

**Joint Local Plan Review
for
West Dorset, Weymouth and Portland**

PREFERRED OPTIONS CONSULTATION

MAY 2018

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1 Introduction

1.1 THE LOCAL PLAN REVIEW

WHAT IS A LOCAL PLAN?

- 1.1.1 The planning system governs the use and development of land. It controls which new buildings will be built and where they should go. The purpose of the planning system is to contribute to the achievement of sustainable development and local councils are expected to plan positively for the needs of their area.
- 1.1.2 The joint local plan for West Dorset and Weymouth & Portland was adopted in October 2015 and is now being reviewed, as advised by the local plan inspector. The local plan review, when adopted, will replace the current local plan and will form part of the development plan for the area. It will provide the main basis for making decisions on planning applications giving local communities, developers and investors greater certainty about the types of applications that are likely to be approved.
- 1.1.3 The National Planning Policy Framework (NPPF) and any other national planning policy must be taken into account in the preparation of local and neighbourhood development plans and are material considerations in determining planning applications.
- 1.1.4 Neighbourhood development plans, when adopted, also form part of the development plan. They are prepared by local communities (led by a parish or town council, or where none exists, a neighbourhood forum). These can be as simple, or as detailed, as local people want, provided they have regard to national planning policy and are in general conformity with the strategic policies of the local plan (and in due course local plan review). When a neighbourhood development plan is brought into force, its policies will take precedence over the existing non-strategic policies in the local plan (or review) for that neighbourhood, where they are in conflict.
- 1.1.5 Other development plan documents and supplementary planning documents may be produced when necessary to cover specific topics or sites or to provide more detailed policy. These will also be used to guide decision taking. All relevant planning policy documents can be seen at the council offices and on www.dorsetforyou.com.

WHAT PERIOD DOES THE LOCAL PLAN REVIEW COVER?

- 1.1.6 The local plan review will cover the period from 2016 to 2036. The start date reflects when the most up-to-date household projections (2014-based) were published and the end-date is as recommended by the inspector of the currently adopted local plan.
- 1.1.7 National guidance states that most local plans will require updating in whole or in part every 5 years. The local plan is therefore likely to be reviewed again well before the end of this plan period, to ensure that it remains effective and up-to-date.

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WHO PRODUCED THE LOCAL PLAN REVIEW?

- 1.1.8 This document has been produced by West Dorset District Council and Weymouth and Portland Borough Council as the key development plan document for the area. It has been informed by both councils' Corporate Plans and the Community Plans developed by the West Dorset Partnership and the Weymouth and Portland Partnership.
- 1.1.9 Whilst the plan has been jointly prepared, decisions on land within the boundaries of each council area have been made by the council for that specific area. Planning applications will continue to be determined by each council for its own area.

GUIDE TO USING THIS DOCUMENT

- 1.1.10 The next sections of this chapter contain an overall description of the plan review area and the issues it faces (the plan's context). They also include the overarching VISION and STRATEGIC PRIORITIES for the plan review area, and the STRATEGIC APPROACH which together provide the strategic policy direction for the plan, any related development plan documents and neighbourhood development plans.
- 1.1.11 This document is then split into chapters covering:
- **ENVIRONMENT AND CLIMATE CHANGE** – which is about protecting and enhancing our natural environment, our built heritage, protecting ourselves from natural and man-made disasters and achieving high quality and sustainability in design;
 - **ACHIEVING A SUSTAINABLE PATTERN OF DEVELOPMENT** – which sets the overall level of growth in the plan period, and the overarching approach to how this growth is distributed across the plan review area;
 - **ECONOMY** – which looks at the need to provide new and protect existing employment sites, our approach to retail and town centre development, tourism and rural enterprise;
 - **HOUSING** – which considers the policies needed on providing affordable and open market housing and how this might differ depending on the location and type of units proposed, and the need for particular types of housing development such as care accommodation and self-build; and
 - **COMMUNITY NEEDS AND INFRASTRUCTURE** – which sets out our approach to a wide range of community facilities and infrastructure, including specific policies for public open space, sport and recreation facilities, education and training facilities, transport, renewable energy, telecommunications and broadband.
- 1.1.12 For each of these themes there is the relevant excerpt from the strategic approach which sets the over-arching strategy for that topic, and more detailed policies that will be applied to specific issues or types of development.
- 1.1.13 Following this, there are visions and site-specific policies for each of the main towns and areas of growth, being **WEYMOUTH, PORTLAND, LITTLEMOOR, CHICKERELL, DORCHESTER, CROSSWAYS, BRIDPORT, BEAMINSTER, LYME REGIS and SHERBORNE**. The remaining

settlements do not have specific policies but may still be covered by neighbourhood development plans prepared by that local community, which will become part of the development plan. A glossary at the back of this document explains what is meant by some of the terms used. Some of the key definitions are also included in boxes within the plan review itself.

- 1.1.14 Planning policies are written in bold and are prefaced by the chapter abbreviation and policy number (e.g.: SUS3.). In deciding whether a planning application is in conformity with the local plan review, the wording of these policies is the main focus. The accompanying text provides the ‘reasoned justification’ for the policy. This may include more detail on how the tests in policy should be applied and set out the type of information that may be required to support particular applications.
- 1.1.15 The plan review will replace the current local plan and should be read as a whole. Therefore policies on specific uses will not duplicate general issues such as the protection of heritage assets, nature conservation or the impact on the transport network, which are dealt with under those topic areas.

THE USE OF THE WORDS ‘WILL’ AND ‘SHOULD’

Policies in the plan review are written to cater for a wide range of planning applications, from small-scale domestic extensions up to large, mixed use development sites. Because of this, some flexibility needs to be built into the policy tests on occasion.

Where the word “will” has been used, this means that the policy test must be complied with and it is not expected that there will be exceptions made to this policy.

Where the word “should” is used, this means in general it is expected that the policy test will be met, but recognises that there may be exceptions made due to specific circumstances. It does not imply that the policy is optional. If an applicant considers that their case is an exception, then they should include information explaining the reasons why they consider such an exception should be made.

- 1.1.16 The local plan review brings together a large amount of government policy, research and evidence that have helped inform the preferred options. Further information can be found in the background papers on the councils’ website. A sustainability appraisal has also been produced which includes an assessment on equalities and health impacts.

1-i The local plan review will cover the period from 2016 to 2036. The start date reflects when the most up-to-date household projections (2014-based) were published and the end date is as recommended by the inspector of the currently adopted local plan. Do you agree that the local plan review should cover the period from 2016 to 2036?

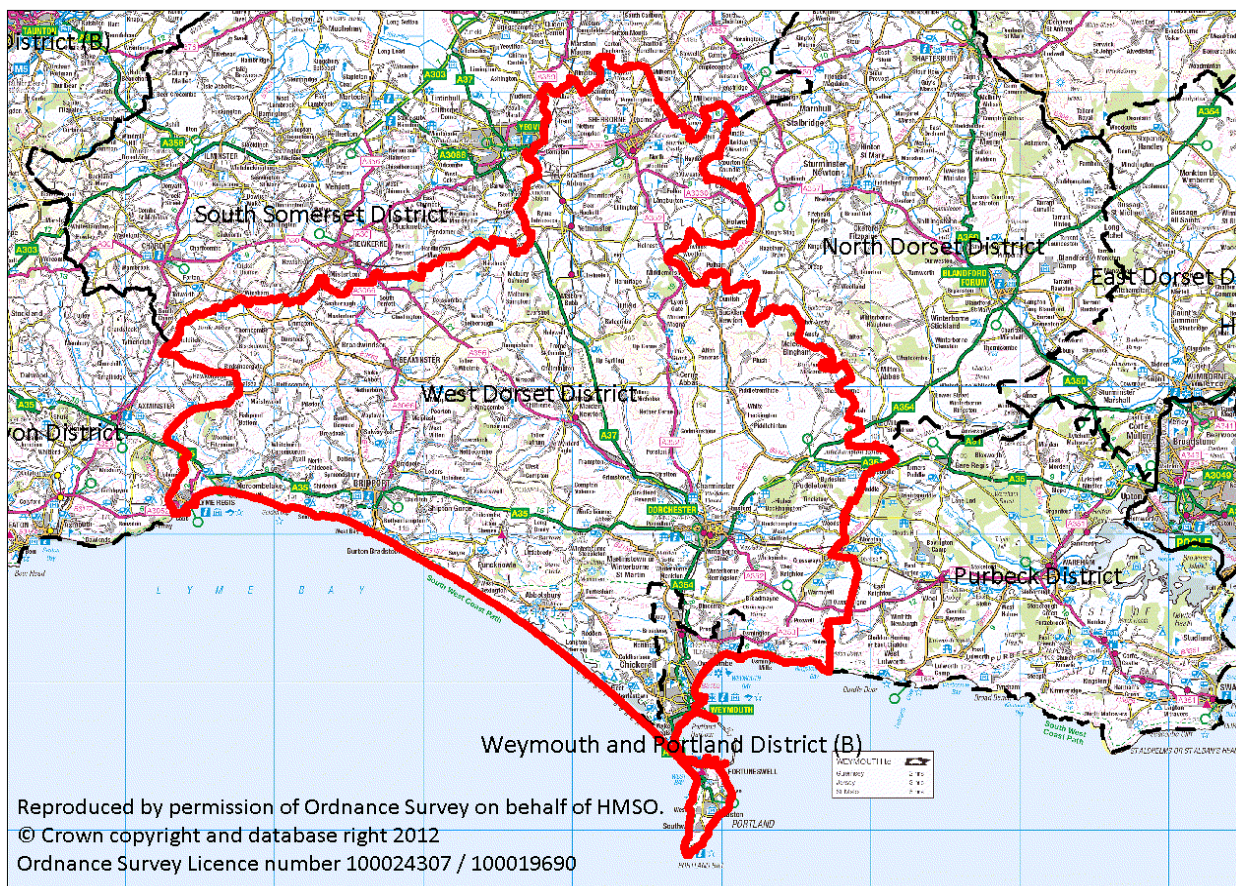
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West Dorset, Weymouth & Portland Local Plan Review – Preferred Options

1.2 THE PLAN REVIEW CONTEXT

- 1.2.1 The plan review area covers the entire administrative areas of West Dorset and Weymouth and Portland in the county of Dorset. There are strong links between the two council areas, and with neighbouring areas of Yeovil to the north, and Bournemouth & Poole to the east.
- 1.2.2 West Dorset is renowned for its outstanding environment, including a varied and beautiful landscape underpinned by great geodiversity which is expressed in the internationally recognised coastline, the Jurassic Coast World Heritage site, attractive villages and market towns. It has a range of cultural and historic associations, including those with Thomas Hardy’s novels, the Tolpuddle Martyrs and early discovery of fossils at Lyme Regis. Despite the high quality of life enjoyed by many in West Dorset there is a lack of affordable housing and some issues of rural isolation.

Figure 1.1: West Dorset, Weymouth and Portland plan area



- 1.2.3 The Borough of Weymouth & Portland has an exceptionally high quality landscape, seascape and built heritage, and is a major tourist resort. However, it contains areas of multiple deprivation, with parts of Weymouth Town Centre, Littlemoor, Westham and Fortuneswell within the top 20% of deprived areas in England.

1.2.4 The main towns in the area are¹:

<p>WEYMOUTH 52,168 population</p>	<p>Weymouth is the largest urban area in rural Dorset, with its town centre and Esplanade as the retail, commercial, leisure, cultural and tourist heart of the Borough. The town is not a continuous built-up area but is dissected by open spaces and landscape features, including large wetland nature reserves.</p>
<p>DORCHESTER 19,481 population</p>	<p>Dorchester is the largest town in West Dorset and has been the county town of Dorset since 1305. A market is held on Wednesdays. Major employers include Dorset County Council, the Dorset Councils Partnership and Dorset County Hospital.</p>
<p>BRIDPORT AREA² 13,661 population</p>	<p>Bridport is a market town located near the coast at the western end of Chesil Beach, at the confluence of the River Brit and its Asker and Symene tributaries. It originally thrived as a fishing port and rope-making centre.</p>
<p>PORTLAND 12,966 population</p>	<p>Portland is physically and visually separated from Weymouth, linked by a single carriageway road on the causeway adjacent to Chesil Beach and The Fleet. Although an entity in its own right, Portland is made up of a group of villages, each with very distinctive features. The Port is an important regional facility and has potential to play a more significant role in the UK. Considerable regeneration has taken place here in recent years.</p>
<p>SHERBORNE 9,645 population</p>	<p>Sherborne is a market town on the River Yeo and A30 road, on the edge of the Blackmore Vale east of Yeovil. Sherborne is famous for its abbey, castles, manor house and private schools. Much of the town, including many medieval and Georgian buildings and the Abbey, is built from distinctive ochre ham stone.</p>
<p>CHICKERELL 5,508 population</p>	<p>Chickerell is a small town north-west of Weymouth. Historically, fishing and brick making were the main industries in the area. The main employment area is now the Granby Industrial Estate.</p>
<p>LYME REGIS 3,603 population</p>	<p>Lyme Regis is a coastal town in Lyme Bay, on the English Channel coast at the Dorset-Devon boundary. The town is noted for the fossils found in the cliffs and beaches, which are part of the Heritage Coast—known as the Jurassic Coast—a World Heritage Site.</p>

¹ Population figures derived from 2014 mid-year estimates, Office for National Statistics

² Bridport area figures include Bridport town and the parishes of Allington, Bothenhampton and Bradpole

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<p>BEAMINSTER 3,097 population</p>	<p>Beaminster is a small town standing at the head of the valley of the River Brit. It hosts the Beaminster Festival, an annual nine-day music and art festival. The historic routes and plot patterns radiating out from the small market square, together with the local building materials, exert a strong influence on the character of the town.</p>
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1.2.5 The population of the area has increased gradually over time and is projected to continue to grow in the future. The level of growth has varied between towns and over the period, with some areas having experienced significantly more change than others.

Table 1.1: Percentage (%) population change from 1991 – 2014

	1991	2001	2011	2014	91-01	01-11	11-14	91-01	01-11	11-14
Beaminster	2,770	2,920	3,140	3,097	150	220	-43	5%	8%	-1.4%
Bridport	11,690	12,730	13,570	13,661	1,040	840	91	9%	7%	0.7%
Chickerell	4,160	5,310	5,520	5,508	1,150	210	-12	28%	4%	-0.2%
Dorchester	15,100	16,180	19,060	19,481	1,080	2,880	421	7%	18%	2.2%
Lyme Regis	3,760	3,530	3,670	3,603	-230	140	-67	-6%	4%	-1.8%
Portland	13,190	12,800	12,840	12,966	-390	40	126	-3%	0%	1.0%
Sherborne	8,740	9,310	9,520	9,645	570	210	125	7%	2%	1.3%
Weymouth	48,010	50,920	52,230	52,168	2,910	1,310	-62	6%	3%	-0.1%
West Dorset	85,500	92,400	99,300	101,380	6,900	6,900	2,080	8%	7%	2.1%
Weymouth and Portland	61,200	63,700	65,200	65,370	2,500	1,500	170	4%	2%	0.3%
Plan area	146,700	156,100	164,500	166,750	9,400	8,400	2,250	6%	5%	1.4%

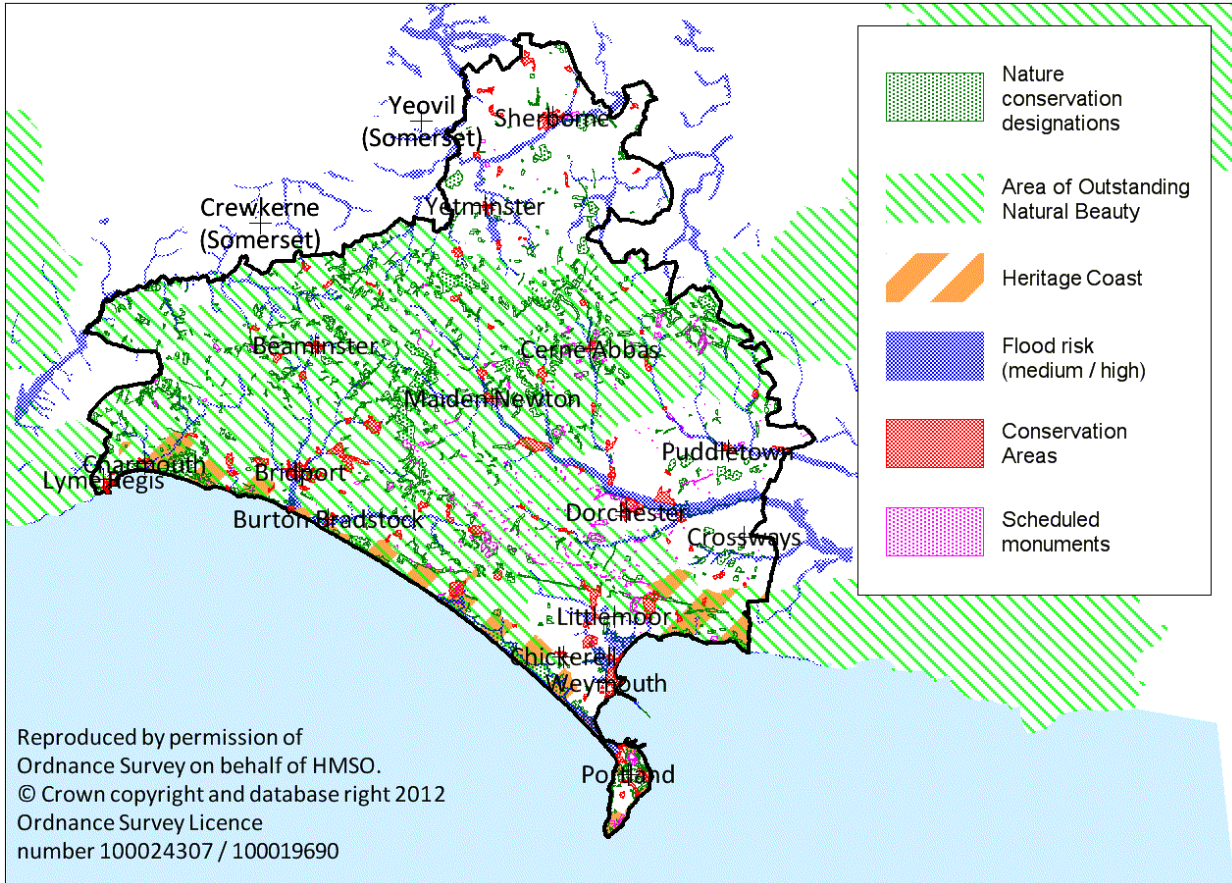
ENVIRONMENTAL ISSUES

1.2.6 Just over two-thirds of the plan area (69%) is designated as an Area of Outstanding Natural Beauty (AONB), and a major part of the coastline is designated as a Heritage Coast and World Heritage Site. The West Dorset, Weymouth & Portland area is home to a diverse range of wildlife habitats and species, with approximately 10,930 hectares (9.7%) of the area designated at a regional (5.5%), national (3.9%), and/or international level (2.8%).

There is also a rich historic heritage, with over 90 Conservation Areas, around 8,000 Listed Buildings and many nationally important Scheduled Monuments. The highest quality agricultural land (grade I and II) represent 21% of West Dorset, Weymouth & Portland, with the highest grade land situated to the north of Bridport and to the west of Sherborne.

- 1.2.7 Some of the key issues that face our environment include the pressures of development on greenfield sites, visitor and traffic pressures, and changes in farming practices. However, there are also many positive opportunities that development can bring, including improved land management and infrastructure as well as the use of good quality design and materials to enhance the appearance of the area.
- 1.2.8 Climate change is expected to increase instances of extreme weather including flooding and coastal erosion. There is a need to ensure that both existing and new communities are able to adapt in the long term as protection may not always be possible.

Figure 1.2: Environmental designations



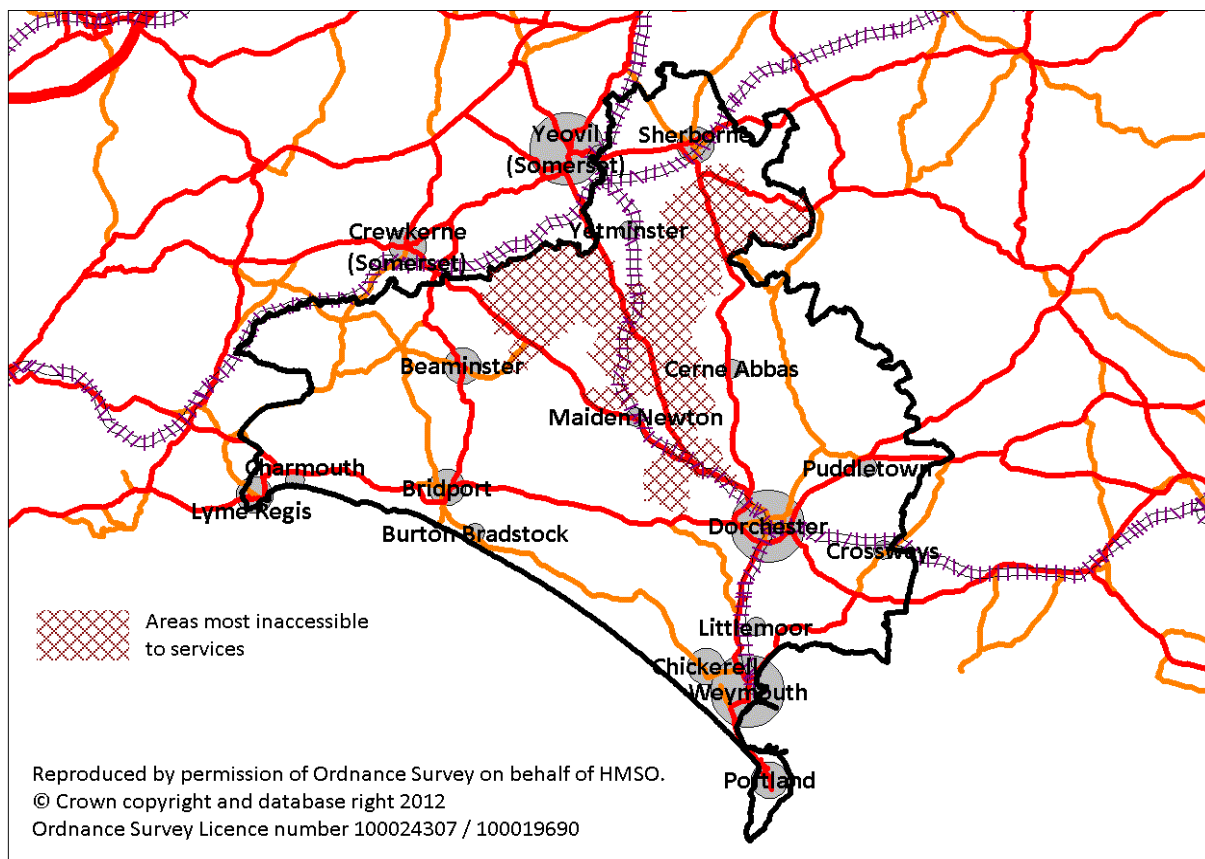
SOCIAL ISSUES

- 1.2.9 House prices in the area are comparatively high. In July 2016, the average house price in West Dorset was £264,002 while in Weymouth & Portland, it was £212,167.

