The nearest school to the site is Frome Valley CE First School in Crossways which will need to expand in order to accommodate the growth planned in the area. In addition, the upper tiers of local schools will need to increase capacity and hence contributions will be sought towards this. In addition to school provision, the local doctors' surgery will need to expand and contributions will be sought to help deliver this expansion.

CRS2: Moreton Station/Redbridge Pit

- I. Land at Moreton Station/Redbridge Pit and caravan site, as shown on the policies map, is allocated for development to deliver housing, a care facility, supported living housing and community facilities.
- II. The type of care facility provided will be agreed in consultation with local health and social care providers.
- III. Delivery of the homes will be phased, commencing after the current use of part of the site as a sand and gravel pit has come to an end and the site has been restored in accordance with the relevant minerals and waste planning permission.
- IV. The development will be required to provide (and make arrangements for its management in perpetuity) an on-site SANG and off-site Heathland Support Area to avoid the adverse effects from the new homes on protected heathland sites. The on-site SANG must be at least 18ha (in the eastern part of the site) and the Heathland Support Area at least 23.8 hectares as indicated on the policies map.
- V. The site should be developed in accordance with a comprehensive masterplan for the development prepared by the developer/landowner in conjunction with Crossways and Moreton Parish Councils, Network Rail and the local community, and agreed by Dorset Council. The masterplan should ensure that:
 - the development improves accessibility between the site and nearby employers, services (including Moreton railway station) and facilities by forming or improving defined walking and cycling routes;
 - it provides for improvements to the station/travel interchange, to include an additional shelter for customers travelling on the railway, secure cycle parking and improvements to the pedestrian crossing over the railway line;
 - it provides a convenience retail unit of around 350 m² floorspace close to Fiveways junction on Warmwell Road;
 - it avoids, and where necessary mitigates, the effects of noise from the adjoining railway line, unstable ground and any possible contamination on new homes within the development site;
 - it identifies important trees in the part of the site currently being used as a caravan site, as well as those growing around the site's southern and western edges, and designs suitable layouts for development which allow these trees to be retained;
 - it includes details in a traffic statement or assessment of the likely impact on the safety risk at the level crossing and mitigation measures that satisfy Network Rail and the Highways Authority; and

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- VI. it includes details of improvements/alterations to the local roads including junction improvements along the B3390 (at Fiveways junction in Crossways), including pedestrian and cycle access to Crossways.

Land adjacent to Oaklands park

- 27.5.11. Land adjacent to Oaklands Park has been granted planning permission for 49 homes, eight commercial units and associated landscaping. In accordance with other policies in this plan, the development will also need to mitigate its impact on habitats sites either through on-site measures or through financial contributions.
- 27.5.12. The land is on the southern side of the road on the western edge of Crossways and is separated from the main part of the village. Pedestrian access to the existing network of footpaths and to provide a link to the village will be required.

CRS3: Land adjacent to Oaklands Park

- I. Land adjacent to Oaklands Park, as shown on the policies map, is allocated for housing and employment uses.
- II. The site will be required to provide pedestrian access to link to the existing network of footpaths to enable residents to access facilities and services in the village.

Land West of Frome Valley Road (proposed allocation)

- 27.5.13. The site west of Frome Valley Road lies close to the existing built form of Crossways and the railway line. It already has planning consent for 140 dwellings with associated SANG provision and will be developed over the plan period.
- 27.5.14. The outline consent includes a level of SANG provision above the minimum required for the level of development proposed with a strategic approach being taken to enable further land in the area to be developed.
- 27.5.15. The prior extraction of viable deposits of sand and gravel from the site will be required under the Bournemouth, Dorset and Poole Minerals Strategy. This issue is addressed through a condition to the current planning consent.
- 27.5.16. The boundaries of the site support hedgerows and scattered trees with an area of plantation woodland and a hedgerow on the southern edge. An area of plantation woodland also runs north-south through the site. These features should be retained and enhanced as part of any development and/or included in the associated SANG for the site, to act as wildlife corridors and to enhance biodiversity.

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- 27.5.17. The land lies west of Frome Valley Road and is segregated from the heart of the village. Pedestrian access to the existing network of footpaths and to provide a link to the village will be required.