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- 1.2.10 There is a high level of affordable housing need. In September 2017 there were 1,585 people on the housing register in West Dorset and 1,564 in Weymouth & Portland. The affordability of housing is a key issue with the ratio of median house prices to median earnings (local affordability ratio) in 2016 for West Dorset being 10.73 and 8.23 for Weymouth & Portland. Second home ownership is also an issue. 6.7% of properties in West Dorset and 3.9% in Weymouth & Portland are second homes. High fuel prices impact on local people, particularly those in older properties with a poor energy performance rating.
- 1.2.11 The population is becoming increasingly elderly as local residents live longer and people close to retirement age move into the area. This imbalance is exacerbated as young people move out due to limited employment opportunities and high house prices.

Figure 1.3: Access issues



- 1.2.12 There are no motorways within the area but there are rail links to London and Bristol. Transportation can be a problem in the more rural areas where public transport provision is limited: some parts (Halstock, the Frome Valley, and the Cam Vale) are in the top 1% of areas in the country that are most inaccessible to services. This also has an impact on costs (and the carbon footprint) of local service provision, such as those borne by the county council and NHS in transporting people to schools and medical facilities. Movement patterns indicate that distances travelled to work often exceed 10 kilometres, particularly

from outlying rural areas. In Weymouth & Portland, many outbound commuters work in Dorchester. Significant seasonal variations in travel demand and movement often lead to further transport problems and congestion, particularly in urban areas. However over £100 million has been invested in the strategic road network to relieve traffic congestion in Weymouth and improve the travel time within the Weymouth to Portland transport corridor.

- 1.2.13 West Dorset has a relatively low rate of crime; however, Weymouth & Portland has some of the highest crime rates in Dorset and includes a number of areas that have a higher than average crime rate compared with the rest of England and Wales. This is partly due to the greater density of population in an urban area, relative to the more dispersed rural populations, and is exacerbated by the high number of visitors during the holiday season.
- 1.2.14 Arts and other cultural facilities can help stimulate new skills, encourage people to interact and reinforce their sense of belonging. The rural nature of West Dorset means there are limited entertainment, art and culture opportunities when compared with other districts. The main arts provision in West Dorset is in Bridport, although further provision is planned for Dorchester and Sherborne. In contrast, Weymouth and Portland has a greater concentration of cultural and leisure attractions and venues. Some of these venues are thriving through wider influences such as the Olympics and the designation of the East Devon and South Dorset coastline as Britain's first Natural World Heritage Site, although others require significant investment.
- 1.2.15 Health inequalities are increasing. Poor health is more prevalent among people on lower incomes, and where there is limited access to facilities that benefit health. In West Dorset this is most apparent in the more rural and isolated areas. Weymouth & Portland, as a predominantly urban area, has concentrations of health deprivation, including mental health, childhood obesity, and teenage pregnancy, in certain areas, with the most serious being found in Fortuneswell South and Littlemoor North.

ECONOMIC ISSUES

- 1.2.16 West Dorset has a higher proportion of businesses within the agricultural sector than the national average, reflecting the rural nature of the district. Weymouth & Portland has a higher proportion of businesses within the accommodation and food and arts, entertainment and recreational sectors reflecting the dominance of tourism.
- 1.2.17 The majority of businesses in West Dorset (69%), Weymouth & Portland (68%) and across the South West of England (68%) are small, employing between 0-4 people. The proportion of new businesses opening in West Dorset (8.3%) is below that of Weymouth & Portland (12.4%), South West England (10.6%), and England and Wales (13.7%).
- 1.2.18 The output of businesses in West Dorset, as measured through gross value added or GVA, has risen since 2010 and is now above the South West average but remains below the national average. The GVA in Weymouth and Portland has fluctuated in recent years and remains significantly below the South West and national averages.

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- 1.2.19 Both West Dorset and Weymouth & Portland have experienced a decline in employment over the last five years. Sectors which have experienced high employment decline include the public sector, transport and logistics, and wholesale and retail.
- 1.2.20 Wage levels are lower than the national average and there is a reported shortage of labour with relevant skills or training. This may increase over the plan review period as a large proportion of existing trades people are due to retire.
- 1.2.21 Unemployment in West Dorset has decreased during the past 5 years from 1.7% in 2009 to 0.7% in 2015, and remains below the South West average of 1.3% and the national average of 2.3%. Unemployment in Weymouth & Portland has decreased during the past 5 years from 3.3% in 2009 to 1.6% in 2015. This is above the South West average but below the national average.
- 1.2.22 Poor broadband coverage has been an issue in recent years, but by March 2017 94% of Dorset was able to access superfast broadband (at least 24 Mbps).
- 1.2.23 Whilst some towns, such as Bridport, have relatively balanced levels of jobs and housing, other towns, most notably Weymouth and Dorchester, have a significant imbalance. Weymouth has a significant amount of outward commuting to Dorchester for jobs and Dorchester relies on a much wider area for its workforce and economic success. Many Portlanders have had to look for job opportunities on the mainland and some of the employment opportunities created on the island do not match the skills of the local workforce. In Sherborne there is an inward flow of lesser-skilled workers who cannot afford the local house prices, and an outward flow of the higher-skilled workforce to jobs elsewhere outside the town.

DUTY TO CO-OPERATE

- 1.2.24 Councils and other public bodies have a duty to co-operate on planning issues that cross administrative boundaries, particularly those that relate to the strategic priorities for the plan review area. The inspector for the adopted joint local plan was satisfied that the councils had complied with this duty.
- 1.2.25 This joint local plan review addresses the cross-boundary issues between Weymouth & Portland and West Dorset. During its preparation the cross-boundary issues in the following specific locations have also been considered:
- Lyme Regis / Uplyme working with East Devon District Council;
 - Crossways / Moreton working with Purbeck District Council; and
 - edge of Yeovil working with South Somerset District Council.
- 1.2.26 More detail on how these and other Dorset-wide issues are being considered and addressed is set out in the Duty to Co-operate Statement that accompanies this Preferred Options Consultation Document.

1-ii The section on 'the plan context' has been revised to bring it up to date. The revised section draws on much of the contextual information included in the Initial Issues and Options Consultation Document for the local plan review. Does this revised section adequately capture the key environmental, social and economic issues facing the plan review area?

1.3 VISION AND STRATEGIC PRIORITIES

A VISION FOR WEST DORSET, WEYMOUTH & PORTLAND

The environmental quality of the area – its spectacular landscape, undeveloped coastline and picturesque settlements – is what makes the area special and an attractive place to live and do business.

The settlements in the area each have their own character – from small rural villages in West Dorset to the larger market towns with links to their past and coastal communities such as Weymouth with extensive maritime and tourist heritage.

Looking forward, the rich natural environment, heritage and links to the past need to be considered and respected, and where possible enhanced.

Within this context, in 20 years time, we want to be proud of the area in which we live. We want more and better paid jobs, more affordable homes, improved access to public transport and a network of community facilities that enable all ages and abilities to contribute to their community enabling a real sense of community belonging and engagement.

We wish to see significant investment and regeneration providing infrastructure to encourage businesses across the area to start and grow. It is important that we have a thriving and resilient economy, capitalising on the linkages between Weymouth, Dorchester and Portland as the key driver of economic activity in the area and capitalising on the opportunities at the market and coastal towns to provide for sustainable growth to serve the more rural areas.

STRATEGIC PRIORITIES

1.3.1 Realising the vision will rely upon many different stakeholders and service providers. Strategic priorities have been identified, which provide a concise expression of the objectives of the local plan review.

STRATEGIC PRIORITIES

Support the local economy to provide opportunities for high quality, better paid jobs

Meet local housing needs for all as far as is possible

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STRATEGIC PRIORITIES

Regenerate key areas including Weymouth and Dorchester town centres to: improve the area’s retail, arts, cultural and leisure offer; and increase employment opportunities

Support sustainable, safe and healthy communities with accessibility to a range of services and facilities

Protect and enhance the outstanding natural and built environment, including its landscape, biodiversity and geodiversity, and the local distinctiveness of places within the area – this will be the over-riding objective in those parts of the plan review area which are particularly sensitive to change

Reduce vulnerability to the impacts of climate change, both by minimising the potential impacts and by adapting to those that are inevitable– this will be the over-riding objective in those parts of the plan review area which are at highest risk

Provide greater opportunities to reduce car use; improve safety; ensure convenient and appropriate public transport services; and seek greater network efficiency for pedestrians, cyclists and equestrians

Achieve high quality and sustainability in design, reflecting local character and distinctiveness of the area

HOW WILL THE LOCAL PLAN MEET THE STRATEGIC PRIORITIES?

STRATEGIC APPROACH

ENVIRONMENT AND CLIMATE CHANGE

Development should protect and enhance the natural environment - its landscape, seascapes and geological conservation interests, its wildlife and habitats and important local green spaces - by directing development away from sensitive areas that cannot accommodate change. Where development is needed and harm cannot be avoided, appropriate mitigation to off-set any adverse impact to the landscape, wildlife and green infrastructure network will be required.

High priority will be given to protecting and enhancing the area’s heritage assets – including its Listed Buildings, Conservation Areas and archaeological sites, and other features with local historic or cultural associations, particularly where they contribute to the area’s local distinctiveness.

Development will be directed away from areas where there is likely to be significant risk to human health or the wider environment, through flooding, coastal erosion and land instability, air and water pollution.

Development should be of high quality design to help achieve sustainable, safe and inclusive communities, enhancing quality of life for residents and visitors, and designed in keeping with or to positively contribute towards the local identity of the area.

STRATEGIC APPROACH

ACHIEVING A SUSTAINABLE PATTERN OF DEVELOPMENT

In the period 2016-2036 a steady supply of housing and employment land should help to meet projected needs across the plan review area (15,880 new homes and about 51.6 hectares of employment land). The distribution of growth is influenced by:

- the role and function of the area’s settlements;
- the proximity and accessibility to existing communities, jobs and facilities;
- the supply of developable sites, including previously developed (brownfield) sites; and
- the environmental constraints of the plan review area.

The local plan review’s strategic allocations provide the main development opportunities and are fundamental to delivering sufficient development. These are located at Beaminster, Bridport, Chickerell, Crossways, Dorchester, Lyme Regis, the settlements on Portland, Sherborne and Weymouth (including an area north of Littlemoor that lies partly within West Dorset) and are indicated in Table 3.3. Redevelopment and infill opportunities on sites within the defined development boundaries (DDBs) of the main towns and other settlements will also contribute towards meeting the requirements.

Development opportunities in rural areas will be focused primarily at the larger villages and should take place at an appropriate scale to the size of the village (unless identified as a strategic allocation). Neighbourhood development plans will also bring forward new development, and may allocate additional sites, or extend an existing (or add a new) development boundary to help deliver growth. Away from existing settlements, development opportunities will be more limited and focussed on those activities that will help meet essential rural needs and support the rural economy.

ECONOMY

A continuing supply of land and premises suitable for employment uses is needed, of a type and scale appropriate to the characteristics of the local area, to provide sufficient opportunities for employment needs to be met locally, to reduce the need to travel and promote economic growth and social inclusion. This will be delivered through the allocation and provision of new sites (with the greater proportion of development at the towns), the suitable protection of existing employment sites (taking into account their significance), and flexible policies to allow development to come forward on other suitable sites.

The development of new retail and town centre uses will be directed to the town centres of Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis. Outside town centres, smaller scale development of shops, financial and professional services, food and drink, office, leisure and community uses will be directed towards district and local centres. Development should not undermine the functioning of any centre, or adversely affect its vitality or viability.

HOUSING

A continuing supply of housing land is needed to help meet the changing demographic and social needs of the area, and to help reduce the need to travel and promote economic growth and social

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STRATEGIC APPROACH

inclusion. The type, size and mix of housing will be expected to reflect local needs as far as possible and result in balanced communities.

Although the total projected need for affordable housing is not expected to be met in the plan review period, opportunities will be taken to secure affordable homes to meet local needs. This will include ensuring all new open market housing sites, above a certain size, make a contribution (through providing new affordable homes or, where this is not possible, making a financial contribution), and through a range of flexible policies that encourage affordable housing to come forward where there are suitable opportunities.

COMMUNITY NEEDS AND INFRASTRUCTURE

Community facilities that help promote social interaction as well as minimise the need to travel by car should be provided within local communities. Where possible and practicable (for example on larger developments), new local community facilities will be provided as part of the development, creating attractive and vibrant places to live. Existing local facilities will be protected through a flexible approach which recognises the changing needs in society.

Providing a safe transport route network for all types of travel, and providing choices for “greener” travel options where practicable, are also a key part of the strategy.

Some community facilities or infrastructure play a much wider, strategic role in our communities, such as flood defences, the strategic road and rail network and communications technologies. The Infrastructure Delivery Plan will be used to plan for these, with development contributing towards their delivery through either planning obligations or the Community Infrastructure Levy.

- 1.3.2 Communities preparing neighbourhood development plans will need to show how their proposals: positively contribute to the vision and strategic priorities; reflect the strategic approach; and are in general conformity with strategic policies of the local plan review.

1-iii A single vision is proposed for the local plan review area and the local plan’s ‘strategic objectives’ have been re-named ‘strategic priorities’. The role of the vision, strategic priorities and strategic approach in plan-making and decision-taking has also been clarified. Do these changes provide a clearer strategic policy direction for the local plan review and any other planning policy documents?

1.4 ACHIEVING SUSTAINABLE DEVELOPMENT

WHAT IS SUSTAINABLE DEVELOPMENT?

- 1.4.1 Local plans must be prepared with the objective of contributing to the achievement of ‘sustainable development’. National policy indicates that at a very high level, the objective of sustainable development is to meet the needs of the present without compromising the

ability of future generations to meet their own needs. Across the local plan review area, the vision and the strategic priorities set out what the councils are trying to achieve in terms of sustainable development, through their planning decisions.

- 1.4.2 In seeking to achieve sustainable development, the planning system has three overarching (economic, social and environmental) objectives, which are interdependent and should be pursued in mutually supportive ways to secure net gains across the different objectives. The NPPF states that the planning system should play an active role in guiding development towards sustainable solutions, but should also take local circumstances into account to reflect the needs and opportunities of each area. The strategic approach and the policies in this document set out how the local plan review seeks to achieve sustainable solutions that would secure net gains across the economic, social and environmental objectives.

1-iv The text has been updated to explain: what the Government considers sustainable development to mean; and what the councils are aiming to achieve in terms of sustainable development locally. Do these changes provide sufficient clarity on what is meant by sustainable development?

THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- 1.4.3 All plans should be based on and reflect the presumption in favour of sustainable development.³ For plan-making, councils should positively seek opportunities to meet the development needs of their area and their local plans should meet objectively assessed needs.⁴ The needs of the area have been objectively assessed and the local plan review includes policies and site allocations to meet these identified needs.
- 1.4.4 The councils will take a positive approach when determining planning applications which reflect the presumption in favour of development contained in the NPPF. The councils will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. The councils encourage pre-application consultation and discussion with applicants and agents prior to planning applications being submitted, enabling applications to be determined in a more efficient and positive manner.
- 1.4.5 This positive approach exists within the context of the ‘plan-led’ system. Development should reflect what the councils are trying to achieve in terms of sustainable development and as part of the positive approach, the councils will take account of the extent to which any proposal positively contributes to the local plan review’s vision and strategic priorities.

³ The presumption in favour of sustainable development is set out in paragraph 11 of the draft revised National Planning Policy Framework (March 2018)

⁴ Except in certain circumstances prescribed in the ‘plan-making’ section of paragraph 14 of the NPPF

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- 1.4.6 The ‘plan-led’ system requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. Any such ‘material considerations’ will be taken into account when deciding whether a proposed development delivers the economic, social and environmental objectives of sustainable development. Viability is likely to be a material consideration and advice on how it should be taken into account in decision-taking is included in the national Planning Practice Guidance.
- 1.4.7 Within the context of the plan-led system, the presumption in favour of sustainable development establishes different approaches to decision-taking depending on: whether a development plan is up-to-date; or whether a development plan is absent, silent or relevant policies are out-of-date. It also states that local plans should include clear policies that will guide how the presumption will be applied locally.
- 1.4.8 In circumstances where the local plan review is considered to be up-to-date, proposed development that accords with it (and where relevant, with policies in neighbourhood development plans) will be approved wherever possible. The councils will work with applicants to try and find sustainable solutions that jointly and simultaneously achieve economic, social and environmental gains. However, where such solutions cannot be achieved, applications that conflict with the local plan review (and where relevant, with policies in neighbourhood development plans) will be refused, unless material considerations indicate otherwise.
- 1.4.9 When assessing development proposals, the councils will consider whether any policy in the local plan review is out of date having regard to national policy, which states that due weight should be given to policies in existing plans according to their degree of consistency with the NPPF.
- 1.4.10 Where the policies in the local plan review, which are most important in determining an application, are out-of-date part d) of ‘the presumption’ is engaged. This states that for the purposes of decision taking, planning permission should be granted unless:
- “the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework (i.e. the NPPF) taken as a whole”.
- 1.4.11 Parts ii) and iii) of Policy INT1 reflect the ‘decision-taking’ section of the presumption. Part 11 d) ii of the presumption and the final bullet in part iii) of Policy INT1 (... ‘adverse impacts’ ...) is known as ‘the tilted balance’. In circumstances where ‘the presumption’ is engaged and part iii) of Policy INT1 applies, the councils will grant permission unless the presumption can be displaced on either (or both) of the two grounds listed, both of which require a planning judgment that is critically dependent on the facts.
- 1.4.12 In circumstances where part 11 d) i of ‘the presumption’ and the penultimate bullet of part iii) of Policy INT1 are applied, the presumption may be displaced on the grounds that the

proposed development is contrary to certain policies in the NPPF that protect areas or assets of particular importance, which when applied provide a clear reason for refusing the development proposed. These policies are listed in footnote 7 to the presumption, which makes it clear that part 11 d) i does not refer to policies in development plans.

- 1.4.13 In circumstances where part 11 d) ii of ‘the presumption’ (also known as the ‘tilted balance’) and the last bullet of part iii) of Policy INT1 are applied, the ‘weight’ to be given to any particular policy that forms part of the development plan will be a matter for the councils, having regard to all the circumstances of the case, including the implications of the ‘tilted balance’ where appropriate.

INT1. PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- i) When considering development proposals the councils will take a positive approach that:**
- reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF); and
 - takes account of the extent to which the proposal positively contributes to the vision and strategic priorities of the local plan review.
- ii) Planning applications that accord with the local plan review (and where relevant, with neighbourhood plans) will be approved wherever possible, unless material considerations indicate otherwise.**
- iii) Where there are no policies relevant to an application, or the policies which are most important for determining the application are out-of-date at the time of making the decision, the councils will grant permission unless material considerations indicate otherwise – taking into account whether:**
- the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits.

- 1-v Policy INT1 and supporting text have been revised to reflect the proposed changes to ‘the presumption in favour of sustainable development’ set out in the draft revised NPPF. Does revised Policy INT1 (and its supporting text) provide clarity on how the revised ‘presumption’ in national policy will be applied locally?**

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1.5 MONITORING AND REVIEW

Monitoring and, where relevant, targets are included in relation to specific policies in the local plan review. The councils will regularly monitor the extent to which the policies are effective and what they are delivering in terms of new development, social and economic factors and environmental protection. The councils will continue to engage and work collaboratively with service providers to review infrastructure requirements and regularly update the Infrastructure Delivery Plan.

- 1.5.1 The councils will consider what implications changes to national policy may have on the effectiveness of the local plan review. The role of neighbourhood development plans will also be monitored as they have the ability to play a key role in the planning of new development. Any of these factors may trigger the need to consider a further review of this document. In any event, a further review is likely to be put in place within 5 years of adoption in order to ensure that the local plan remains effective and up-to-date. The councils will consult with appropriate service providers in any further review of the plan.

2 Environment and Climate Change

2.1 INTRODUCTION

- 2.1.1 The local plan review area contains a diverse range of natural and built environments of exceptional quality. Much of the area is designated as an Area of Outstanding Natural Beauty (AONB) and a major part of the coastline is designated as a Heritage Coast and World Heritage Site. There are many important wildlife habitats and protected species and many buildings and landscapes are of architectural or historic interest.
- 2.1.2 Policies in the local plan review seek to protect these (and other) assets in a manner commensurate with their status, giving appropriate weight to their significance. Safeguarding the future of these assets and encouraging their enhancement and active management will help to support the local economy by ensuring that the area continues to be an attractive place to live, work and visit.
- 2.1.3 Local plan review policies seek to strengthen our resilience to key hazards (including the impacts of climate change) such as flooding, coastal erosion and extreme weather events. They also aim to promote better places for people to live through good design.
- 2.1.4 Good quality design is an integral part of sustainable development. Local plan review policies seek to ensure that new development responds positively to the character of its surroundings and is locally distinctive. The policies also recognise that good design goes beyond aesthetic considerations and includes issues such as: the landscape or townscape setting; the pattern of streets and spaces; organisation of uses; plot patterns; and the scale and positioning of buildings; and sustainability.

STRATEGIC APPROACH

Development should protect and enhance the natural environment - its landscape, seascapes and geological conservation interests, its wildlife and habitats and important local green spaces - by directing development away from sensitive areas that cannot accommodate change. Where development is needed and harm cannot be avoided, appropriate mitigation to off-set any adverse impact to the landscape, wildlife and green infrastructure network will be required.

High priority will be given to protecting and enhancing the area's heritage assets – including its Listed Buildings and Conservation Areas and archaeological sites and other features with local historic or cultural associations, particularly where they contribute to the area's local distinctiveness.

Development will be directed away from areas where there is likely to be significant risk to human health or the wider environment, through flooding, coastal erosion and land instability, air and water pollution.

Development should be of high quality design to help achieve sustainable, safe and inclusive communities, enhancing quality of life for residents and visitors, and designed in keeping with or to positively contribute towards the local identity of the area.

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2.2 PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT

LANDSCAPE AND SEASCAPE

- 2.2.1 The plan review area covers a range of unique and diverse landscapes, each with its own character and sense of place. These landscapes contain numerous qualities and features, such as open areas of higher ground allowing uninterrupted panoramic views, historic hilltop earthworks, monuments, field patterns with associated hedgerows, banks and stone walls, woodlands and tree clumps that contribute to local character and sense of place. Some rural and coastal areas have a sense of remoteness and tranquillity and others have strong cultural associations, for example with Thomas Hardy or artists including Turner and Constable.
- 2.2.2 Just over two-thirds of the plan review area (69%) is designated as an Area of Outstanding Natural Beauty (AONB), and a major part of the coastline is designated as Heritage Coast. Landscapes and seascapes that lie outside these national designations are not significantly less outstanding, and are also worthy of conservation and enhancement.

DORSET AREA OF OUTSTANDING NATURAL BEAUTY

- 2.2.3 The Dorset AONB is a collection of distinctive and diverse landscapes, which have been moulded by natural processes and human influence. These qualities, together with its rich wildlife and cultural associations, all contribute to its outstanding natural beauty. AONB designation gives statutory recognition to the national importance of the landscape and the councils will have regard to the conservation and enhancement of this natural beauty when making planning decisions.
- 2.2.4 National policy gives great weight to conserving the landscape and scenic beauty of AONBs, which is reflected in Policy ENV1. In considering how proposals may affect the landscape and scenic beauty of the Dorset AONB, consideration will be given to impacts on: the distinctive character of the landscapes; local landscape features; and special qualities, such as tranquillity and remoteness.
- 2.2.5 Proposals should not conflict with the aims and objectives of the Dorset AONB Management Plan and should positively contribute towards them, where justified in planning terms. New development should, wherever possible, be sensitively sited and designed to enhance local character; and where an existing building in the AONB is being re-used or an existing development, such as a caravan site, is being re-modelled, the scheme should enhance the natural beauty of the AONB.
- 2.2.6 The councils will seek to protect the Dorset AONB from development which is outside the designated area, but which would: cause harm to its landscape character; and / or adversely affect its natural beauty; or harm the setting of the designated area (for example because of its visual prominence).

- 2.2.7 The approach of restricting development within AONBs reflects national policy, which also states that applications for major development⁵ within AONBs should include an assessment of:
- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
 - the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and
 - any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

WEST DORSET AND PURBECK HERITAGE COASTS

- 2.2.8 The local plan review area includes the whole of the West Dorset Heritage Coast and a small part of the Purbeck Heritage Coast east of Weymouth. All areas of defined Heritage Coast, except a small area west of Chickerell, lie within the Dorset AONB. Heritage Coasts were established to conserve the best stretches of undeveloped coast in England and for almost all areas of defined Heritage Coast this will be achieved by applying Parts i) and ii) of Policy ENV1 and through the Dorset AONB Management Plan. For the small section of the West Dorset Heritage Coast that lies outside the Dorset AONB, Part iii) of Policy ENV1 will be applied.
- 2.2.9 National policy indicates that within areas of Heritage Coast (which lie outside an AONB or National Park), planning decisions should be consistent with the special character of the area and the importance of its conservation. National policy also seeks to limit major development⁶ in Heritage Coasts.

'VALUED LANDSCAPES'

- 2.2.10 Areas shown on the policies map as Land of Local Landscape Importance, Important Open Gaps and the Portland Coastline are 'valued landscapes', which national policy says should be protected and enhanced in a manner commensurate with their identified quality.
- 2.2.11 A non-designated area may be considered to be a valued landscape if it shows demonstrable physical attributes that make it special. Existing landscape character assessments may be used to determine whether a particular landscape is 'valued' in national policy terms. If this is not possible, a Landscape and Visual Impact Assessment (LVIA) may be required to make that judgement. Attributes that make a landscape valued include: landscape quality (condition); scenic quality; rarity; representativeness; conservation interests; recreation value; perceptual aspects and associations.
- 2.2.12 Proposals for development should ensure that any attributes that contribute to the identified quality of a valued landscape will be conserved and enhanced.

⁵ As defined in the glossary

⁶ As defined in the glossary

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NON-DESIGNATED LANDSCAPES AND SEASCAPES

2.2.13 Non-designated landscapes may still be attractive, may play an important role in the setting of settlements and may be popular with local people. Development should be sited and designed to ensure that it does not result in a significant (i.e. moderate or substantial) effect on the character and quality of these areas.

ASSESSING IMPACTS, MITIGATION AND ENHANCEMENT

2.2.14 Landscape character assessments, including the Dorset Coast Land and Seascape Character Assessment, provide information on the different landscape character types in the plan review area. These assessments will be used to guide decisions about the potential impacts of development on the landscape and also provide a framework for the provision of landscape mitigation.

2.2.15 In assessing harm to landscapes and seascapes, the councils will take account of any direct, indirect and cumulative impacts. Indirect impacts could be caused, for example, by changes to drainage which could affect the landscape downstream of a development. Cumulative impacts could be caused, for example, by the extension of an existing development which already causes harm due to its character or nature.

2.2.16 When assessing whether a proposal would conserve, enhance, harm or result in a significant adverse affect on any landscape or seascape, the councils will take account of: any proposed mitigation measures; and any proposals to improve the appearance of an existing development or to maintain or restore a locally distinctive landscape feature. Such mitigation measures and enhancements may also help to satisfy Policy ENV12, which aims to ensure that any opportunities available for improving the character and quality of an area are taken, including by responding positively to its landscape setting and by making a development visually attractive through effective landscaping.

2.2.17 A LVIA is likely to be required for any development that could be visually prominent or adversely affect landscape character. Where mitigation measures or enhancements are needed to integrate development proposals into the landscape and / or to achieve a well-designed place, a strategic landscape masterplan and / or a landscape management plan may be required.

ENV1. LANDSCAPE AND SEASCAPE

i) Development within the Dorset AONB, or affecting its setting, will only be permitted if:

- **it does not harm the landscape and scenic beauty of the AONB; and**
- **it does not conflict with and contributes towards the relevant aims and objectives of the Dorset AONB Management Plan.**

ii) Within the AONB major development will be refused unless there are exceptional circumstances and it can be demonstrated to be in the national

interest.

- iii) Development within the section of the West Dorset Heritage Coast that lies outside the Dorset AONB will only be permitted if it does not harm the special character of the area. Major development will not be permitted within this section of the West Dorset Heritage Coast, unless it can be demonstrated to be compatible with the special character of the Heritage Coast.
- iv) Development affecting a ‘valued landscape’, including Land of Local Landscape Importance, Important Open Gaps and the Portland Coastline, will only be permitted if it does not harm the attributes that give the landscape its value.
- v) Development outside the Dorset AONB, defined Heritage Coasts and any ‘valued landscapes’ will be permitted provided that it would not result in a significant adverse effect to the character or quality of the local landscape or seascape.
- vi) All development proposals should be sensitively sited and designed and, where necessary, include appropriate mitigation measures to reduce any adverse impacts on the character and quality of the landscape and seascape. Proposals that: would visually enhance an existing development of poor visual quality; or conserve, enhance or restore a locally distinctive landscape feature; will be encouraged.

2-i Policy ENV₁ has been revised to provide a clearer framework for assessing how development may affect designated and non-designated landscapes. Do you have any comments on the changes to Policy ENV₁?

SITES OF GEOLOGICAL INTEREST

2.2.18 The geology of the plan review area provides fertile soils for agriculture, valuable minerals and geological exposures of educational benefit. The Bournemouth, Dorset and Poole Minerals Strategy includes a safeguarding policy to ensure that mineral resources are not sterilised by development and remain available.

DORSET AND EAST DEVON COAST WORLD HERITAGE SITE

2.2.19 Most of the local plan review area’s coastline forms part of the Dorset and East Devon Coast World Heritage Site (also known as ‘The Jurassic Coast’). It was designated by UNESCO in 2001 because of its outstanding geological and geomorphological features, representing a unique ‘walk through time’ spanning the Triassic, Jurassic and Cretaceous periods, and demonstrating a range of coastal features, landforms and processes.

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- 2.2.20 The World Heritage Site is a designated heritage asset of the highest natural significance, which is internationally recognised to be of Outstanding Universal Value (OUV). Although of natural, rather than cultural significance, national and local policies relating to designated heritage assets will be applied where proposals may have the potential to affect its significance, including its setting.
- 2.2.21 The site’s management plan includes a Statement of OUV and a list of ‘attributes’ which are associated with or express the OUV. The first aim of the management plan is to protect the site’s OUV and there are a set of policies relating to this aim, which seek to ensure that no development harms the OUV or the integrity of the site. A key characteristic of the Site is its high rate of erosion, creating a dynamic coastline which maintains rock exposures and the productivity of the coastline for fossil discoveries. Development requiring increased coastal defences would therefore be harmful to the OUV of the site. The management plan also sets out how the site will be managed to promote its enjoyment, and proposals to better enhance or reveal the significance of the site will be supported.
- 2.2.22 When refusing the proposed Navitus Bay Wind Park, the Secretary of State accepted the examining authority’s concern that the ‘offshore elements of the project would bring about changes in the way the World Heritage Site would be experienced or enjoyed in its surroundings and would have adverse implications for the site’s significance and OUA.’ Consequently, how a development could adversely affect the use and enjoyment of the World Heritage Site will be a consideration when determining planning applications.

REGIONALLY IMPORTANT GEOLOGICAL AND GEOMORPHOLOGICAL SITES (RIGS)

- 2.2.23 At a local level, Regionally Important Geological and Geomorphological Sites (RIGS) are protected for the scientific and educational value of exposures. There is sometimes potential for designation of alternative sites and the creation of new exposures. The policy therefore allows some flexibility in protecting these sites, except where the features concerned are not capable of being re-created elsewhere

ENV2. SITES OF GEOLOGICAL INTEREST

- i) Development which may affect the Dorset and East Devon Coast World Heritage Site will be considered against Policy ENV5. When evaluating potential harm to the World Heritage Site in decision-making, the councils will consider the implications of development for:**
- **its significance (including its setting);**
 - **its Outstanding Universal Value and attributes; and**
 - **the use and enjoyment of the site.**
- ii) Development should maintain Regionally Important Geological and Geomorphological Sites (RIGS) for their scientific and educational value. Development that significantly adversely affects local geological features will not**

be permitted unless comparable sites can be identified or created elsewhere or the impact adequately mitigated through other measures.

2-ii Policy ENV2 is a new policy relating to sites of geological interest, including the Dorset and East Devon Coast World Heritage Site. Do you have any comments on new Policy ENV2?

2.3 WILDLIFE HABITATS AND SPECIES

2.3.1 The local plan review seeks to contribute to and enhance the natural environment by minimising impacts and providing net gains to biodiversity. It aims to protect international, European and national sites, irreplaceable habitats and veteran trees, reflecting the legal protection they receive and national policy.

2.3.2 Significant harm to biodiversity, which cannot be avoided, mitigated or (as a last resort) compensated for, will not be permitted. Opportunities to incorporate biodiversity improvements in and around developments are sought, especially where net gains for biodiversity can be secured. Development whose primary objective is to conserve or enhance biodiversity should be supported.

HIERARCHY OF DESIGNATED SITES

2.3.3 Table 2.1 identifies a hierarchy of designated sites of importance to biodiversity at the international, European, national and local levels, which are also shown on the policies map. Important habitats include: The Fleet, which is used by breeding and overwintering birds; lowland heath areas around Crossways; calcareous grasslands in the Cerne and Sydling Valleys; and ancient ash and alder woods.

Table 2.1 Sites designated for nature conservation importance

	SITE DESIGNATION	EXPLANATION
INTERNATIONAL	RAMSAR SITES Convention on Wetlands of International Importance especially as Waterfowl Habitat, held at Ramsar, 1971	Sites of international importance as wetlands, particularly for their populations of migratory or wintering waterfowl.
EUROPEAN	SPECIAL PROTECTION AREAS (SPAs) EC Council Directive on the Conservation of Wild Birds, 1979	Habitats of international importance for birds, designated to ensure the survival and reproduction of rare breeding and migratory species. Together with SACs they form a network of internationally important sites known as 'Natura 2000'

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	SITE DESIGNATION	EXPLANATION
		throughout the European Union.
	<p>SPECIAL AREAS OF CONSERVATION (SACs) EC Council Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora, 1992 (The Habitats Directive)</p>	<p>Sites of international importance as natural habitats, designated to conserve habitats and species which are rare or threatened within the European Union. Sites hosting habitats or species which are particularly threatened have 'priority' status. These sites also form part of the 'Natura 2000' network.</p>
NATIONAL	<p>NATIONAL NATURE RESERVES (NNRs) National Parks & Access to the Countryside Act 1949, or Wildlife & Countryside Act 1981 (as amended)</p>	<p>Sites of key national, or international, biological or geological importance which are managed primarily for nature conservation. They are owned or leased by Natural England or approved bodies.</p>
	<p>SITES OF SPECIAL SCIENTIFIC INTEREST (SSSIs) Wildlife and Countryside Act 1981 (as amended)</p>	<p>SSSIs collectively form a nationally important series of sites of biological or geological value and are notified by Natural England in accordance with published guidelines.</p>
LOCAL	<p>SITES OF NATURE CONSERVATION INTEREST (SNCIs) Non-statutory wildlife sites</p>	<p>Wildlife sites which are important in a county context. In Dorset they are selected in accordance with guidelines published by the Dorset Wildlife Trust. The guidelines are similar to those for SSSI selection, although the thresholds are lower.</p>
	<p>LOCAL NATURE RESERVES (LNRs) S.21 National Parks & Access to the Countryside Act 1949</p>	<p>LNRs are sites of at least local importance for nature conservation, which are declared and usually managed by local authorities.</p>

INTERNATIONAL AND EUROPEAN WILDLIFE SITES

2.3.4 The protection of international and European wildlife sites will be given great weight in planning decisions. This will be the over-riding policy consideration where development may cause a significant adverse impact to such a site, reflecting the legal protection (at both national and international level) these sites receive. National policy also makes it clear

that ‘the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined’.

- 2.3.5 Poole Harbour and the Dorset Heaths are particularly sensitive to development within the plan review area, and for this reason there are strategies in place to prevent the further deterioration in the condition of these international / European sites.
- 2.3.6 The Nitrogen Reduction in Poole Harbour Supplementary Planning Document (SPD) was adopted by West Dorset District Council in April 2017. It aims to address the issue of elevated concentrations of nitrogen in the harbour, which encourage the formation of algal mats on mudflats and affect the ability of the harbour’s important bird populations to feed. The SPD requires new development within the hydrological catchment of Poole Harbour to be ‘nitrogen neutral’ ensuring that new development does not contribute to further impacts within the designated area.
- 2.3.7 The Dorset Heaths European Site is particularly vulnerable to recreational pressure which causes disturbance to the heathland habitat and associated species. To address this issue, the following forms of development (including changes of use) are not permitted within a 400m buffer around protected heathland:
- residential (C3 or C4 of the Use Classes Order or similar) development that would involve a net increase in homes;
 - tourist accommodation including built tourist accommodation, caravan and camping sites;
 - sites providing accommodation for Gypsies, Travellers and Travelling Show People (permanent and transit); and
 - equestrian-related development that may directly or indirectly result in an increased adverse impact on the heathland.
- 2.3.8 Between 400 metres and 5 kilometres of the Dorset Heaths European Site, development will only be permitted where it avoids significant environmental effects upon the European site. In the case of large scale development, significant adverse impacts may be avoided through a bespoke mitigation package agreed with Natural England, which may include the provision of areas of Suitable Alternative Natural Greenspace (SANG) provided in perpetuity, and operational before the occupation of new development. For smaller scale development, the mitigation will be delivered through financial contributions.

NATIONAL WILDLIFE & GEOLOGICAL SITES

- 2.3.9 The councils will resist development that would adversely affect a SSSI or NNR, including development proposed on land outside these designated areas which would be likely to have an adverse effect on them (either individually or in combination with other developments). In considering whether, exceptionally, the benefits of a development would clearly outweigh the likely impact on a SSSI or NNR, the councils will consider the impacts on the biological or geological features of the site that make it of special scientific

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interest / justify its designation as a NNR and any broader impacts on the national network of SSSIs / NNRs.

IRREPLACABLE HABITATS AND AGED OR VETERAN TREES

- 2.3.10 National policy aims to protect ‘irreplaceable habitats’ from loss or deterioration, which in Dorset includes: ancient woodland and some types of sand dune, saltmarsh, reedbed and heathland. When applying Policy ENV3, the councils will seek Natural England’s advice on whether a habitat affected by development, should be considered to be irreplaceable, by virtue of it being technically difficult, or requiring significant timescales, to replace.
- 2.3.11 Wholly exceptional reasons, which may justify the loss or deterioration of irreplaceable habitats could include infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat. Development that would be likely to result in the loss or deterioration of irreplaceable habitats must be accompanied by a suitable mitigation strategy.
- 2.3.12 An aged or veteran tree located within an ancient woodland would form part of that irreplaceable habitat. This includes aged or veteran trees within ancient semi-natural woodlands, plantations on ancient woodland sites, and ancient wood pastures. Different provisions apply to individual aged or veteran trees located outside ancient woodlands. Development that would result in the loss of an individual aged or veteran tree will be refused unless the need for, and benefits of, development in that location would clearly outweigh the loss of the tree.

PROTECTED SPECIES

- 2.3.13 A number of rare or threatened species are found in the plan review area, including European protected species such as: sand lizards, great crested newts, bats, otters, and dormice; and non-European protected species such as badgers, water voles and ancient trees. It is a criminal offence to kill, injure, sell or take protected species, or to intentionally damage, destroy or destruct their places of shelter.
- 2.3.14 It is the developer’s responsibility to take reasonable measures to ascertain whether there are protected species on a proposed development site. If development is likely to affect a protected species an appropriate survey may need to be carried out by a qualified ecologist at a suitable time of year.

BIODIVERSITY: AVOIDING SIGNIFICANT HARM AND SECURING NET BENEFITS

- 2.3.15 The local plan review’s overall approach to avoiding significant harm to, and securing net benefits for, biodiversity should be applied to all proposals which may affect biodiversity interests (including locally designated sites), whilst also having regard to the protection afforded to habitats and species by legislation and national and local planning policies.
- 2.3.16 Where significant harm to biodiversity resulting from a development cannot be avoided through locating on an alternative site with less harmful impacts, it should be mitigated.

Mitigation could be on-site or through other measures. In cases where it is not possible to fully mitigate for the loss of biodiversity interests on a development site, the applicant must avoid residual losses via off-site compensation measures. In the event that the harm resulting from proposals cannot be adequately avoided, mitigated, or (as a last resort) compensated for, permission should be refused.

- 2.3.17 In seeking to secure net gains for biodiversity developers will be expected to incorporate biodiversity improvements in and around developments where there are suitable opportunities to do so. Such opportunities may include: the restoration and re-creation of priority habitats; the protection and recovery of priority species; and measures to maintain and enhance ecological networks, such as wildlife corridors and ‘stepping stones’ that form part of the green infrastructure network.
- 2.3.18 In order to comply with all relevant government legislation on biodiversity and Natural England advice, an appraisal scheme and mitigation / compensation framework has been set up in Dorset by Dorset County Council’s Natural Environment team. If required, a Biodiversity Appraisal accompanied by a Biodiversity Mitigation Plan (BMP) should be submitted alongside the planning application. This standardised process is the councils’ preferred scheme but developers can, if they so wish demonstrate in other ways how they have met the statutory and policy requirements. All appraisals for wildlife interests should be undertaken by a suitably qualified person.
- 2.3.19 Appropriate conditions and obligations may be used: to secure the long term protection and / or enhancement of biodiversity; to prevent damaging impacts; and to provide necessary mitigation or compensation.

SCHEMES PRIMARILY AIMED AT CONSERVING AND ENHANCING BIODIVERSITY

- 2.3.20 Some proposals with the primary aim of conserving and enhancing biodiversity may fall within the definition of development. Examples may include: engineering works to manage water levels on a wetland nature reserve; a package of measures to relieve visitor pressure on priority habitats; or building works to enhance conditions for protected species, such as bats. Such proposals, which are also consistent with other proposals in the local plan review, will be supported.

ENV3. WILDLIFE HABITATS AND SPECIES

- i) European and International wildlife sites (including proposed sites and sites acquired for compensatory measures), will be safeguarded from development that could adversely affect them, in accordance with national and international legislation, national policy and, where relevant, any local strategy to prevent further deterioration in the condition of these sites.**
- ii) Development that is likely to have an adverse effect on a nationally designated wildlife or geological site will not be permitted unless the benefits, in terms of other objectives, clearly outweigh both the impacts on the special features of**

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the site and broader impacts on other nationally designated wildlife or geological sites.

- iii) Proposals that would result in the loss or deterioration of irreplaceable habitats, including ancient woodlands should be refused, unless there are wholly exceptional reasons and a suitable mitigation strategy exists. Proposals that would result in the loss of individual aged or veteran trees located outside ancient woodlands, will be refused unless the need for and public benefits of the development clearly outweigh the loss.
- iv) Development that is likely to have an adverse effect on European protected species will not be permitted unless there are reasons of overriding public interest why the development should proceed and there is no alternative acceptable solution. Development that is likely to have an adverse effect on other protected species will only be permitted where adequate provision can be made for the retention of the species or their safe relocation.
- v) Development that would result in significant harm to biodiversity will not be permitted. If significant harm cannot be avoided, adequately mitigated, or (as a last resort) compensated for, permission for development will be refused. Development should secure net gains for biodiversity, especially where opportunities exist to incorporate and enhance biodiversity in and around developments, and to connect into and improve wider ecological networks.
- vi) Proposals where the primary purpose is to conserve or enhance biodiversity will be supported.