CRS4: Land to the west of Frome Valley Road

- I. Land to the west of Frome Valley Road, as shown on the policies map, is allocated for housing development with associated informal open space provision.
- II. The development should retain and enhance existing areas of woodland, trees and hedgerows as part of the proposals.
- III. The site will be required to provide pedestrian access to link to the existing network of footpaths to enable residents to access facilities and services in the village.

Land at Woodsford Fields (proposed allocation)

- 27.5.18. Land at Woodsford Fields is located between the existing built form of Crossways and the railway line. It adjoins Frome Valley First School, a recreation ground on Dick O' Th' Banks Road and an area of woodland on the eastern edge. The site is currently in agricultural use. It could deliver about 275 new homes together with areas of informal open space, which would be best located adjoining the existing recreational area and the woodland edge.
- 27.5.19. The cumulative scale of development at Crossways will require the provision of accommodation for an additional 2 forms of entry in the first school. This need should be met through the extension of the existing first school onto this allocated site.
- 27.5.20. To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces. This site has the opportunity to provide more formal recreation opportunities.
- 27.5.21. A co-ordinated approach between developers, Dorset Council and Natural England will be required to ensure that an adequate level of SANG provision can be secured in the Crossways area. Current guidelines seek a minimum of 8 hectares per 1,000 population. A more formal recreational area, which will not count towards the SANG requirement, will be provided on this site, together with the provision of SANGs elsewhere in the Crossways area; most likely in association with the development of sites at West of Frome Valley Road (Policy CRS4) and West of Crossways (Policy CRS6).

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- 27.5.22. The site is within the minerals safeguarding zone. The location and concentration of any sand and gravel deposits would need to be assessed to clarify whether any mineral extraction would be necessary prior to the development of the site.
- 27.5.23. There are two areas of surface water flood risk on the site, which will be a factor in site design. Built development should seek to avoid these areas as part of any scheme and to ensure that a deliverable drainage strategy is put in place to reduce flooding in this area especially in relation to the railway line and any culverts related to it.
- 27.5.24. The northern boundary of the site includes an area of plantation woodland adjacent to the railway line. This should be retained to provide screening in the wider landscape and to maximise biodiversity opportunities, including as a wildlife corridor adjacent to the railway line.
- 27.5.25. The main vehicular access should be provided from Dick O' Th' Banks Road. Pedestrian/cycle access should be provided to the first school and the recreation ground and link into existing residential areas. Pedestrian/cycle access to the railway station along the B3390 Warmwell Road should also be enhanced. Contributions from this site will be taken towards the delivery of a new road linking the road west of Crossways (D21322) to the West Stafford bypass to enable the closure of the Woodsford No. 38 level crossing.
- 27.5.26. In conjunction with the proposed site adjacent to Deer Leap House (Policy CRS7), this site should facilitate the delivery of a pedestrian and cycle route connecting directly to the railway station.

CRS5: Land at Woodsford Fields

- I. Land at Woodsford Fields, as shown on the policies map, is allocated for housing development, with associated formal and informal open space provision and an extension to Frome Valley First School.
- II. The development will be required to mitigate any adverse effects upon internationally designated heathlands. This will require the provision of formal and informal open space on site and the provision of sufficient areas of suitable areas of natural greenspace in association with other sites allocated at Crossways in the local plan.
- III. The development should retain and enhance existing areas of woodland, trees and hedgerows as part of the proposals. These should be enhanced to provide effective mitigation of the noise associated with the railway line.
- IV. Sustainable drainage methods are required to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere especially related to the railway line.
- V. The site will be required to provide pedestrian and cycle access to link to the existing network of routes and to enable residents to access facilities and services in the village including facilitating improved pedestrian and cycle routes to the railway station

Land to the west of Crossways (proposed allocation)

- 27.5.27. Land to the West of Crossways is located west of the road to Dorchester and north of Warmwell Road. It is fairly close to facilities in the village, including the local shop and will be close to the proposed new village hall and doctors' surgery as part of the Warmwell Road allocation. The capacity of the site is likely to be determined by the strategic need for SANGs associated with other sites allocated for housing at Crossways in the local plan review. It is estimated that the site has the capacity for about 150 new homes, with associated SANG provision. SANG provision should therefore be coordinated with other sites around the village to deliver the necessary level of provision.
- 27.5.28. A coordinated approach between developers, Dorset Council and Natural England will be required to ensure that an adequate level of SANG provision is secured in the Crossways area. Current guidelines seek a minimum of 8 hectares per 1,000 population. SANG provision on this site may need to mitigate against adverse effects from both this site and other sites allocated for housing in the Crossways area; most notably sites CRS1 and CRS2.