MONITORING INDICATOR: change in areas designated for their intrinsic nature conservation value.

TARGET: net increase

MONITORING INDICATOR: condition of sites designated for their nature conservation interest. **TARGET:** net increase

MONITORING INDICATOR: heathland bird populations. **TARGET:** no net decrease

MONITORING INDICATOR: visitor numbers to protected heathland sites. **TARGET:** no net increase

MONITORING INDICATOR: visitor numbers to SANGs following implementation. **TARGET:** net increase

2-iii Former Policy ENV₂ (now ENV₃) has been revised to more clearly set out how harm to biodiversity will be avoided and net benefits secured. It has also been updated to reflect changes to national policy in relation to irreplaceable habitats

and veteran trees. Do you have any comments on these, or any other changes to new Policy ENV3?

GREEN INFRASTRUCTURE

- 2.3.21 Green infrastructure is a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. The local plan review aims to protect, enhance and secure the management of green infrastructure to provide these long-term multifunctional benefits.
- 2.3.22 Most types of green infrastructure are already protected by other policies in the local plan review, including sites whose primary function is: as a site of importance to biodiversity; as a protected or ‘valued’ landscape; as a recreation facility; as a greenspace that contributes to local character or heritage; or to mitigate flood risk.
- 2.3.23 Table 2.2 sets out the different types of green infrastructure, their primary function, and lists the most relevant policies relating to them. Other policies in the local plan review and in neighbourhood plans may also be relevant.

Table 2.2: Green infrastructure: types of green space and primary functions

TYPE	DESCRIPTION	PRIMARY FUNCTION	POLICIES
1. Outdoor recreation facilities, parks and gardens	Sports pitches and greens, playgrounds, urban parks, country parks, formal gardens	To provide opportunities for sport, play and informal recreation (for example Bridport Leisure Centre, Redlands Sports Hub, Dorchester’s Borough Gardens)	COM4 and COM5
2. Amenity greenspace	Village greens, urban commons, informal recreation spaces, landscape planting, other incidental space	To make attractive and pleasant built environments and to provide spaces for informal recreation (for example ‘green’ off Sprague Close, Weymouth)	ENV10
3. Natural and semi-natural green spaces	Designated wildlife sites, habitats of importance to biodiversity, the Dorset and East Devon Coast World Heritage Site, RIGS	To support biodiversity and / or geodiversity, its study and enjoyment (for example Radipole Lake, Jellyfields Nature Reserve, Portland Quarries and Lorton Valley Nature Parks)	ENV2, ENV3, PORT3, WEY16
4. Green corridors	Rivers and floodplains, road and rail corridors, cycling routes, rights of way, paths, trees and hedgerows, dry stone walls	To provide corridors linking wildlife sites and a sustainable travel network (for example Rodwell Trail, English Coastal Path, River Brit corridor)	ENV2, ENV5, COM7
5. Local	Heritage Coasts, Land of	To contribute to the character of the	ENV1, ENV4,

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TYPE	DESCRIPTION	PRIMARY FUNCTION	POLICIES
character areas	Local Landscape Importance, Portland Coastline, Local Green Spaces, Important Open Gaps, historically important spaces, landscape screening, treed areas	landscape, settlements or buildings at the strategic or local scale (for example the undeveloped coastline of Portland, the open gap between Preston and Sutton Poyntz, historically important spaces, such as Sherborne Abbey Close)	ENV10
6. Other	Allotments, community gardens, orchards, cemeteries and churchyards	To provide accessible community facilities to meet local needs (for example Poundbury Community Farm, Bridport Community Orchard, St Georges churchyard, Portland)	COM4, COM5

2.3.24 The sites that make up the green infrastructure network are shown on the policies map and listed in a schedule on the councils’ website. Using the typology above, for each site the schedule: lists the type of site; provides a brief description; sets out its primary function; and identifies any known secondary or multiple green infrastructure function(s).

2.3.25 Policies in the local plan review, and in neighbourhood plans, seek to protect (and in some cases enhance) the primary green infrastructure function of all the sites listed. These policies, including those listed in Table 2.2 will protect these sites from the adverse impacts of development and, where appropriate, seek the enhancement of their primary function.

2.3.26 Development should take any available opportunities to improve the way the green infrastructure network functions, including the delivery of multifunctional benefits. Any enhancements should complement, and not detract from, the primary function of any site that forms part of the network (for example new flood risk attenuation measures should not make an area whose primary function is for recreation unusable).

2.3.27 Opportunities may be available on-site or off-site (for example to extend, improve or form a link between gaps in the existing network). Examples of possible larger-scale extensions include:

- the expansion of Portland Quarries Nature Park or Lorton Valley Nature Park;
- the re-creation of priority habitats to extend Dorset’s ecological network;
- wetland or reedbed creation to offset the impacts of nitrogen in watercourses entering Poole Harbour; and
- the provision of SANGs to mitigate the adverse effects of recreational pressures on heathlands.

2.3.28 Examples of possible links may include:

- the creation of new wildlife corridors or stepping stones for the movement of species, or securing the long-term retention and management of identified corridors or stepping stones;
- improvements to the rights of way network or other pedestrian and cycle networks; and
- strengthening or extending areas of strategic landscape planting to better integrate development into the landscape.

2.3.29 Where appropriate, developers will be expected to incorporate such enhancements into their development proposals.

GREEN INFRASTRUCTURE ON LARGER DEVELOPMENTS

2.3.30 Development on sites allocated in the local plan review (and on any site of more than 50 dwellings or requiring a masterplan) should make provision for green infrastructure of sufficient quantity and quality to serve the development. On allocated sites green infrastructure should be provided in accordance with the requirements of any site-based policy or subsequently agreed masterplan.

2.3.31 Building for Nature (<https://www.buildingwithnature.org.uk/>) is an accreditation system that has been designed to support the creation of high quality green infrastructure. Schemes are assessed against sets of core, wellbeing, water and wildlife standards. Schemes which have achieved certification (and where relevant accord with any site-based policy or agreed masterplan) will be considered to have made adequate green infrastructure provision to serve the development.

2.3.32 Where opportunities are available, improvements, extensions or links to the wider green infrastructure network should be made especially where they would: provide green corridors or ‘stepping stones’ for wildlife; enhance sustainable travel opportunities, or better integrate development into the landscape.

ADDITIONS TO THE GREEN INFRASTRUCTURE NETWORK

2.3.33 Where new green infrastructure or off-site enhancements to the network are agreed as part of a planning permission, they will be treated as part of the green infrastructure network for development management purposes. Where a neighbourhood plan defines a ‘local green space’, or allocates land for recreational purposes, as allotments, or as a cemetery, these areas will also be treated as part of the green infrastructure network for development management purposes.

MANAGEMENT & MAINTENANCE

2.3.34 Where it is necessary to protect, improve or extend green infrastructure as part of a development scheme, developers will be expected to make provision for long-term management and maintenance to ensure that any green infrastructure functions and benefits are sustained over time.

2.3.35 Larger scale enhancements, for example habitat restoration or flood mitigation projects, may require a partnership approach involving different agencies. Individual developers

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could also set up their own management companies or arrange for land to be transferred to another organisation, such as a parish or town council. Where appropriate the councils will use conditions or agreements to secure the provision and long-term management and maintenance of green infrastructure.

ENV4. GREEN INFRASTRUCTURE NETWORK

- i) The primary function of any element of the green infrastructure network will be protected from the adverse impacts of development and, where appropriate enhanced, by relevant policies in the development plan.**
- ii) Where opportunities are available, developers will be expected to incorporate enhancements to any element of the green infrastructure network which performs, or could perform, other functions to deliver multifunctional green infrastructure benefits.**
- iii) Any strategic development site should include provision of sufficient green infrastructure to serve the site itself and, where suitable opportunities exist, link into the existing green infrastructure network.**
- iv) Any new green infrastructure provided as part of a development scheme, or any new elements of green infrastructure identified in neighbourhood plans (including local green spaces), will form part of the green infrastructure network.**
- v) Development proposals should make adequate provision for the long-term management and maintenance of the green infrastructure network.**

2-iv Former Policy ENV₃ (now ENV₄) has been redrafted to define the elements that make up the green infrastructure network in the plan review area and to set out how the network will be protected, expanded and enhanced. Do you have any comments on new Policy ENV₄?

2.4 PROTECTING AND ENHANCING HERITAGE ASSETS

2.4.1 Much of the plan review area retains strong links with its past, providing a sense of continuity, local identity and pride. There is a rich historic, archaeological and built heritage, which contributes to local distinctiveness. There are also cultural associations with some places through the works of authors such as Thomas Hardy, William Barnes and Jane Austen and painters such as Fra Newbery.

- 2.4.2 This section includes a positive strategy for the conservation and enjoyment of the historic environment. Central to this is Policy ENV5, which protects designated and non-designated heritage assets in a manner that reflects their significance.

DESIGNATED HERITAGE ASSETS

- 2.4.3 Designated heritage assets are designated (or listed) under statute. Some heritage assets, such as listed buildings, benefit from statutory protection, requiring specific statutory duties to be exercised or specific statutory tests to be applied in assessing the impact of a development upon them. They may also be subject to a separate specific heritage-related consent regime.
- 2.4.4 **World Heritage Sites** are sites, places, monuments or buildings of Outstanding Universal Value to all humanity. The World Heritage List is maintained by UNESCO and includes a wide variety of exceptional cultural and natural sites. World Heritage site designation brings no additional statutory controls but protection is afforded through national planning policy and other designations that may cover all or part of a site.
- 2.4.5 Most of the plan review area's coastline is part of the Dorset and East Devon Coast World Heritage Site, which was designated in recognition of its outstanding geomorphological features. More detail is provided in Section 2.2.
- 2.4.6 **Scheduled Monument** designation provides protection for nationally important monuments and archaeological remains. Monuments are scheduled on the basis of a number of criteria, including rarity, period, condition, fragility, group value, potential, diversity and documentation.
- 2.4.7 Works affecting a scheduled monument are likely to require prior written consent from the Secretary of State for Digital, Culture, Media and Sport (known as Scheduled Monument Consent) as well as planning permission.
- 2.4.8 **Conservation Areas:** Councils have a duty to designate areas of special architectural or historic interest as conservation areas and to make sure their character and appearance is preserved or enhanced. In designating Conservation Areas consideration is given not only to individual and groups of buildings but also to their surrounding townscape, landscape and setting. Many of the Conservation Areas in West Dorset, Weymouth & Portland have adopted appraisals that describe their character and identify special features.
- 2.4.9 Within Conservation Areas tighter planning controls exist including controls over the demolition of buildings and the lopping, topping or felling of trees. The councils may make Article 4 directions to remove permitted development rights in all or part of a Conservation Area, where important features are being degraded.
- 2.4.10 **Listed Buildings:** Buildings 'listed' as being of special architectural or historic interest are protected by law. Listing covers the whole property, inside and out, any object or structure fixed to it, and any object or structure within the building's curtilage that was built prior to 1 July 1948.

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- 2.4.11 Proposed works to listed buildings may require listed building consent as well as planning permission. Councils also have statutory powers to serve an urgent works notice or a repairs notice on an owner, specifying what work needs to be done, if a listed building falls into disrepair and remains neglected. In certain circumstances the councils may carry out such works and seek to recover the costs from the owner.
- 2.4.12 **Registered Historic Parks and Gardens** are important both for their own intrinsic value, and for their contribution to the character of the surrounding landscapes, tourism, recreation and leisure. Parks and gardens of national significance are identified by Historic England and listed in its Register of Parks and Gardens of Special Historic Interest as either Grade I (international importance), Grade II* (exceptional historic interest), or Grade II (special historic interest).

NON-DESIGNATED HERITAGE ASSETS

- 2.4.13 Non-designated heritage assets receive no statutory protection, but national policy establishes that the effect of development on the significance of a non-designated heritage asset should be taken into account when a planning application is determined.
- 2.4.14 There are a large number of non-designated heritage assets, which contribute to the unique character of the area and the richness of the built environment, including:
- **Locally Listed Heritage Assets:** many heritage assets of local architectural or historic interest are identified in Conservation Area appraisals;
 - **Non-Registered Parks and Gardens:** The Dorset Gardens Trust has identified several parks and gardens of local significance in the plan review area;
 - **Undesignated Archaeological Sites:** archaeological sites of regional or county importance are not legally protected. However, an undesignated archaeological site, which is shown to be of equivalent importance to a Scheduled Monument, will be given the same level of protection as a designated heritage asset when Policy ENV5 is applied.

ASSESSING SIGNIFICANCE AND IMPACTS

- 2.4.15 The significance of a heritage asset is defined as ‘the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting’. The setting of a heritage asset is defined as ‘the surroundings in which a heritage asset is experienced’. All heritage assets have a setting and consideration of the extent and importance of the setting (and the way the setting is experienced) should not be limited to visual considerations.
- 2.4.16 In determining planning applications the council will consider both the significance of a heritage asset and the impact proposed development will have on that significance, recognising that impacts can be positive, negative or neutral.
- 2.4.17 Where development is likely to impact on a non-archaeological heritage asset, a heritage assessment must be submitted with the application. The information in the assessment

should be proportionate to the significance of the asset and no more than is needed to understand the potential impact. It should normally include:

- a description of the heritage asset and its setting, including its historical context and evolution. Where appropriate, use should be made of the Dorset Historic Environment Record maintained by Dorset County Council. The description should identify any key phases when additions or alterations have taken place;
- information on the purpose of works / justification for the development;
- an assessment of the asset's overall significance, and the significance of the particular element/s affected by the proposal; and
- an assessment of the impact of the proposal on the asset, including impacts on its setting, identifying the degree of harm (if any) including the implications of cumulative change.

2.4.18 Applications affecting sites of archaeological importance must be accompanied by the results of an archaeological assessment and, where necessary, a field evaluation in order that an informed decision can be made on the application. Advice is available from the County Archaeologist.

2.4.19 Developers may be required to undertake further work if the significance of any heritage asset has not been adequately described in the information provided.

2.4.20 When assessing proposals affecting a Conservation Area, the councils will have particular regard to:

- avoiding adverse impacts on and loss of buildings, open spaces, views and features which make a positive contribution to the character or appearance of the area;
- the characteristics of proposed development (including its function) and how it reinforces local distinctiveness;
- the relationship of the new development to historic development patterns both in terms of the siting of buildings on plots and the form and layout of streets or the settlement as a whole; and
- the appropriateness of the proposed design and use of the development and its likely impact on any built or landscape features which make a positive contribution to the character or appearance of the Conservation Area.

2.4.21 When assessing proposals that affect a listed building, the councils will have particular regard to the impacts on the original plan form, roof, walls and openings as well as interior and exterior features.

2.4.22 In assessing proposals that may impact upon non-scheduled archaeology, the councils will have particular regard to:

- the intrinsic importance of the remains and their settings;
- the need for development and the availability of alternative sites;

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- the opportunities for mitigating measures and whether the remains are preserved in situ; and
- the potential benefits, particularly to education, recreation and tourism.

WEIGHING PUBLIC BENEFITS AGAINST HARM

- 2.4.23 In decision-making, the councils will weigh the ‘public benefits’ of a proposal against the ‘harm’ caused to the significance of a heritage asset. The greater the significance of a heritage asset and the greater any harm to such significance, the greater the amount of public benefit that will need to be demonstrated in order for a proposal to be acceptable. Conversely, the greater the positive contribution to conserving, revealing and enhancing the significance of a heritage asset or securing a use for the asset that is appropriate, viable and consistent with its conservation, the greater the likelihood of support for development.
- 2.4.24 **Public benefits** are those that would benefit the wider community and not just private individuals or organisations. However, benefits do not always have to be visible or publically accessible. In the widest sense, a public benefit may help to fulfil the planning systems role in securing sustainable development. The scale of any expected public benefit will need to be established.
- 2.4.25 Where there is evidence of deliberate neglect or damage to a heritage asset, measures to improve the deteriorated state of the heritage asset will not be regarded as a public benefit for the purposes of decision-making.
- 2.4.26 **Harm:** Where proposals would have an overall negative impact on a heritage asset (including its setting), the councils will seek to establish whether the scale of harm to its significance is: less than substantial; substantial; or total loss. Any level of harm to a designated heritage asset will require clear and convincing justification.
- 2.4.27 Developers will be expected to demonstrate that reasonable steps have been taken to avoid or minimise harm caused to the significance of a heritage asset and that the public benefits could not be achieved in an alternative and more appropriate or sustainable way.
- 2.4.28 Where the complete or partial loss of a heritage asset can be justified, the significance of the asset must be recorded and made publicly available, to ensure that its contribution to our understanding of the past is not lost. The manner and method of recording should be proportionate to the nature of the loss and the importance of the asset. The councils may also impose measures to ensure that any approved replacement development proceeds and / or to secure the structural integrity of any remaining or adjoining structures / features.

HERITAGE ASSETS AT RISK

- 2.4.29 Every year Historic England publishes a list of heritage assets most at risk of being lost as a result of neglect, decay or inappropriate development. The councils also maintain a local ‘buildings at risk’ register of Grade II Listed Buildings.

- 2.4.30 In exceptional circumstances, where a heritage asset is at risk and no viable use can be established to bring the asset back into use or secure it in a manner compatible with its reason for designation, it may be appropriate to enable development that would not normally be permitted, to facilitate the conservation and enhancement of the asset. In such exceptional circumstances, the applicant would need to demonstrate that other uses of the asset which do not conflict with local planning policies have been fully and rigorously explored. This provision may apply unless there is evidence of deliberate neglect or damage to the heritage asset.

HIDDEN / UNIDENTIFIED HERITAGE ASSETS

- 2.4.31 The area covered by the plan review has significant potential for undesigned archaeological remains and a great deal of archaeological material has yet to be discovered. Similarly, important features and fabric of listed buildings can often be hidden due to later phases of construction or alterations.
- 2.4.32 Applications for development on sites which have the potential for hidden or unidentified heritage assets should be accompanied by an assessment of the likelihood of the site containing previously unidentified remains of heritage interest. Where there is reasonable evidence indicating the likely presence of such features on site, further survey work or evaluation may be required, including where necessary a field evaluation.

ENV5. HERITAGE ASSETS

- i) A proposal for development affecting a heritage asset will be assessed having regard to the desirability of sustaining and enhancing the significance of that asset and securing a viable use for it that is most consistent with its conservation. Any such proposal must be accompanied by an assessment of: the significance of the asset (including its setting); and the impact the proposed development will have on that significance. It should include sufficient information to demonstrate: how the proposal would positively contribute to the asset's conservation; and / or justify any harm / loss.**
- ii) Great weight will be given to the conservation of a designated heritage asset when considering the impact of a proposal on its significance. Any harm or loss, whether directly or through an impact on its setting, will require clear and convincing justification.**
- iii) Development that would result in substantial harm to or the loss of a designated heritage asset will not be permitted unless it can be demonstrated that the harm / loss is necessary to achieve substantial public benefits that outweigh that harm / loss, or:**
 - the nature of the heritage asset prevents all reasonable uses of the site;**

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- **no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;**
 - **conservation by grant-funding or some form of charitable or public ownership is not possible; and**
 - **the harm or loss is outweighed by the benefit of bringing the site back into use.**
- iv) In all cases substantial harm (whether through direct physical impact or by change to its setting) to, or the total loss of, a grade II listed building or grade II registered park or garden should be exceptional. Substantial harm (whether through direct physical impact or by change to its setting) to, or total loss of World Heritage Sites, scheduled monuments and undesignated archaeological sites of equivalent importance to scheduled monuments, grade I and II* listed buildings, and grade I and II* registered parks and gardens should be wholly exceptional.**
- v) Where development would lead to less than substantial harm to the significance of a designated heritage asset, this will be weighed against the public benefits of the proposal, including securing its optimum viable use.**
- vi) When considering applications for development that would harm the significance of a non-designated heritage asset regard will be given to the scale of any harm or loss and the significance of the asset.**
- vii) Where harm / loss to a heritage asset can be justified, any lost features should be recorded and their significance assessed and these findings should be made publically available. Appropriate steps will be taken to ensure the new development will proceed after any justified loss has occurred and to safeguard the structural integrity of any retained or adjoining structures / features.**
- viii) In exceptional circumstances, a proposal for enabling development may be supported if it would secure the long term conservation and enhancement of a heritage asset considered to be at risk. Such development will only be permitted if:**
- **it can be demonstrated that it would not be possible to secure the long-term conservation and enhancement of the heritage asset in ways that are more consistent with relevant planning policies;**
 - **it can be demonstrated that the enabling development is the minimum necessary to secure the long term conservation and enhancement of the heritage asset; and**
 - **the benefits of the enabling development outweigh the dis-benefits of**

departing from relevant planning policies.

MONITORING INDICATOR: number of designated heritage assets at risk. **TARGET:** no net increase

MONITORING INDICATOR: number of conservation areas with up to date appraisals (assessed every 10 years). **TARGET:** at least 65%

2-v Former Policy ENV₄ (now ENV₅) has been revised to more clearly set out how impacts on the significance of designated and non-designated heritage assets and proposals for enabling development will be considered. Do you have any comments on new Policy ENV₅?

STRATEGY FOR THE CONSERVATION OF THE HISTORIC ENVIRONMENT

2.4.33 Policy ENV₅, which seeks to conserve and enhance heritage assets, is the cornerstone of the councils' positive strategy for the conservation and enjoyment of the historic environment. Other key initiatives to secure the plan review area's heritage assets for future generations to experience include:

- The councils' Weymouth Town Centre Strategy (Policy WEY1), which will provide a mechanism for improving the condition of the historic environment and provide an opportunity to secure appropriate sustainable economic viable uses;
- Using masterplans and relevant evidence to assess the impact of development on the significance of any heritage asset or its setting;
- Providing public realm improvements in town centres, for example the Dorchester Transport and Environment Plan (DTEP) and securing funding for future public realm projects through CIL and planning agreements;
- Encouraging heritage-led tourism, for example through the conversion of the Shire Hall, Dorchester into a sustainable heritage visitor centre;
- Working in partnership with local stakeholders to appraise conservation areas which are deemed to be under threat of inappropriate development or incremental degradation;
- Continuing to prepare and update lists of locally important heritage assets through conservation areas appraisals;
- Engaging communities in the use of neighbourhood plans as a tool for addressing conservation issues, and supporting them in the identification of locally important heritage assets;
- Recognising the importance of markets to the vitality of historic town centres, ports, resorts and harbours and ensuring that their future operation is not prejudiced (Policy ECON8); and

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- Monitoring and reducing the number of ‘at risk’ heritage assets on the local and national registers.

2.5 PROTECTING OURSELVES FROM NATURAL AND MAN-MADE DISASTERS

2.5.1 Dealing with the consequences of climate change, including extreme weather events, is one of the biggest challenges facing the country. Although reducing greenhouse gas emissions is expected to help prevent the worst scenarios, there is still a need to mitigate and adapt to the long-term implications, including:

- greater flooding (inland and coastal);
- coastal erosion;
- crop failures / agricultural decline;
- species and habitats decline;
- human health risks from extreme temperatures;
- more limited drinking water resources;
- heavy rainfall and more frequent and severe storms;
- increased average sea levels; and
- warmer, wetter winters and hotter, drier summers.

2.5.2 This section covers issues relating to flooding, coastal erosion, land instability, agriculture and pollution.

FLOOD RISK

2.5.3 Flooding occurs adjacent to rivers and other watercourses or in low-lying coastal areas, but can also occur as surface water flooding where buildings or other structures affect the natural drainage of the land, or as groundwater flooding caused by springs. Areas can be at risk from several different types of flooding, or have the potential to exacerbate flooding elsewhere through surface water runoff and overland flow. The councils wish to avoid danger to life and damage to property wherever flood risk may exist. Dorset County Council is the Lead Local Flood Authority in managing local flood risk and surface water flooding and in the implementation of Sustainable Drainage Systems (SuDS).

2.5.4 Flood risk has been mapped in the Strategic Flood Risk Assessments for the area with updated flood risk maps published regularly by the Environment Agency. The defined flood zones are:

- Zone 1: a low probability of flooding – land having a less than 1 in 1,000 annual probability of river and sea flooding (<0.1%);
- Zone 2: a medium probability of flooding - land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (0.1%-1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.1% - 0.5%);
- Zone 3a: a high probability of flooding - land having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%);

- Zone 3b: the functional flood plain –land where water has to flow or be stored in times of flood.
- 2.5.5 Some uses are more vulnerable to flooding than others, and this will be taken into account in determining the level of risk and acceptability of a proposal. Table 2.3 provides an indicative (but not exhaustive) list of vulnerable development types. Weymouth Town Centre; the Park District of Weymouth; the Chiswell area of Portland; Bridport; and West Bay have a particularly high probability of flooding occurring.
- 2.5.6 Site specific flood risk assessments should be prepared for all developments over 1.0 hectare in area, for all developments proposed in flood zones 2 and 3 or in critical drainage areas and for developments where the vulnerability of the use increases and other sources of flooding may exist⁷. Further information on surface water flooding and critical drainage areas can be obtained from Dorset County Council as the Lead Local Flood Authority.

⁷ In line with footnote 42 to paragraph 161 of the draft revised NPPF (March 2018)

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Table 2.3: Flood Risk Vulnerability Classification

HIGHLY VULNERABLE	Basement dwellings Caravans, mobile homes and park homes intended for permanent residential use Installations storing hazardous substances
MORE VULNERABLE	Hospitals Living accommodation (including built tourist accommodation) Drinking establishments and nightclubs Non-residential uses for health services, nurseries and educational establishments
LESS VULNERABLE	Buildings used for shops, offices and other businesses Assembly and leisure Land and buildings used for agriculture and forestry Water treatment works which do not need to remain operational during times of flood Sewage treatment works (if adequate measures to control pollution and manage sewage during flooding events are in place)

- 2.5.7 Appropriate surface water management and Sustainable Drainage Systems (SuDS) are expected to be incorporated within development proposals unless there are sound reasons for not including them. Proposals for development in medium and higher flood risk areas must be accompanied by a site-specific flood risk assessment, clearly identifying whether the development will be safe for its lifetime taking account of the vulnerability of the use, and whether there may be any potential increase or reduction in flood risk elsewhere.
- 2.5.8 When making decisions the councils need to be confident that the development proposed is safe and does not increase flood risk elsewhere. To assist with this, the sequential test (as required by national policy) should be used. The aim of the sequential test is to steer development away from areas with a high risk of flooding from all sources and direct development to areas where the risk is lowest.
- 2.5.9 There are three main factors that need to be considered when undertaking the sequential test. These are:
- the area over which the test should be undertaken;
 - the type and size of the development proposed; and
 - the relative availability of alternative sites.
- 2.5.10 When undertaking a sequential test, these parameters should be agreed with the councils prior to commencing the test.
- 2.5.11 Where there are no alternative suitable sites at a lower risk of flooding, it will be necessary to undertake a site-specific flood risk assessment irrespective of the site size. It will be necessary to ensure that the development would offer significant sustainability benefits

which outweigh the risk of flooding. It should also be demonstrated that the proposed development would be safe and not increase flood risk elsewhere. Where possible, efforts should be made to reduce flood risk overall through development.

- 2.5.12 In addition to the extent of fluvial and tidal flooding, there are parts of the plan review area affected by surface water, groundwater and sewer flooding. The councils recognise the need for local flood alleviation schemes in response to risk from all sources of flooding.

ENV6. FLOOD RISK

- i) New development or the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, groundwater, fluvial and coastal sources) where possible. The risk of flooding will be minimised through the application of the sequential test by:**
 - steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones;
 - ensuring development will not generate flooding through surface water run-off and/or exacerbate flooding from all sources elsewhere.
- ii) In assessing proposals for development in an area with a medium or higher risk of flooding, the councils will need to be satisfied that:**
 - there are no reasonably available alternative sites with a lower probability of flooding (where a site has been allocated this test will have been satisfied);
 - adequate measures will be taken to mitigate the risk and ensure that potential occupants will be safe, including measures to ensure the development is appropriately flood resilient and resistant; and
 - safe access and escape routes are provided, where required.
- iii) In the case of major development on unallocated sites, wider sustainability benefits should not remove the need to consider flooding and the need for flood mitigation.**
- iv) Viable and deliverable Sustainable Drainage Systems to manage surface water run-off, appropriate to the site characteristics should be incorporated on sites of:**
 - 10 dwellings or more or 0.5 hectares in area for residential developments; or
 - 1,000 square metres of internal floor space for non-residential developments.
- v) Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of a flood defence scheme.**
- vi) Where local flood alleviation schemes are being prepared for implementation, development that would significantly undermine their delivery will be resisted.**

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MONITORING INDICATOR: number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality. **TARGET:** 0 (zero)

MONITORING INDICATOR: extent of the plan area that lies within flood zone 3. **TARGET:** no net increase

2-vi Former Policy ENV5 (now ENV6) has been revised to provide more guidance on how the 'sequential test' in relation to flooding will be applied. Former Policy ENV6 relating to local flood alleviation schemes has been deleted and replaced by some commentary in the supporting text. Do you have any comments on new Policy ENV6 or the deletion of former Policy ENV6?

LAND INSTABILITY AND COASTAL EROSION

- 2.5.13 New development should be directed away from areas vulnerable to land instability and coastal erosion to avoid putting people at risk. Areas identified as being at risk from coastal erosion and areas of known slope instability around Lyme Regis and Charmouth are identified on the policies map. However, land instability may be an issue elsewhere in the plan review area.
- 2.5.14 In order to manage risk in an informed way, the councils may require the submission of a ground stability report or a coastal erosion vulnerability report, depending on the scope and scale of the proposed development, which could be affected by land instability and / or coastal erosion.
- 2.5.15 In areas where there is a risk of land stability and / or coastal erosion, a ground stability report or a coastal erosion vulnerability report will be required unless:
- the development is unlikely to have the potential to trigger the occurrence of subsidence or land instability either by significantly altering groundwater conditions or by way of a significant change in magnitude of loads applied to the ground (as can reasonably be assessed);
 - surface water run-off is accommodated within existing, fully functioning, piped water disposal systems;
 - the combined dead, imposed and wind loads are sustained and transmitted by the development to the ground by use of suitably designed foundations (without requiring adaptation, underpinning, extension or replacement of these foundations at a later stage); and
 - there is no significant filling or excavation of the ground.
- 2.5.16 Any ground stability report or coastal erosion vulnerability report should be prepared by a suitably qualified and experienced geotechnical specialist, to provide sufficient evidence to demonstrate that the proposed development will not unacceptably adversely affect ground

stability or that ground instability can be satisfactorily mitigated in the design of the development.

- 2.5.17 The report should show whether the land / site is stable or could be made stable to support the loads imposed over the expected lifetime of the development, whether the development would threaten land stability in the wider local area, and whether any instability could be reduced to an acceptable level by mitigation and stabilisation measures. Any potential impacts on the character of the area, environmental designations, and public rights of way should also be highlighted. Where necessary to reduce potential risk, a temporary permission may be used to limit the planned lifetime of the proposed development. Restoration conditions may also be imposed.

LAND INSTABILITY

- 2.5.18 Where unstable ground conditions exist there is a risk of landslides and subsidence, which may be triggered by natural processes (such as excess rainfall) or man-made processes (such as through excavation or local drainage systems). Proposals for development could also have the potential to trigger ground movements either within or beyond a development site. The councils will only permit development in these areas if it can be demonstrated that there is no significant risk of instability, or where a significant risk exists, it could be satisfactorily managed to avoid putting people at risk. Extensive site investigations have been undertaken in the Lyme Regis and Charmouth area and four slope instability (landslide) zones have been identified, as shown on the policies map and described in Table 2.4 below.

Table 2.4 - Slope Instability Zones in the Lyme Regis and Charmouth Area

SLOPE INSTABILITY ZONES	DESCRIPTION	HAZARD
Zone 1	Areas where there are unlikely to be any difficulties or significant constraints arising from slope instability.	Lowest
Zone 2	Areas where slope instability problems indicate slope instability may impose constraints on development. A thorough ground investigation and/or geotechnical appraisal and/or monitoring will be needed as part of any planning application.	
Zone 3	Areas where slope instability and/or coastal erosion is likely to impose considerable constraints on development. Detailed ground investigation, geotechnical appraisal and/or monitoring will be needed as part of any planning application.	
Zone 4	Areas in which there has been severe, destructive slope instability and/or coastal erosion in recent historical times. Development will not be permitted in all but the most exceptional of cases.	Highest

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- 2.5.19 Development proposals within Slope Instability Zones 2, 3 and 4 will need to be accompanied by a ground stability report by a suitably qualified and competent independent consultant proficient in stability assessment and ground engineering.

ENV7. LAND INSTABILITY

- i) New built development will be directed away from areas subject to land instability or potential land instability to avoid putting people at risk unless it can be demonstrated that the site is stable or could be made stable, and that the development is unlikely to trigger landsliding, subsidence, or exacerbate erosion within or beyond the boundaries of the site.**
- ii) Proposals for built development in the Lyme Regis and Charmouth Land Instability Zones shown on the policies map will not be permitted unless the all the following criteria can be met:**
- Proposals for development in zones 2, 3 and 4 are accompanied by an appropriate ground stability report prepared by a suitably qualified and experienced engineer demonstrating that the development can be carried out safely, including any mitigation and stabilisation measures necessary to ensure there would be no adverse effect on slope stability both on and surrounding the site;**
 - Development in Zone 3 comprising regularly occupied premises will not be permitted unless there are no suitable alternative sites in lower hazard Slope Instability Zones; and**
 - Development in Zone 4 will not be permitted unless it is essential transport and utilities infrastructure that cannot be provided on suitable alternative sites in lower Slope Instability Zones.**

COASTAL EROSION AND COASTAL CHANGE MANAGEMENT AREA (CCMA)

- 2.5.20 Managing coastal erosion needs to take account of the interests of coastal communities, the economy and the environment and the overall aim is to secure a sustainable and affordable approach to the threat, while protecting natural interests.
- 2.5.21 The Shoreline Management Plan sets out the over-arching strategy for managing the coast, identifying which sections are to be protected in the short (0 to 20 years), medium (20 to 50 years) and long term (50 to 100 years). However its delivery will be dependent on the funding available at the time.
- 2.5.22 Coastal Risk Planning Guidance for West Dorset and Weymouth & Portland sets out the nature of the risks posed to coastal areas from future coastal change and a detailed exploration of planning for, and managing, adaptation has been undertaken through the

Dorset Coastal Change Pathfinder project on the 'Jurassic Coast'. The guidance identifies all areas likely to be affected by physical changes to the coast, and considers what limited development may be appropriate according to local circumstances. Marine Plans are also being written, covering defined inshore and off-shore areas, and will help establish where planning conditions or restrictions may be placed on developers.

- 2.5.23 This evidence was used to define the Coastal Change Management Area (CCMA) on the policies map and to inform policies ENV8 and 9. The policies set out what development will be appropriate in the CCMA and make provision for certain types of development to be relocated elsewhere.
- 2.5.24 The CCMA, as defined on the policies map, includes all areas of the West Dorset, Weymouth & Portland coastline with the exception of the existing defended areas where the Shoreline Management Plan policy is to 'hold the line'. The existing defended areas include Weymouth Town Centre, West Bay Harbour and Lyme Regis Harbour. Additional coastal defences are currently planned at Lyme Regis and Weymouth Town Centre to continue to defend these areas.
- 2.5.25 Elsewhere, existing defences will continue to protect the majority of other coastal areas in the medium term but a number of smaller communities will not be defended because of the ongoing sustainability of maintenance and associated costs. The coastline is expected to continue to erode in areas such as: Old Castle Road in Wyke Regis; Bowleaze Cove and Furzy Cliffs; parts of Ringstead Bay; and the river mouth at Charmouth.
- 2.5.26 There are defined coastal erosion zones within the CCMA, where different forms of development may be appropriate, depending on the time horizon associated with the risk of erosion. Policies ENV8 and 9 should be read in conjunction with the list of appropriate development types listed in Table 2.5.

Table 2.5: Appropriate Development in Coastal Erosion Zones

RISK OF COASTAL EROSION	APPROPRIATE DEVELOPMENT	EXAMPLES
Immediate (20 year time horizon)	Limited range of types of development directly linked to the coastal strip. Time-limited planning permission only.	Beach huts, cafes/tea rooms, car parks and sites for holiday or short-let caravans and camping. This excludes permanent residential development resulting in the creation of a new dwelling unit.
Medium (20 to 50 year time horizon)	Wider range of types of development with time limited planning permission.	Hotels, shops, office or leisure activities requiring a coastal location and providing substantial economic and social benefits to the community.
Long-term (up to 100-year time horizon)		This excludes permanent residential

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horizon)		development resulting in the creation of a new dwelling unit.
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2.5.27 Short-term uses requiring a coastal location will typically be uses associated with tourism including: beach huts; cafes / tea rooms; car parks; and sites for holiday or short-let caravans and camping, but may include other short-term uses. Uses that require a coastal location and which provide substantial economic and social benefits, will include uses associated with tourism, such as hotels and leisure activities, but may also include uses that support coastal communities, such as shops and offices. Extensions to existing residential properties may be appropriate in Coastal Change Management Areas.

ENV8. NEW BUILT DEVELOPMENT WITHIN THE COASTAL CHANGE MANAGEMENT AREA

- i) Within the Coastal Change Management Area defined on the policies map, new permanent residential development resulting in the creation of a new residential dwelling unit will not be permitted. Any development that is permitted will be subject to a time-limited permission. Extensions to existing residential properties may be appropriate.**
- ii) In areas at immediate risk of coastal erosion (i.e. within 20 years), development will be limited to short-term uses requiring a coastal location.**
- iii) In areas at medium or long-term risk of coastal erosion (i.e. between 20 and 100 years), development will be limited to uses requiring a coastal location and which provide substantial economic and social benefits to the community.**

2.5.28 Policy ENV9 allows the replacement and relocation further inland of existing homes and farm buildings threatened by coastal erosion, in certain circumstances. The replacement and relocation further inland of other forms of built development (including tourist and commercial operations and associated infrastructure) will be determined against the policies in the development plan.

2.5.29 The replacement of existing homes and farm buildings will only be permitted where they are likely to be at risk within the next 50 years. In judging whether this is the case, the councils will have regard to the location of the building within the coastal erosion zones on the policies map and any more detailed assessment of risk in a ground stability report or a coastal erosion vulnerability report.

2.5.30 Policy ENV9 only relates to permanent (rather than temporary) dwellings / buildings, which are occupied / in use at the time of any planning application for relocation. Any replacement should be on a 'like-for-like' basis, in terms of size, having regard to any permitted development rights that may apply. Any replacement dwelling should be located so that it will not be at risk of coastal erosion within a time horizon of 100 years. The

councils will expect any relocated agricultural dwelling and /or farm building to be used for agricultural purposes and may seek to restrict their occupancy by condition or agreement.

- 2.5.31 Any non-agricultural dwelling should be located on the edge of a settlement in the locality with at least some facilities. This should normally be the nearest settlement with a defined development boundary or the nearest settlement with a population of 200+ population.
- 2.5.32 Any relocated dwelling / building should be designed to respect its immediate and wider surroundings. Where a replacement dwelling / building is permitted, the councils will require the demolition of the original dwelling / building and the restoration of the site by condition or agreement.

ENV9. REPLACEMENT OF EXISTING DWELLINGS AND FARM BUILDINGS WITHIN THE COASTAL CHANGE MANAGEMENT AREA

- i) The replacement of residential dwellings (including agricultural dwellings) and farm buildings at immediate or medium-term risk from coastal erosion (i.e. within the next 50 years) located within the Coastal Change Management Area defined on the policies map, will be permitted provided that:**
- any existing dwelling is permanent and occupied on a permanent residential basis and any existing farm building is in agricultural use;
 - any replacement dwelling should have a life expectancy of at least 100 years and a gross volume that is no larger than the dwelling it replaces, taking account of permitted development rights associated with the existing dwelling;
 - any replacement non-agricultural dwelling is located outside the Coastal Change Management Area and either: within or adjoining a nearby settlement with a defined development boundary; or within or adjoining the built-up area of a nearby settlement of more than 200 population;
 - any replacement agricultural dwelling and / or farm building is located elsewhere on the farm holding outside the Coastal Change Management Area and it can be demonstrated that the replacement dwelling and / or farm building will be used for agricultural purposes;
 - any replacement dwelling / farm building is of a design that respects the character and appearance of the new development site, its immediate setting and its wider surroundings; and
 - the existing dwelling / farm building is demolished and the site restored within three months of occupation of the replacement dwelling / farm building.

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2-vii Former Policy ENV7 has been replaced by a separate policy (new Policy ENV7) on land instability, which includes more detail on how proposals for development in the Charmouth and Lyme Regis Land Instability Zones will be assessed. More detailed policies (new Policies ENV8 and 9) have been drafted to set out the approach to development proposals at risk from coastal erosion. Do you have any comments on new Policies ENV7 to 9?

AGRICULTURAL LAND AND COMMUNITY SCHEMES FOR LOCAL FOOD OR CROPS

- 2.5.33 National policy seeks to protect and enhance valued soils and recognises the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is necessary, the councils will seek to use areas of poorer quality land, except where this would be inconsistent with other policy and sustainability considerations.
- 2.5.34 The councils will have particular regard to the loss of the best and most versatile land, which is defined as Grades 1, 2 and 3a in the national agricultural land classification. This is the most flexible, productive and efficient land in response to inputs, which can best deliver food and non-food crops for future generations. However, many settlements are located in more productive agricultural areas, where options for expansion may inevitably be on higher quality agricultural land.
- 2.5.35 Community schemes for growing local food, such as allotments or community orchards, can improve access to healthier food. Crops for local energy production are carbon neutral and can help communities meet their energy needs through initiatives such as community woodland planting. Such schemes will generally be supported, subject to other policy considerations.

ENV10. AGRICULTURAL LAND AND COMMUNITY SCHEMES FOR LOCAL FOOD OR CROPS

- i) The councils will steer built development towards areas of poorer quality agricultural land where this is available, except where this would be inconsistent with other policy and sustainability considerations.**
- ii) Community schemes providing local food, or crops for local energy production, will be encouraged.**

POLLUTION AND CONTAMINATED LAND

- 2.5.36 The pollution of the air, water or land is generally controlled through separate pollution control regimes operated by pollution control authorities. All types of pollution should be mitigated to appropriate standards, which in many cases will be set by the pollution control authorities. However, the councils will also have regard to: the effects of diffuse and cumulative impacts (for example as a result of air pollution from traffic); the need to achieve higher quality above minimum standards (for example in the case of designated bathing waters); and, where appropriate, impacts on living conditions and amenity as well as impacts on health and the environment.
- 2.5.37 Air pollution may be caused by local traffic generation as well as by industrial processes, and may be exacerbated by local microclimatic factors. The councils may ask for an air quality assessment if there is reason to believe that a development would give rise to a significant change in air quality (either individually or cumulatively with other planned development). Particular caution will be exercised in or close to designated Air Quality Management Areas (AQMAs), and due regard will be had to any air quality action plan. For example, the action plan for Chideock AQMA suggests that further development within the designated area should be limited.
- 2.5.38 Groundwater feeds into both public and over 500 private water supplies in the plan review area. It needs to be protected from developments that pose a risk of pollution in order to maintain an adequate, safe water supply. The most vulnerable groundwater sources have been defined as Groundwater Source Protection Areas, and are shown on the policies map.
- 2.5.39 Past developments and processes, such as old gas works and landfill, may have resulted in contamination of land and water resources, which can pose a threat to human health, the natural environment and amenity. Few sites are so badly contaminated that they cannot be re-used at all, but the contamination may limit the range of potential future uses and impact on the cost and viability of development. The councils will encourage proposals that help bring contaminated sites into productive use. Where a site is affected by contamination, responsibility for securing safe development rests with the developer and/or landowner.
- 2.5.40 There is currently only one site in West Dorset that is included on the contaminated land register and none in Weymouth and Portland. However, where it is anticipated that contamination may be present near or on a proposed development area, a contaminated land assessment will need to be submitted. This should establish the likely sources, pathways (such as seepage or air-borne transmission) and risks (including cumulative risks) posed to possible receptors (such as humans, wildlife and public water supplies). In assessing the level of risk, the councils will take into account any remedial works or mitigation included as part of the application.