Section 27: Crossways/Moreton Station

- 27.5.29. The site is within the minerals safeguarding zone and some extraction of sand and gravel has already taken place. The location and concentration of any remaining deposits would need to be assessed to clarify whether further mineral extraction would be necessary prior to the development of the site.
- 27.5.30. Features on the site include a thick hedgerow with some larger trees interspersed throughout on the northern boundary. Proposals on the site should seek to retain existing hedgerows and trees to maximise biodiversity opportunities.
- 27.5.31. There is an area of surface water and ground water flooding identified on the northern portion of the site, which will be a factor in site design. Built development should seek to avoid this area as part of any scheme and provide an appropriate drainage scheme to address the issue.
- 27.5.32. Land to the West of Crossways is separated from the village by a road. The provision of pedestrian/cycle links, including to the first school on Dick O' Th' Banks Road, will be required. The site lies between the village of Crossways and the Silverlake holiday home development. Opportunities to secure safe pedestrian and cycle links between the two communities should be explored through any design process. The site should also be designed to provide pedestrian/cycle links to the 'land adjacent to Oaklands Park' allocation (Policy CRS3) and other SANGs in the area.
- 27.5.33. An off-site contribution will be sought and secured through a legal agreement to help with the delivery of a new road linking the west of Crossways (D21322) to the West Stafford bypass to enable the closure of the Woodsford No. 38 level crossing.

CRS6: Land to the west of Crossways

- I. Land to the west of Crossways, as shown on the policies map, is allocated for housing development with associated informal open space provision.
- II. The development will be required to mitigate any adverse effects upon internationally designated heathlands. Land to the west of Crossways should include the provision of an area of suitable alternative natural greenspace (SANG) to mitigate any adverse effects from this site and any unmitigated adverse effects from other sites allocated for housing in the Crossways area.
- III. The development should retain and enhance existing trees and hedgerows as part of the proposals.
- IV. Sustainable drainage methods are required to manage surface water and ground water flooding issues and ensure flood risk is not exacerbated elsewhere.
- V. The site will be required to provide pedestrian access to link to the existing network of footpaths to enable residents to access facilities and services in the village.

Land adjacent to Deer Leap House (proposed allocation)

- 27.5.34. Land adjacent to Deer Leap House is located to north-east of Crossways between the village and the railway station at Moreton. The site has an estimated capacity for around 40 self-build plots.
- 27.5.35. To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land may need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces. Provision should be through a coordinated approach with other development sites in the Crossways area.

Section 27: Crossways/Moreton Station

27.5.36. The site is strategically positioned between Moreton Railway Station and the village of Crossways, making it ideally placed to provide an off-road route for pedestrians and cyclists. Development of the site as self-build plots should therefore be laid out to facilitate the provision of a convenient and safe route between the adjacent Woodsford Fields development site (Policy CRS5) and the railway station.

CRS7: Land adjacent to Deer Leap House

- I. Land adjacent to Deer Leap House, as shown on the policies map, is allocated for around 40 self-build plots.
- II. The development will be required to mitigate any adverse effects upon internationally designated heathlands. Land to the west of Crossways should include a strategic approach to the provision of an area of suitable alternative natural greenspace (SANG) to mitigate any adverse effects from this site.
- III. The site will be required to provide safe and convenient cycle and pedestrian links between Moreton Railway Station and the village of Crossways.

Q: Crossways and Moreton

- 1: Do you agree with the suggested approach and what it is trying to achieve?
- 2: What about the suggested policy wording?
- 3: Could any amendments improve the policy or its strategy?

Section 27: Crossways/Moreton Station

Figure 27.1: Map of proposed development sites at Crossways/Moreton Station.