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ENV11. POLLUTION AND CONTAMINATED LAND

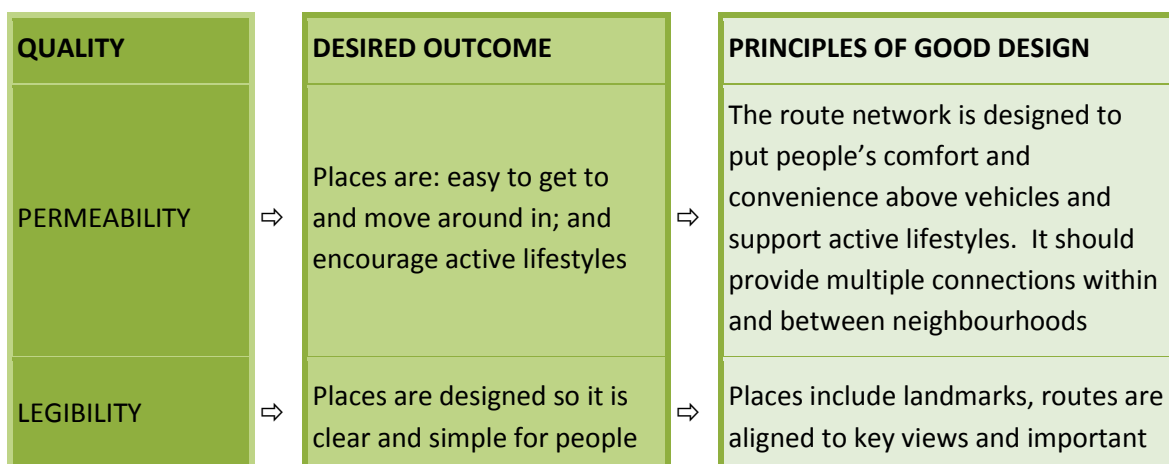
- i) Development that could generate water, land or air pollution will only be permitted if it can be demonstrated that the effects on health, the natural environment, living conditions and amenity can be mitigated to the appropriate standard.
- ii) Development will not be permitted which would result in an unacceptable risk of pollution to ground water.
- iii) Planning permission for development on or adjoining land that is suspected to be contaminated will not be granted unless it can be demonstrated that there is no unacceptable risk to future occupiers of the development, neighbouring uses and the environment from the contamination.

2-viii Former Policy ENVg (now ENV11) has been expanded to relate to air pollution as well as water pollution and contaminated land. Do you have any comments on new Policy ENV11?

2.6 ACHIEVING HIGH QUALITY AND SUSTAINABILITY IN DESIGN

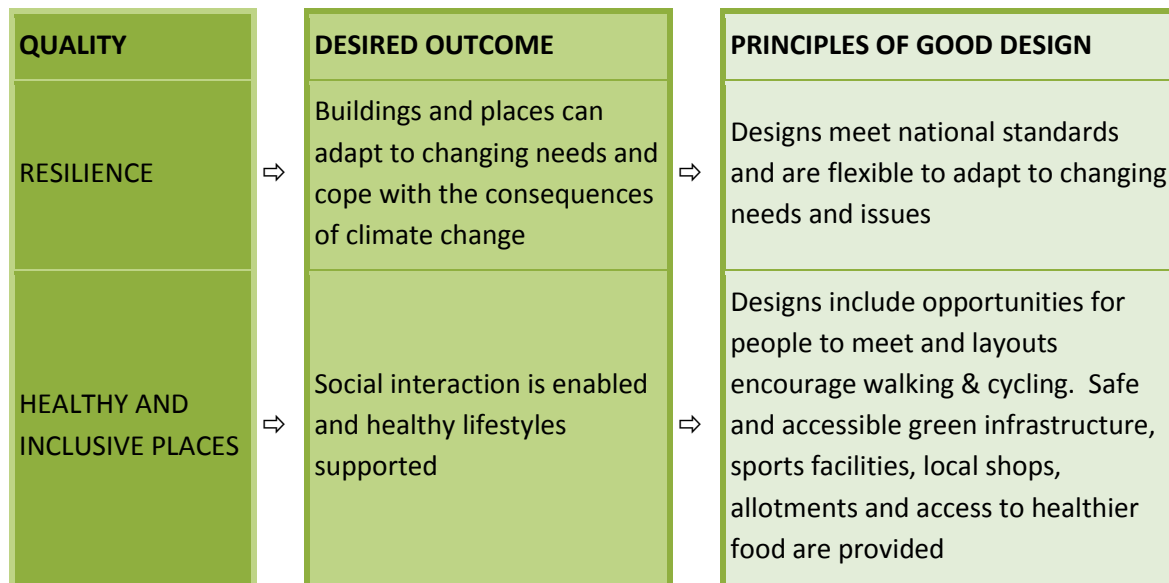
2.6.1 Good design and place-making have a fundamental influence on the environment and people’s lives. They are essential to achieving the aims of sustainable development, resilience to climate change and improvements to health and wellbeing. Good design makes places: that are attractive and durable; which function effectively; which enable and support healthy lifestyles; and which are able to adapt to changing needs. It also shapes how we feel about a place and should make places special and unique – something that is often referred to as ‘a sense of place’.

2.6.2 The following principles of good design are relevant to both urban and rural settings.



QUALITY	DESIRED OUTCOME	PRINCIPLES OF GOOD DESIGN
	to find their way around	views are safeguarded. Buildings are designed to reflect their function and importance
VARIETY	⇒ Places are interesting and not monotonous – there is variety and choice	⇒ Places include a mix of building types, sizes, uses and / or architectural styles
LIVELY PUBLIC REALM	⇒ Places are attractive and inviting with appropriate levels of activity in the street	⇒ Public and private spaces, including linear routes, are clearly defined with active uses promoted in public areas. High quality public spaces are designed to encourage activity and continual public use
SAFETY AND SECURITY	⇒ People feel safe and the fear of crime and malicious threats does not undermine quality of life or social cohesion	⇒ There is activity in, and doors and windows overlooking, routes and spaces. There is a clear definition between public and private spaces. Layout and design take account of public safety and security
ROBUSTNESS	⇒ Places can adapt to the changing needs of the occupiers	⇒ Places and buildings are adaptable
IDENTITY AND DISTINCTIVENESS	⇒ Places have a distinct identity and reflect their history / local area	⇒ Places and buildings use styles and building materials relevant and special to their local area
AMENITY	⇒ There is no friction between neighbouring land uses	⇒ There isn't excessive overshadowing, loss of privacy, noise or pollution in places people expect to enjoy
FUNCTIONALITY	⇒ Facilities are provided to a level and design to ensure places can function effectively	⇒ Buildings have sufficient space to undertake day-to-day tasks. Facilities such as bin stores, drying areas and sitting out spaces are provided to meet the needs of occupiers

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2.6.3 In designing new development consideration needs to be given to many issues including:

- the landscape / townscape setting and what contributes to local distinctiveness;
- the importance of streets, spaces and routes;
- the form, scale and positioning of buildings;
- the detailed design and materials used;
- the environmental performance of places and individual buildings, what uses may take place in these areas, and how they may impact on the amenity and enjoyment of the place;
- how a place functions and what facilities are required;
- the ability of a place to adapt to the changing needs of users and environmental conditions;
- support for healthy lifestyles through the provision of: opportunities for social interaction, sport and recreation; access to healthy food; and layouts that encourage walking & cycling; and
- the creation of and access to high quality green infrastructure.

2.6.4 Developers should engage with the councils and local communities about design at an early stage in the development process so that their views can be taken into account and improvements in design quality can be secured. Developers should have regard to local design expectations and further design policy and guidance in: neighbourhood plans; supplementary planning documents and guidance (SPDs and SPGs); masterplans; and village design statements.

2.6.5 In assessing applications, the councils will have regard to the results of any design assessment process (such as Building for Life, Building with Nature or BREEAM Communities) and any recommendations by a design review panel. Applicants will be

expected to engage with a design review panel process on: major schemes that require masterplans; schemes of a particularly sensitive nature; or schemes where design discussions have reached an impasse.

- 2.6.6 Reflecting national policy, development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions will be refused permission.

THE LANDSCAPE AND TOWNSCAPE SETTING

- 2.6.7 New development should make a positive contribution to local identity and distinctiveness. It should respond to local character and history and add to the overall quality of an area. New development (including any servicing or infrastructure requirements) should be designed and laid out with regard to the landscape and townscape setting of a site and should be effectively integrated into its surroundings.
- 2.6.8 Any scheme should take the available opportunities for improving the character and quality of an area. This includes the retention features of merit (which may not be designated or otherwise formally recognised) where their removal would harm the character and enjoyment of the site or surrounding area, including woodlands, trees and hedgerows. It also includes opportunities to respond to a site's landscape setting and to make it visually attractive through effective landscaping, including new landscape planting.
- 2.6.9 Developers should demonstrate how a proposal contributes to distinctiveness and local identity by undertaking a detailed assessment of the proposed development site and its surroundings. Any site survey, supporting statement, or design and access statement (where required) should be based on and incorporate the following matters:
- **Landform** – showing whether the site is level or how it slopes, and any specific features in terms of local geology;
 - **Microclimate** – such as the prevailing wind direction, shading from buildings and other features, and any other known factors that may influence design;
 - **Land uses** – in particular noting levels of activity they may generate and those that may be sensitive to noise, disturbance or overlooking;
 - **Key views** – identifying important views both in and out of the site;
 - **Routes** – existing and potential links to other sites and areas such as streets, footpaths, bridleways and cycleways;
 - **Built form, materials, traditions and architectural detailing** – the strength of local character and what aspects have influenced it, and the relationship of the site to existing surrounding development, in terms of plot size, building alignment, layout, uses and active frontages, massing, height, proportion, scale, building styles, materials and detailing;
 - **Nationally significant features** – such as national landscape designations, national and international nature conservation sites, historically and architecturally important

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- ‘heritage assets’ which include Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens;
- **Locally significant features** – such as local landmark buildings, key routes and stopping places, trees and hedgerows, streams or rivers, boundary features such as stone walls;
 - **Green infrastructure** – sites that currently form part of the green infrastructure network and opportunities to link into and expand the network;
 - **Existing servicing / infrastructure** – such as cabling, street signage, kerbs, bollards etc.
- 2.6.10 Development proposals should not result in the loss of (or damage to) existing woodlands or trees of high amenity value or important hedgerows. A full arboricultural survey (to BS 5837) will be required with any initial planning application to determine the amenity value of trees within or close to the boundary of a development site. Retained trees should be given sufficient space to mature and thrive, in order to avoid potential conflict with future occupants to cut back or remove trees or issues of overshadowing. Policy ENV3 is also relevant when considering proposals affecting ancient woodlands and / or veteran trees.
- 2.6.11 To protect trees and hedgerows in residential developments, these should be incorporated into the public domain rather than private gardens. Trees, hedgerows and any other features of merit to be retained should be appropriately protected throughout construction. If, exceptionally, the loss of woodland, trees or hedgerows is unavoidable, sufficient replacement trees / shrubs of equivalent landscape, amenity and wildlife value to provide a net gain should be planted and maintained. Such mitigation should be delivered on-site, unless this is not achievable, in which case off-site compensation will be required.
- 2.6.12 Where new landscape planting is needed, native species that are indigenous to the locality are usually preferred, to be in keeping with the local landscape character and provide greater wildlife benefit. Any proposed planting schemes will be expected to commence no later than the next available planting season following implementation of the development. Details and method statements for achieving this should be submitted as part of a design statement or landscape plan.
- 2.6.13 Development proposals should identify and make adequate provision for the future long-term management and maintenance of any retained areas of woodland, trees, hedgerows and new landscape planting. A management plan for the lifetime of the development should be provided at application stage and secured by condition or legal agreement to ensure effective implementation.

ENV12. THE LANDSCAPE AND TOWNSCAPE SETTING

- i) All development proposals should contribute positively to the maintenance and enhancement of local identity and distinctiveness. Development should respond to the character of a site, the surrounding built environment and its landscape setting. Provision should be made for the retention, protection and future maintenance of features that contribute to an area’s distinctive character.**

- ii) Development will provide for the retention, protection and future maintenance of existing woodlands, trees of high amenity value and important hedgerows. If the loss of trees, woodlands or hedgerows cannot be avoided, new native and locally appropriate trees and hedgerows will be secured as mitigation / compensation to ensure they contribute to a net gain. . .**
- i) Development will only be permitted where it provides sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area.**

THE PATTERN OF STREETS AND SPACES

- 2.6.14 Where new streets and spaces are to be created in built up areas, they should be laid out: to be permeable and legible; to encourage the use of sustainable transport modes and reduce car dominance; to function well; and to be safe and secure. The design of new streets and spaces should be informed by the relationship with nearby buildings and the general pattern of development that contributes to the character of an area.
- 2.6.15 Where development will alter the prevailing street pattern, this should be justified in terms of improved legibility, permeability or local character. Any works to existing streets and spaces within the historic environment should positively contribute to local character and identity, sensitively integrating and retaining in situ traditional surface materials, boundary treatments and street furniture.
- 2.6.16 Streets and spaces within a development should be easy to move around and well connected to the surrounding area (i.e. permeable). Consideration should be given to how streets and spaces would link into the wider network and hierarchy of routes. Proposals should not unduly limit opportunities for future connections and growth.
- 2.6.17 Streets should be designed as public spaces and places in their own right and include a network of interconnected spaces and routes for pedestrians and cyclists as well as vehicles. Key routes and junctions should be defined through their scale and enclosure, use of views, spaces and stopping places, and local landmarks.
- 2.6.18 There should be well defined public and private areas, with active and overlooked public areas and secure private areas, in order to create places that are safe and easily understood (i.e. legible). Where a development would create a new public space, information should be provided on how the spaces are to be laid out, indicating:
- natural surveillance from development;
 - key routes and stopping places, and how these relate to local landmarks;
 - in areas where large numbers of people are expected to congregate how plausible and malicious threats and natural hazards have been anticipated & addressed;

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- provision for recreation and social interaction in open spaces, including disabled users;
 - surface water run-off treatment;
 - lighting;
 - biodiversity benefits; and
 - future management of the space.
- 2.6.19 Boundary treatments define public spaces and private areas and can have an important influence on local character. Careful consideration needs to be given to: the type, height and level of privacy required; how proposed treatments would define a street or space and maintain and enhance local character; and the potential impact of occupants' permitted development rights on the maintenance of these treatments.
- 2.6.20 New developments should make provision for sustainable methods of transport including bus routes, footways, cycle routes and bridleways. The road layout including any parking provision should be designed so as not to dominate the street scene. In residential areas or where pedestrian activity is high, the design of new vehicle routes should aim to keep traffic speeds below 20mph.
- 2.6.21 Developments should be fit for purpose and designed to ensure that functional elements (such as bin stores, recycling facilities, drying areas, cycle parking, mobility scooter storage and private amenity / garden space with associated storage and composting facilities) will be successfully accommodated, having regard to the uses proposed and character of the area. These facilities will also need to be provided to a level that is appropriate to the scale of development proposed. Specific provision for bins may need to be accommodated at the kerbside where groups of properties do not front onto a highway, to avoid obstruction and clutter of pavements.
- 2.6.22 The provision of private amenity / garden space should: reflect the character of the area and the size and type of dwelling proposed; and take account of the likely number of occupants, and any feature such as trees and hedges within or adjacent to the garden area. Building for Life states that 'it is a good idea to ensure that rear gardens are at least equal to the ground floor footprint of the dwelling' and the provision of amenity /garden space below this level would not generally be considered to be sufficient.

DESIGNING OUT CRIME

- 2.6.23 The layout and design of buildings should take into account the need to create a sense of safety and security. Development should normally have the main access to a building at the front, facing the street. Doors and windows should provide surveillance onto public areas and blank facades should be avoided. Private areas should be clearly defined through appropriate boundary treatment, and care taken to limit opportunities for the criminal to gain easy access to the rear of buildings and other private spaces.
- 2.6.24 Secured by Design is a set of design principles devised by the Police to promote safe design and layouts. Compliance with this standard should be considered where it does not compromise the quality of design.

ENV13. THE PATTERN OF STREETS AND SPACES

- i) Within and adjoining existing settlements, development should ensure that:
- places are well-connected throughout a development site and with the surrounding area and do not unduly limit opportunities for future growth;
 - places are designed to be clear and simple for people to find their way around, and not dominated by the road layout and parking. The design of routes reflects the likely levels of use and key routes are easily identifiable through their scale, alignment and use of vistas. Streets and spaces are well-defined, safe and pleasant to use, with active and overlooked public areas and secure private areas;
 - bus routes and bus stops, and strategic cycle and pedestrian routes, are planned for and in residential areas, or where pedestrian activity is high, the design of new vehicular routes should aim to keep traffic speed below 20mph;
 - provision is made for bin stores, recycling facilities, drying areas, cycle parking, mobility scooter storage and private amenity / garden space (and associated storage and composting facilities) appropriate to the uses proposed and the character of the area;
- ii) Places are designed to promote public safety and reduce opportunities for, and fear of, crime.

2-ix Former Policies ENV10 and 11 (now ENV12 and 13) have been revised to more clearly set out design expectations in relation to the landscape and townscape setting and the pattern of streets and spaces. Do you have any comments on new Policies ENV12 and 13?

2.7 THE SITING AND DESIGN OF BUILDINGS

- 2.7.1 The siting and design of buildings can bring variety and vibrancy to an area, contributing to the local distinctiveness of a place. Buildings should generally be sited and designed (in terms of scale, mass, architectural quality and material used) to respond positively the local character of an area and should aim to reinforce the sense of place. This may include modular buildings, or other modern methods of construction, provided that they also contribute to local distinctiveness. The siting and design of buildings may also help to improve how a place functions, for example by creating a landmark or focal point to make it easier for people to find their way around.

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SITING, SCALE AND MASS

- 2.7.2 The scale of individual buildings should reflect their public function or importance, with more important buildings built at larger scales than other uses. Such buildings might be located to deviate from the general building line to emphasise their importance, either to dominate the street scene or stand apart in a defined space.
- 2.7.3 Corner plots (where roads or pathways meet) are often key sites which, generally should be developed close to the front of the plot, in order to help visually define the layout of an area. Buildings on such plots are usually visible from a number of vantage points and may be appropriate locations for landmark buildings, especially where such buildings perform an important function. Sites that terminate a view may also provide a good location for landmark buildings.
- 2.7.4 Applications for new development should include information on how the siting, scale and mass of buildings relate to their surroundings. Where development would differ from the local character of an area, it should only be justified in terms of reinforcing a sense of place or improved legibility.

ARCHITECTURAL QUALITY

- 2.7.5 Many historic Dorset settlements are locally distinctive architecturally as a result of the subtle, localised, historic evolution of building types and use of materials. Exceptions were sometimes made for more important buildings, with the use of more elaborate designs and less common building materials brought in from greater distances. The detailed design of buildings and use of materials should respond positively to this local distinctiveness and 'placeless' buildings and estates, which provide little visual interest or sense of place, should be avoided.
- 2.7.6 All new development should respond to its local context and be visually attractive as a result of good architecture. The amount and type of decoration and functional elements such as the position and type of doors and windows, flues, chimneys, gutters and flashings all influence local identity in an area. This does not mean that all buildings should replicate past designs. Original and innovative designs that reinforce the sense of place and help raise the standard of design will be encouraged.
- 2.7.7 In all cases, the quality of the architecture should be appropriate to the type of building and style. Buildings should have an appropriate solid to void ratio, a sense of proportion, elegance, scale, symmetry and rhythm and should incorporate an appropriate richness of detail (without clutter).

MATERIALS

- 2.7.8 The type and variety of materials used should reflect local character and re-inforce local identity. Using local stone in appropriate locations is particularly important in preserving local historic character and ensuring high quality and sustainable design.

EXTENSIONS

- 2.7.9 The scale and design of extensions can have a negative impact on the individual character of a building and how it relates to its surroundings. This is particularly noticeable in the roof form, as this reflects the shape and symmetry of the entire building. In general, the extension should be visually subsidiary to the original building if it is to avoid overwhelming the original character of the building and the pitch of any extension should reflect the pitch of the original building. In some cases proposals that are not subservient to the host building may be acceptable if they achieve visual enhancement to both the building and surrounding area. Extensions should also be well-related to the original building in terms of architectural quality and materials.

ENV14. THE SITING AND DESIGN OF BUILDINGS

- i) Development will only be permitted if the siting and design (in terms of scale, mass, architectural quality and materials) of buildings would: complement and respect the character of the surrounding area; reinforce the sense of place; or actively improve legibility. This means that:**
- the siting, scale and mass of a building should be appropriate to: the prevailing character of the area; its location in relation to the street hierarchy; and the proposed function of the building. A building should be positioned on its site to relate positively to adjoining buildings, routes, open areas, rivers, streams and other features that contribute to the character of an area;**
 - the overall design should be in harmony with the adjoining buildings and the area as a whole. Elevations fronting routes and public realm spaces, on corner plots and in key locations should be designed so that development enhances the street scene, provides natural surveillance, vistas and focal points;**
 - the quality of the architecture is appropriate to the type of building with particular regard to its architectural elegance, symmetry and rhythm, and richness of detail; and**
 - materials are sympathetic to the natural and built surroundings and create a cohesive appearance to the street scene.**
- ii) Any alterations to, or extensions of, buildings should be well related to, and not overpower, the original building or neighbouring properties, unless they achieve significant visual enhancement to both the building and surrounding area.**

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2-x Former Policy ENV12 (now ENV14) has been revised to more clearly set out expectations in relation to the siting and design of buildings. Do you have any comments on new Policy ENV14?

OPTIONAL TECHNICAL STANDARDS FOR HOUSING

- 2.7.10 Minimum technical standards for new housing are set in Building Regulations, but councils have the option of setting additional technical standards in respect of: accessibility and adaptability; wheelchair access; water efficiency; and an optional nationally described space standard.
- 2.7.11 National guidance indicates that councils should gather evidence on the need for such standards in their area (and their impact on viability) in order to justify setting appropriate policies in their local plans. As a first step, at issues and options stage, West Dorset and Weymouth & Portland Councils consulted on whether these different standards should be applied in the local plan review area.
- 2.7.12 The response to the consultation was mixed, but there was more support for applying the additional accessibility and adaptability standard and the optional nationally described space standard. The main reason for supporting these standards was the increasingly older population with a greater proportion of people having their day-to-day activities limited by long-term health issues compared with England as a whole.
- 2.7.13 The councils intend to gather further evidence on the need for these two standards and, on the basis of that evidence, will determine whether the inclusion of policies applying these standards in the local plan review would be justified.

2-xi Should the councils gather more evidence with a view to including policies in the local plan review which would apply the additional accessibility and adaptability standard and the optional nationally described space standard?

HIGH STANDARDS OF ENVIRONMENTAL PERFORMANCE

- 2.7.14 High standards of environmental performance will be sought in larger developments through a nationally recognised assessment process and for individual buildings both through design considerations and Building Regulations. Particular care is required in relation to historic buildings where proposals to improve environmental performance need to be compatible with their heritage interest.
- 2.7.15 For larger developments where masterplans are to be prepared (including new mixed-use communities and single-use developments of a significant size) a nationally recognised assessment of environmental performance (such as BREEAM Communities) should be carried out. Such an assessment should be undertaken in parallel with the master-planning

process to ensure that sustainable solutions are worked into the design early in the planning process, reducing the need to rework plans at later stages.

- 2.7.16 Since the energy used in the construction, subsequent use and maintenance of individual buildings is estimated to account for about 50% of greenhouse gas emissions in the UK, it is important that new development, conversions and changes of use achieve high standards of environmental performance. New buildings which promote high levels of sustainability should not be incompatible with the existing character of an area, if they have been designed with both objectives in mind.
- 2.7.17 Energy consumption can be reduced if buildings and layouts are designed to a good standard of environmental performance at the outset and methods which may be appropriate include:
- optimising opportunities for the passive solar heating of buildings and the spaces between and around them;
 - southerly facing roof slopes used for solar thermal and / or photovoltaic installations, which where possible should be integrated into the roof design;
 - maximising opportunities for natural lighting and ventilation to buildings;
 - minimise the amount of unnecessary overshadowing, including impact on existing renewable energy generators dependent on sunlight;
 - putting in place systems to collect rainwater for use;
 - not using those materials that are the most harmful to the environment; and
 - Sustainable Urban Drainage principles.
- 2.7.18 Part L of the Building Regulations requires that all new residential development improves energy efficiency over a phased period, subject to exemptions introduced for sites of ten dwellings or fewer. For domestic buildings this will be achieved through a combination of carbon compliance and ‘allowable solutions’, a mechanism for investment in carbon saving infrastructure and community projects. A similar mechanism is expected to be introduced for non-domestic buildings to reach zero carbon by 2019.
- 2.7.19 In considering improvements for energy conservation it is important to remember that many historic (traditional) buildings perform very differently from modern buildings. The types of improvement that are most likely to be effective and compatible with a historic building (including listed buildings) include:
- improved draught proofing;
 - increased roof insulation;
 - installation of secondary glazing;
 - installation of an energy efficient boiler; and
 - installation of a ground heat source pump.

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- 2.7.20 The installation of solar panels or photovoltaics within the curtilage of a historic (listed) building may also be possible, provided that these would not irreversibly damage the historic fabric of the building, and that the impact on the listed building, including views of the building, would be limited. The roofscape, together with the location and design of the panels, including choice of materials, colours, specification etc., will all have a bearing on the potential impact. Anyone considering how best to improve their listed building should obtain expert advice from a suitably qualified architect or surveyor.

ENV15. ACHIEVING HIGH LEVELS OF ENVIRONMENTAL PERFORMANCE

- i. New buildings and alterations / extensions to existing buildings are expected to achieve high standards of environmental performance.**

2-xii The supporting text to the former Policy ENV13 (now ENV15) has been redrafted to clarify how the councils aim to achieve higher levels of environmental performance for larger developments, individual buildings and historic buildings. Do you have any comments on new Policy ENV15?

2.8 SHOP FRONTS AND ADVERTISEMENTS

- 2.8.1 Shop fronts and advertisements are essential to commercial activities. They affect the appearance of a building or an area, and can contribute positively to the street scene. However they can also have an adverse impact if they are visually intrusive through their design, colour, materials and/or degree of illumination. Their impacts, including cumulative impacts, can be particularly noticeable in historic settlements and in the countryside, especially those areas recognised for their unspoilt natural character.
- 2.8.2 The councils will encourage high quality design and materials in shop front development. Schemes should be prepared in accordance with a shop front design guide SPD, which is being prepared. In some cases it may be desirable to reinstate traditional shop fronts or features. Good quality contemporary shop fronts can have a positive effect where these relate to modern buildings or would otherwise improve the character of the area. Standardised 'off the shelf' designs can be harmful if they lack detail, are of inappropriate materials or detract from the character of the building or area.
- 2.8.3 When considering the impacts of advertisements on the interests of amenity, regard will be given to the effects on the quality and character of places (including impacts on the local landscape, wildlife and historic character), as well as the amenity issues outlined in Policy ENV18. When considering the impacts of advertisements on public safety, this will include impacts on road safety. In all cases, any cumulative impacts of advertisements on amenity and / or public safety interests will be taken into account.

ENV16. SHOP FRONTS AND ADVERTISEMENTS

- i) High quality design and materials in shop front development are encouraged. Proposals for new or replacement shop fronts, including associated features such as shutters, canopies, awnings, grilles, advertisements and means of illumination, will normally be permitted if:**
- they are compatible with and respect the character, appearance and scale of the building, and do not result in the loss of historic fabric in the case of a heritage asset;**
 - they are compatible with and respect the building’s surroundings in terms of size, proportions, form, design, materials, and use of colour and level of illumination;**
 - any security shutters are designed as open grilles or are placed behind the window and their housing box is set behind the existing fascia; and**
 - any advertisement associated with the shop front does not visually dominate the individual building or street scene.**
- ii) Decisions controlling advertisements will be made in the interests of amenity and public safety.**

2.9 EFFECTIVE AND EFFICIENT USE OF LAND

2.9.1 National policy seeks to make effective use of land by promoting as much use as possible of previously-developed or ‘brownfield’ land in meeting development needs. Previously-developed sites that are considered to be suitable for housing are identified in Part 1 of the brownfield registers for the two councils. Under Policy SUS3 the re-use of brownfield land within defined development boundaries (DDBs) to meet development needs is encouraged, provided the land is not of high environmental value.

2.9.2 National policy also promotes the development of under-utilised land and buildings and this will be supported, particularly if it helps to meet identified needs for housing. A number of sites are proposed for redevelopment in Weymouth and Dorchester town centres, the conversion of spaces above shops and town centre premises is promoted by Policy ECON6, and the re-use of buildings outside DDBs is promoted by Policy SUS4.

2.9.3 Where a site is suitable for development, it should be used effectively. Optimising its use means meeting the needs for homes or other uses, whilst also safeguarding and improving the environment and ensuring safe and healthy living conditions. Undeveloped areas on a development site (including private gardens), can contribute to optimal use by performing many functions, such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production. However, wasted or leftover land that has no real function should be avoided. Making efficient use of land means providing an appropriate mix of uses at an

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appropriate density, whilst also taking account of an area's prevailing character and creating attractive places with acceptable living standards in terms of amenity.

- 2.9.4 Proposals for development (and / or change of use) should contribute towards an appropriate mix of uses, aimed at increasing the level of self-containment, reducing the need for car-based travel and contributing to biodiversity through a balance of homes, open spaces, local services, community facilities and employment workspace. In this mix, uses that will generate a comparatively high degree of pedestrian activity should normally be clustered together, in or close to local centres, to ensure that trips can be shared and public transport can be effectively routed.
- 2.9.5 The density of development will differ across the plan review area and higher densities will be more appropriate in town centres and other locations that are well served by public transport. However, the scale, mass and positioning of any new buildings should be in harmony with the local character of the area (see Policy ENV14).

ENV17. EFFECTIVE AND EFFICIENT USE OF LAND

- i) The development of suitable brownfield land within settlements and under-utilised land and buildings to meet development needs will be encouraged.**
- ii) The potential of any development site should be optimised and efficient use should be made of the land, subject to the limitations inherent in the site and impacts on local character and amenity.**
- iii) The mix of uses and the density of development on a site should reflect the sustainability of the location of the site, with higher densities in sustainable locations such as town centres and other locations well served by public transport and lower densities for less sustainable locations or where maintaining local distinctiveness / landscape character indicates so, such as at the edge of settlements.**

2-xiii Former Policy ENV15 (now ENV17) has been expanded to set out more clearly how the councils will encourage the effective and efficient use of land. Do you have any comments on new Policy ENV17?

2.10 AMENITY

- 2.10.1 Development can impact greatly on people's quality of life where it adversely affects their amenity. Amenity can be adversely affected through: loss of privacy; loss of daylight and sunlight; overbearing development; noise; vibration; unpleasant odours; or intrusion from artificial lighting schemes.

- 2.10.2 Design can have a direct influence on the relationship between new and existing development, and the distribution of activities within a development. In some cases it may be possible for potential impacts on amenity to be made acceptable through appropriate design, layout and distribution of uses. However, in others development may be ruled out either through the impact of the proposed development on the amenity of existing residents or the impact on the amenity of future occupants from existing lawful uses.
- 2.10.3 To ensure adequate privacy in homes, new developments should be designed to minimise overlooking and in-looking, and to provide freedom from unwanted social contact. A basic level of privacy at the rear of homes can normally be provided through either sufficient rear garden depth or orientation and screening to prevent direct overlooking.
- 2.10.4 New development should receive adequate daylight and sunlight to create satisfactory living and working environments. Schemes should be designed to ensure that both proposed developments and any existing adjacent properties would receive adequate natural light and any associated open spaces, such as gardens, would not be unacceptably overshadowed. The scale and massing of development can also have an overbearing and dominating impact on surroundings, in particular on neighbouring properties, and should be avoided. Adequate natural light can normally be provided and overbearing development avoided, through careful attention to the layout and orientation of buildings.
- 2.10.5 The level of noise and / or vibration generated by a development should not give rise to significant adverse impacts on health and quality of life. Acceptable noise levels will vary according to the noise source, receptor and time, and the policy is not intended to unduly restrict existing, established businesses that may need to develop. Planning conditions may be used to reduce adverse impacts. In countryside areas particularly valued for their tranquillity, no significant increase in noise will be permitted.
- 2.10.6 Sewage treatment works and some industrial uses can give rise to unpleasant odours. Whilst such emissions are not usually harmful to health, they can adversely affect amenity. Development that could potentially give rise to unpleasant odours should incorporate measures to reduce their potential impact on amenity to acceptable levels.
- 2.10.7 There are certain impacts on amenity that renewable energy schemes can generate such as flicker, vibration and shadowing and these will need to be considered carefully when making decisions on the acceptability of such schemes.

LIGHTING SCHEMES

- 2.10.8 Lighting schemes can affect the amenities of occupiers and have wider impacts through increasing light pollution loss of ‘dark skies’ (particularly in more rural areas), and tranquillity. The glare from lighting schemes can also have an adverse effect on local residents, vehicle users, cyclists, equestrians, pedestrians and some wildlife, such as bats. Not all lighting proposals require planning consent, but potential light pollution should be addressed at the planning application stage, when details of any external lighting schemes should be submitted. Applicants will be expected to demonstrate that any lighting scheme proposed is the minimum needed for security and working purposes and minimises

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potential light pollution from glare and spillage. Where such schemes are likely to have a significant adverse impact on local landscape character, Policy ENV1 will apply.

ENV18. AMENITY

- i) Proposals for development should be designed to minimize their impact on the amenity and quiet enjoyment of both existing residents and future residents within a development and close to it. As such, development proposals will only be permitted if:**
- they do not have a significant adverse effect on the living conditions of occupiers of residential properties through loss of privacy;**
 - they do not have a significant adverse effect on the amenity of the occupiers of properties through inadequate daylight / sunlight or excessive overshadowing, overbearing impact or flicker;**
 - they do not generate a level of activity, noise or vibration that will detract significantly from the character and amenity of the area or the quiet enjoyment of residential properties; and**
 - they do not generate unpleasant odours unless it can be demonstrated that the effects on amenity, living conditions, health and the natural environment can be mitigated to the appropriate standard.**
- ii) Development which is sensitive to noise, vibration or unpleasant odour emissions will not be permitted in close proximity to existing sources where it would adversely affect future occupants.**
- iii) Proposals for external lighting schemes (including illuminated advertisement schemes) should be clearly justified and designed to minimize potential pollution from glare or spillage of light. The intensity of lighting should be the minimum necessary to achieve its purpose, and the benefits of the lighting scheme must be shown to outweigh any adverse effects.**

2-xiv Former Policy ENV16 (now ENV18) has been expanded to cover the issue of loss of daylight and sunlight. The issue of air pollution is now dealt with in new Policy ENV11. Do you have any comments on new Policy ENV18?

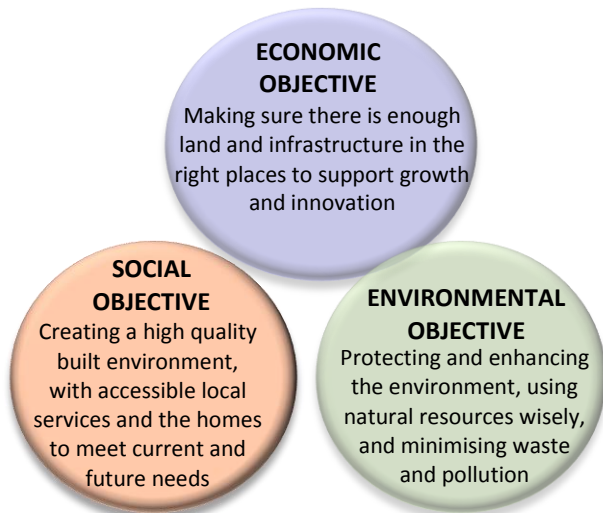
3 Achieving a Sustainable Pattern of Development

3.1 INTRODUCTION

3.1.1 Local plans must be prepared with the objective of contributing to the achievement of sustainable development, which can be described as ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’. The Government’s approach and what the councils are aiming to achieve in terms of sustainable development locally are set out in Section 1.4.

3.1.2 The local plan review aims to deliver against each of the economic, social and environmental objectives of sustainable development and to seek gains across all three. This can be achieved by:

- understanding local circumstances and resource limits, and the impact failing to meet needs or exceeding these limits may have on this and future generations;
- developing opportunities to meet social and economic needs while protecting and enhancing the environment; and
- good community ownership and participation in the planning process.



3.1.3 Using the local plan review to influence the pattern of future growth will help to achieve more sustainable development by providing people with opportunities to make sustainable choices. Neighbourhood planning can also be used by communities to shape and direct sustainable development in their area. This plan review and neighbourhood planning should aim to deliver the growth needed in the period to 2036 in a sustainable manner.

STRATEGIC APPROACH

In the period 2016-2036 a steady supply of housing and employment land should help to meet projected needs across the plan review area (15,880 new homes and about 51.6 hectares of employment land). The distribution of growth is influenced by:

- the role and function of the area’s settlements;
- the proximity and accessibility to existing communities, jobs and facilities;
- the supply of developable sites, including previously developed (brownfield) sites; and
- the environmental constraints of the plan review area.

The local plan review’s strategic allocations provide the main development opportunities and are fundamental to delivering sufficient development. These are located at Beaminster, Bridport,

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Chickerell, Crossways, Dorchester, Lyme Regis, the settlements on Portland, Sherborne and Weymouth (including an area north of Littlemoor that lies partly within West Dorset) and are indicated in Table 3.3. Redevelopment and infill opportunities on sites within the defined development boundaries (DDBs) of the main towns and other settlements will also contribute towards meeting the requirements.

Development opportunities in rural areas will be focused primarily at the larger villages and should take place at an appropriate scale to the size of the village (unless identified as a strategic allocation). Neighbourhood development plans will also bring forward new development, and may allocate additional sites, or extend an existing (or add a new) development boundary to help deliver growth. Away from existing settlements, development opportunities will be more limited and focussed on those activities that will help meet essential rural needs and support the rural economy.

3.2 A SUSTAINABLE LEVEL OF HOUSING AND ECONOMIC GROWTH

3.2.1 Councils are expected to identify a supply of specific, developable sites or broad locations for growth for at least a ten year period, and preferably for fifteen. This local plan review covers the period from 2016 to 2036 including a seventeen year period from adoption.

THE NEED FOR HOUSING

3.2.2 The currently adopted local plan identifies the 'objectively assessed need' for housing as 775 dwellings per annum (dpa) across the whole local plan area. This figure included significant 'headroom' above the forecast need for dwellings based on the 2012 and 2014 household projections: 539 and 589 dpa respectively. The figure of 775 dpa reflected pre-recession (2001 to 2007) economic conditions and was considered to be justified as the 'objectively assessed need' for housing as it allowed for significant in-migration, which would help to provide for a sufficient local labour supply to both support the current economy and deliver an element of economic growth.

3.2.3 In the Issues and Options Consultation Document, the councils sought views on retaining the figure of 775 dpa as the objectively assessed need for housing for the local plan review. However, since that consultation was undertaken, the Government has sought views on a new standard methodology for assessing 'local housing need' (i.e. the needs of the plan review area), which is based on the most up to date (2014-based) household projections with an uplift to take account of local affordability. Using the latest data and a base date of 2016, at April 2018 the standard methodology indicated a need for 794 dpa.

THE NEED FOR EMPLOYMENT LAND

3.2.4 Economic forecasts prepared to inform the currently adopted local plan suggested that around 13,000 new jobs could be generated across the local plan area in the period up to 2031. This gave rise to an 'objectively assessed need' for employment land of around 60 hectares with at least 43 hectares in West Dorset and 17 hectares in Weymouth & Portland.

- 3.2.5 A revised workspace strategy, produced in 2016, looked at business sector forecasts and reassessed the future need for employment land. Allowing for Gross Value Added (GVA) growth in Dorset above the national trend forecast, envisaging growth in total employment of about 15,100 jobs, and providing considerable flexibility in the availability of sites; the revised workspace strategy indicated a need for between 62 and 63 hectares of employment land for the period from 2013 to 2036. The Issues and Options Consultation Document sought views on whether these figures provided an objective assessment of the overall need for employment land in the local plan review area.

SETTING THE LEVEL OF HOUSING AND ECONOMIC GROWTH

- 3.2.6 The local plan review is a joint local plan which covers the whole of the Dorchester / Weymouth Housing Market Area. It uses the new standard methodology to set a single housing provision figure for the whole local plan review area (and the HMA), which will be the basis for the monitoring of housing delivery, including the monitoring of the five-year supply of deliverable housing sites. It also uses the revised workspace strategy as a basis for setting a single figure for the provision of employment land for the period 2016 to 2036.

Table 3.1 – Employment Land Requirement for the Local Plan Review Area

EMPLOYMENT LAND REQUIREMENT	HECTARES
Requirement 2013 to 2033 - from Workspace Strategy	56.4
Requirement 2013 to 2036 - projecting forward need to 2036 (+ 6.5 hectares)	62.9
Requirement 2016 to 2036 – less completions 2013 to 2016 (- 11.3 hectares)	51.6

SUS1. THE LEVEL OF HOUSING AND ECONOMIC GROWTH

- i) In the period 2016 to 2036 provision will be made for:
- a deliverable supply of housing land to accommodate about 15,880 dwellings, which will be delivered at an average annual rate of 794 dwellings per annum; and
 - 51.6 hectares of employment land.

- 3-i The need for 794 dwellings per annum (15,880 homes in total) has been based on the Government's proposed new standard methodology. The need for employment land (51.6 hectares) has been based on the 2016 Workspace Strategy. Do you consider that these figures represent the 'objectively assessed need' for housing and employment land for the period 2016 to 2036?

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3.3 DISTRIBUTING DEVELOPMENT TO MEET NEEDS

STRATEGIC APPROACH

- 3.3.1 Future housing and employment needs will be met from a variety of sources, including: land with planning permission for development; land where development is likely to come forward under the general policy framework of the local plan review and policies (and allocations) in neighbourhood development plans; specific land allocations carried forward from the current local plan; and new specific land allocations identified in the local plan review.
- 3.3.2 Policy SUS2 of the current Local Plan established a spatial strategy for the distribution of development. This is taken forward in the local plan review, having regard to the issues raised by the local plan inspector. The distribution of growth takes account of:
- the role played by the area's settlements, which may be as a main town, a market or coastal town, or a village providing services to rural communities; and their function, which may be as a centre for employment or a resort, and any issues associated with that, such as an imbalance between housing and jobs;
 - the benefits of concentrating growth in locations where communities, jobs and facilities already exist, particularly where these would be easily accessible and there is a choice of transport modes;
 - the supply of developable sites, including previously developed (brownfield) sites, which should be in a suitable location for the development envisaged with a reasonable prospect of becoming available and being viably developed before 2036; and
 - environmental constraints, including landscape, wildlife and archaeological designations and areas at risk of flooding or coastal erosion.
- 3.3.3 The current roles of the main settlements listed in Policy SUS2 of the local plan review and the key environmental constraints affecting them are summarised in Table 3.2 below.

Table 3.2 – Main Settlements: Current Roles and Key Environmental Constraints

WEYMOUTH is an important seaside resort and major holiday destination, but suffers from deprivation in some areas. It has a significant amount of outward commuting to Dorchester for jobs. The Dorset Area of Outstanding Natural Beauty (AONB) lies to the north of the town. Much of the nearby coast lies within the Jurassic Coast World Heritage Site and is also protected for its wildlife interest. Parts of the town are at risk of tidal flooding and flooding from the River Wey.

DORCHESTER is the county town and an important service centre, which relies on a much wider area (including Weymouth and nearby villages) for its workforce and economic success. The Dorset AONB wraps around the town to the south and west and there are protected archaeological sites nearby, including Maiden Castle and Poundbury Camp. The floodplain of the River Frome runs to the north of the town.

PORTLAND supports a number of distinctive settlements separated by wide open spaces and stone quarries. Historically quarrying and the former Royal Naval base provided much local employment, but many islanders now seek jobs on the mainland. Although there has been some regeneration, including at Portland Port, many of the jobs created on the island do not match the skills of the local workforce. Portland is at the heart of the Jurassic Coast World Heritage Site and much of the island is also protected for its wildlife interest.

BRIDPORT is the main town in the west of the area and is relatively well self-contained with a good balance between housing and employment. The town lies entirely within the Dorset AONB and the River Brit and its tributaries (Asker and Skilling) run through the town to the harbour at West Bay, creating large green corridors within their floodplains.

SHERBORNE is a historic market town in the north of the area, which has a close relationship with nearby Yeovil in Somerset. High house prices in Sherborne result in a significant inward flow of mainly lower-paid workers with some, mainly higher-paid workers, commuting out to Yeovil and other destinations. The River Yeo runs along the south-east side of the town and there are some significant heritage assets in the area, including Sherborne Castle and its park and gardens.

CHICKERELL, which lies to the north west of Weymouth, has grown rapidly in recent years to become a town. The parish includes the large industrial estates at Granby and Lynch Lane, which provide employment opportunities for both towns. The Dorset AONB and Heritage Coast (which also includes the important wildlife sites of Chesil Beach and The Fleet), run along its western flank.

LYME REGIS is a small, historic coastal town and tourist resort on the boundary with East Devon. Tourism provides some employment opportunities, but the demand for second and holiday homes has led to high house prices. The town lies entirely within the Dorset AONB and adjoins sections of the Jurassic Coast World Heritage Site. Much of this coastal land is protected for its wildlife interest and is vulnerable to coastal erosion. The River Lim also runs from the north through the town.

BEAMINSTER is a small rural market town about 8 kilometres north of Bridport. It is relatively well balanced in terms of employment and housing, although there is a net outflow of workers. It lies entirely within the Dorset AONB, where a bowl of hills provide a dramatic backdrop to the north of the town. The River Brit and its tributaries run through the town.

CROSSWAYS is the largest village in the plan review area located about 6 kilometres east of Dorchester. It has few facilities and relies on Dorchester for many higher level services and jobs. It lies in close proximity to the internationally protected Dorset Heathlands and areas around the village hold an important mineral resource of sand and gravel.

3.3.4 69% of the local plan review area lies within the Dorset AONB and the inspector of the current local plan accepted that given the need for growth from both a national and local perspective, there were exceptional circumstances to justify allowing major development within this nationally designated landscape.

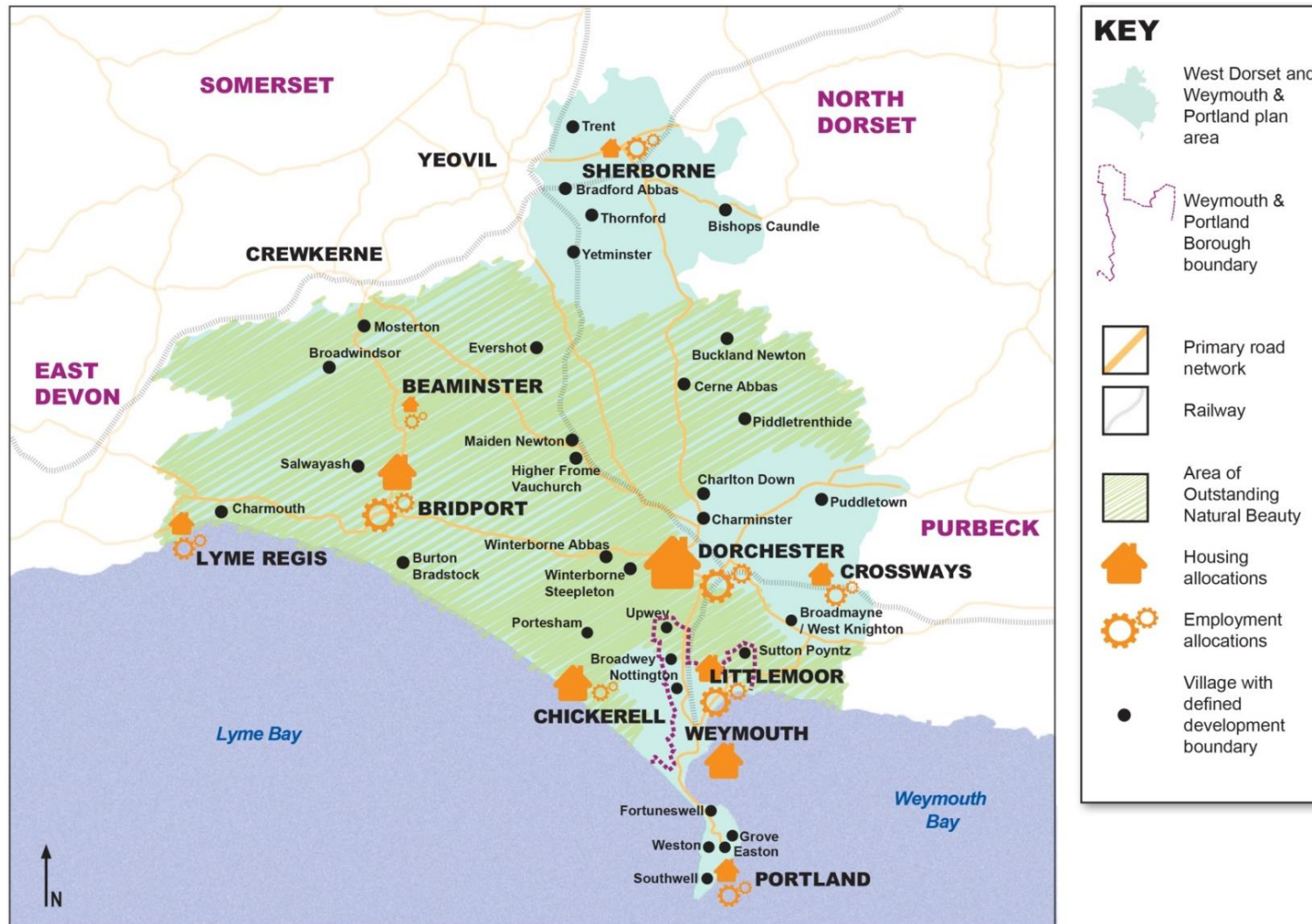
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- 3.3.5 The inspector was, however, concerned that the local plan failed to give sufficient emphasis to the sustainable role of particular settlements and the contribution they could make to meeting development needs. He recommended that as part of the review the councils should identify a long-term strategy for development in the Dorchester area and reappraise housing provision in Sherborne. Since the inspector also recommended that the local plan review should seek to meet development needs for a further five years (i.e. to 2036) the Issues and Options Consultation Document also considered possible development sites at all the other main settlements.
- 3.3.6 The development strategy in the local plan review focuses the majority of growth at the main settlements, taking forward existing strategic allocations and introducing new ones at Dorchester, Sherborne and elsewhere, having regard to all the factors outlined above. The overall development strategy is illustrated in the Strategic Diagram – Figure 3.1 on the next page.

HOUSING ALLOCATIONS

- 3.3.7 Sites specifically allocated for housing (or mixed uses) will contribute to meeting the full objectively assessed need for housing and delivering the overall development strategy. They can provide a more comprehensive and planned approach to development, with infrastructure and facilities (such as new schools), being brought forward in step with housing and employment. They also allow for better control over the phasing and release of development, ensuring that there is a steady supply of housing land over the plan review period with the necessary infrastructure to support housing growth.
- 3.3.8 Table 3.3 lists the housing allocations, including mixed use allocations, which will be developed (wholly or partly) in the plan review period. The table includes new 'Preferred Options' (shown as PO) which have not previously been allocated, as well as sites previously identified in the current local plan, which may have planning permission and / or are currently under construction (for example Poundbury at Dorchester). Housing allocations with planning permission (as at 1st April 2017) are shown in grey shading in Table 3.3, but are counted as 'permissions' rather than 'allocations' in housing land supply calculations. Sites of more than 50 dwellings are shown as 'strategic allocations'. The principle of development on a strategic allocation cannot be changed through a neighbourhood development plan, although they may set out more detailed policies for them, for example on design.
- 3.3.9 The table sets out the anticipated delivery of homes on each site within the plan review period (i.e. 2016 to 2036). Actual numbers delivered will depend on the mix of house types and sizes that are granted planning permission. The table also gives an indication, within five-year periods, of when each site is likely to be developed. The actual phasing will depend on when a developer brings forward any particular site and the build-out rate. The figures for the supply of housing and the phasing of delivery are therefore indicative and may change during the plan review period.

Figure 3.1 – West Dorset, Weymouth & Portland Local Plan Review Strategic Diagram



KEY

- West Dorset and Weymouth & Portland plan area
- Weymouth & Portland Borough boundary
- Primary road network
- Railway
- Area of Outstanding Natural Beauty
- Housing allocations
- Employment allocations
- Village with defined development boundary

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West Dorset, Weymouth & Portland Local Plan 2015

Table 3.3 – Housing Allocations, Approximate Phasing and Estimated Supply. Sites with Planning Permission (as at 1st April 2017) are shown with Grey Shading. PO = Preferred Option

LOCATION	HOUSING SUPPLY	APPROXIMATE PHASING				EMPLOYMENT LAND	STRATEGIC ALLOCATION	POLICY REF.
		2016-21	2021-26	2026-31	2031-36			
Weymouth								
Weymouth Town Centre	400+		⇒	⇒	⇒	(possible)	✓	WEY1
Markham and Little Francis	Up to 649	⇒	⇒	⇒		(possible)	✓	WEY10
Land South of Louviers Rd	100	⇒	⇒			--	✓	WEY11
Land at Wey Valley	350	⇒	⇒	⇒		--	✓	WEY12
The Old Rectory, Lorton Lane	39	⇒				--	--	WEY13
Littlemoor Urban Extension (part)	150		⇒	⇒	⇒	✓	✓	LITT1
Wyke Oliver Farm (PO)	150	⇒	⇒			--	✓	WEY14
Wey Valley South (PO)	100			⇒		--	✓	WEY15
Portland								
Osprey Quay	68	⇒				✓	✓	PORT1
Former Hardy Complex	348	⇒	⇒	⇒		--	✓	PORT2
Chickerell								
Putton Lane Area	137	⇒	⇒			--	✓	CHIC1
Chickerell Urban Extension	820	⇒	⇒	⇒		(minimal)	✓	CHIC2
Wessex Stadium (PO)	170	⇒	⇒			--	✓	CHIC3
West of Southill (PO)	400			⇒	⇒	--	✓	CHIC4
Former Tented Camp, Mandeville Road (PO)	30	⇒				--	--	CHIC5

LOCATION	HOUSING SUPPLY	APPROXIMATE PHASING				EMPLOYMENT LAND	STRATEGIC ALLOCATION	POLICY REF.
		2016-21	2021-26	2026-31	2031-36			
Littlemoor (West Dorset)								
Littlemoor Urban Extension (part)	450		⇒	⇒	⇒	✓	✓	LITT1
Dorchester								
Weymouth Avenue Brewery Site	185	⇒	⇒			(retain)	✓	DOR4
Poundbury Phases 3 and 4	1,127	⇒	⇒			✓	✓	DOR7
Land South of St George's Road	50	⇒				(possible)	--	DOR10
Land off Alington Avenue	50	⇒				--	--	DOR11
Dorchester Prison (PO)	185	⇒	⇒			--	✓	DOR12
North Dorchester (PO)	2,340		⇒	⇒	⇒	✓	✓	DOR15
Land to the west of Charminster (PO)	320	⇒	⇒	⇒		--	✓	DOR16
Crossways								
South of Warmwell Road	500	⇒	⇒	⇒		✓	✓	CRS2
Land adjacent to Oaklands Park (PO)	49	⇒	⇒			✓	--	CRS3
Frome Valley Road (PO) Consent for 85	140	⇒	⇒			--	✓	CRS4
Woodsford Fields (PO)	275		⇒	⇒	⇒	--	✓	CRS5
West of Crossways (PO)	150			⇒	⇒	--	✓	CRS6
Bridport								
Vearse Farm	930	⇒	⇒	⇒	⇒	✓	✓	BRID2
Land East of Bredy Vet's Centre	40	⇒				--	--	BRID3

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LOCATION	HOUSING SUPPLY	APPROXIMATE PHASING				EMPLOYMENT LAND	STRATEGIC ALLOCATION	POLICY REF.
		2016-21	2021-26	2026-31	2031-36			
St Michael's Trading Estate	91	⇒				(retain)	✓	BRID4
Beaminster								
Land North of Broadwindsor Road	150	⇒	⇒			--	✓	BEAM1
Land West of Tunnel Road (PO)	120	⇒	⇒			--	✓	BEAM3
Lyme Regis								
Woodberry Down extension (PO)	40		⇒			--	--	LYME1
Sherborne								
Barton Farm	172	⇒	⇒			✓	✓	SHER2
Sherborne Hotel	119	⇒	⇒			--	✓	SHER3
Former Gasworks Site	50	⇒				(possible)	✓	SHER4
Barton Farm Extension (PO)	470		⇒	⇒	⇒	--	✓	SHER5
North of Bradford Road (PO)	220			⇒	⇒	--	✓	SHER6
South of Bradford Road (PO)	120				⇒	✓	✓	SHER7

3.3.10 It is anticipated that development north of Dorchester and south of Bradford Road, Sherborne will continue after 2036. The total capacity of these sites is 3,500 and 490 dwellings respectively.

3-ii The sites listed in Table 3.3 include both allocations from the current local plan and new 'preferred options' which have not previously been allocated. Do you consider that these are the most appropriate housing (or mixed use sites) sites to allocate to contribute towards meeting the objectively assessed need for housing for the period 2016 to 2036?

HOUSING LAND SUPPLY

3.3.11 Policy SUS1 establishes a requirement for 15,880 new (net additional) homes during the period 2016 to 2036. The local plan review provides land for around 19,116 new homes during this period, which is significantly above this objectively assessed need. It is anticipated that the allocations north of Dorchester and west of Sherborne will provide a further 1,525 new homes after 2036 in addition to the 2,460 new homes indicated in Table 3.3 above. The sources of the overall housing supply for the period from 2016 to 2036 are set out in Table 3.4 below.

Table 3.4 – Housing Requirement and Land Supply 2016-2036 for the Local Plan Review Area

Housing Land Requirement	15,880
Sources of Housing Land Supply	
Completions 1 April 2016-31 March 2017	772
Extant planning permissions at 1 April 2017	4,727
Supply from unconsented allocations in the local plan review	8,885
Major sites (10+ dwellings) within settlements (SHLAA)	1,597
Minor sites (9 dwellings or fewer) (windfall allowance)	3,024
Supply from sites in neighbourhood development plans	45
Rural exception sites likely to come forward	66
Total Supply	19,116

- 3.3.12 Annual monitoring showed that 772 dwellings were built in 2016-17.
- 3.3.13 The expected delivery of housing from sites with planning permission reflects the position at 1 April 2017. This figure includes delivery on sites with planning permission for residential institutions (Use Class C2). It has been assumed that all sites with planning permission will come forward and be developed within the plan review period.
- 3.3.14 Where planning permission has been granted on a housing allocation, it is shown 'greyed out' in Table 3.2. Housing supply from these sites is included in the 'extant permissions' figures. A separate figure is given for the supply of housing from allocations where no planning consent was in place on 1 April 2017. Assumptions about housing numbers, likely start dates and rates of development on the allocated housing sites have been made based on past rates of development and likely future rates indicated by developers.
- 3.3.15 Sites with development potential for 10 dwellings or more within DDBs, which have been specifically identified in the Strategic Housing Land Availability Assessment (SHLAA), have

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been included in the supply. Sites outside DDBs, identified as having development potential in the SHLAA, have not been included in the supply except where they form new 'Preferred Options' allocations.

- 3.3.16 A windfall allowance has been made for development on minor sites (i.e. sites of 9 dwellings for fewer) based on historic completions on minor sites over the past 6 years.
- 3.3.17 The only neighbourhood development plan that currently allocates sites for housing is the Buckland Newton Neighbourhood Plan. In addition, the Piddle Valley Neighbourhood Plan identifies two sites which could deliver new homes but does not specify how many. Any allocations in future neighbourhood development plans will also be added to the supply. The supply from affordable housing exception sites only includes those where funding has been approved.
- 3.3.18 The housing supply figures will be updated when the local plan review is submitted for examination to take account of any changes since April 2017, including new planning consents and completions after that date.

3-iii Table 3.3 (and the supporting text that follows) sets out (and explains) the different sources of housing supply to meet (and exceed) the objectively assessed need for housing for the period 2016 to 2036. Do you have any comments on the overall level of provision made or the sources of supply identified?

FIVE-YEAR HOUSING LAND SUPPLY

- 3.3.19 Monitoring shows that in April 2017 there was 4.94 years of housing land supply across the local plan area, based on the objectively assessed need for housing at that time (of 775 dpa), including a 20% buffer and taking account of past under delivery since 2011.
- 3.3.20 The five-year housing land supply is reviewed annually and will be re-calculated when the local plan review is submitted for examination. Any revised figure will reflect the latest monitoring information and take account of any changes to how the five-year supply should be calculated as a result of revisions to the NPPF. The submitted local plan review will include a housing trajectory setting out the anticipated delivery of housing over the plan review period.
- 3.3.21 The draft revised NPPF includes a 'housing delivery test', which will not come into effect until November 2018. The implications of the delivery test, if retained in the final version of the NPPF, will be set out in the submitted local plan review.

EMPLOYMENT LAND SUPPLY

- 3.3.22 The employment land supply proposed in the local plan review, compared with the employment land requirement identified in Policy SUS 1, is set out in Table 3.4 below.

Table 3.4 – Employment Land Supply for the Local Plan Review Area 2016-2036

EMPLOYMENT LAND REQUIREMENT 2016 – 2036 (HECTARES)			51.6
EMPLOYMENT LAND SUPPLY (HECTARES)			
SOURCE	WEST DORSET	WEYMOUTH & PORTLAND	PLAN AREA
Completions 2016-17	0.36	0.04	0.4
Planning Permissions @ April 2017 (unallocated sites)	5.37	9.22	14.59
Employment Land Allocations	44.48	2.1	46.58
Total Supply 2016 - 2036	50.21	11.36	61.57

3.3.23 Table 3.5 below lists the allocations in the local plan review that will contribute to the supply of employment land, some of which are identified as key employment sites. The allocation areas are approximate and further employment development may come forward as part of mixed use schemes. The table excludes other sites with permission for employment development, as at 1st April 2017.

Table 3.5 – Employment Allocations

TOWN	SITE ALLOCATED FOR EMPLOYMENT	EMPLOYMENT (HA)	KEY SITE	NOTES	POLICY REF
Weymouth	Littlemoor urban extension	9.6	✓	primarily in West Dorset	LITT1
	Land at Icen and Weyside Farms	Potential		in West Dorset	LITT2
Portland	Osprey Quay	2.1 (minimum)		part with permission	PORT1
Chickerell	Putton Lane	0.14		with outline permission	CHIC1
Dorchester	Weymouth Avenue Brewery	0.02 (approximate)		with outline permission	DOR4
	Poundbury Urban Extension	6.0 (approximate)		with outline permission	DOR7

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TOWN	SITE ALLOCATED FOR EMPLOYMENT	EMPLOYMENT (HA)	KEY SITE	NOTES	POLICY REF
	Poundbury Parkway Farm	0.72	✓	site extension	DOR8
	North Dorchester	10.0	✓	Total provision within the allocation	DOR15
Crossways	Land South of Warmwell Road	2.5	✓		CRS2
Bridport	Vearse Farm	4.0	✓		BRID2
	St. Michael's Trading Estate	0.76		with permission	BRID4
Beaminster	Lane End Farm	0.7	✓		BEAM2
	South of Broadwindsor Road	3.8	✓		BEAM4
Sherborne	Barton Farm	1.24	✓	mixed use scheme	SHER4
	South of Bradford Road	5.0	✓	mixed use scheme	SHER7
Total		46.58			

3-iv Table 3.4 identifies the different sources of employment land supply and Table 3.5 identifies the allocations that will contribute to that supply to meet (and exceed) the objectively assessed need for employment land for the period 2016 to 2036. Do you have any comments on: the overall level of provision made; the sources of supply identified; or the sites allocated?

MONITORING INDICATOR: amount of land developed for employment by type and proportion. **TARGET:** 2.7ha/annum

MONITORING INDICATOR: annual housing completions within the plan review area. **TARGET:** 794dpa

MONITORING INDICATOR: five-year supply of housing land within the plan review area. **TARGET:** five year supply of housing land within the plan review area measured against the requirement of 3,970 (794x5) + any shortfall from earlier in the plan review period + buffer of 5% (or 20% if there has been persistent under-delivery) as per national planning policy.

3.4 SPATIAL STRATEGY

SETTLEMENT HIERARCHY AND SPATIAL STRATEGY

3.4.1 The strategic approach to distributing development outlined earlier in this chapter has been used to determine the most appropriate locations for housing and employment land allocations. This strategic approach has also been used to develop an overarching spatial strategy for the local plan review area, which seeks to maximise the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes.

3.4.2 Policy SUS2 establishes a four-tier settlement hierarchy, which comprises:

- the ‘main towns’ of Dorchester and Weymouth (including outlying areas of Chickerell and Littlemoor);
- the ‘market and coastal towns’ (of Beaminster, Bridport, Lyme Regis and Sherborne); the settlements on Portland; and the village of Crossways;
- settlements with DDBs in ‘rural areas’; and
- settlements without DDBs in ‘rural areas’.

3.4.3 Settlements with DDBs, which make up the first three tiers of the settlement hierarchy, are listed in Figure 3.2 below.

Figure 3.2 – Settlements with Development Boundaries Defined Through the Local Plan / Local Plan Review

Beaminster	Cerne Abbas	Grove	Southwell
Bishops Caundle	Charlton Down	Lyme Regis	Sutton Poyntz
Bradford Abbas	Charminster	Maiden Newton and Higher Frome Vauchurch	Thornford
Bridport	Charmouth	Mosterton	Trent
Broadmayne and West Knighton	Chickerell	Nottingham	Upwey
Broadway	Chiswell	Piddletrenthide	Wakeham
Broadwindsor	Crossways	Portesham	Weston
Buckland Newton	Dorchester	Puddletown	Weymouth
Burton Bradstock	Easton	Salwayash	Winterbourne Abbas and Winterbourne Steepleton
Castletown	Evershot	Sherborne	Yetminster
	Fortuneswell		

3.4.4 On Portland the settlements that will be ‘a focus for future growth’ are: Castletown; Chiswell; Easton; Fortuneswell; Grove; Southwell; Wakeham; and Weston. The DDBs around the settlements on Portland (and other outlying employment sites and areas of existing housing development) are shown on the policies map.

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3.4.5 Development in rural areas will be ‘directed to settlements’ where development boundaries have been defined in the local plan or the local plan review. These are typically the villages (or pairs of villages) with larger populations and / or some facilities, all of which have a population of more than 200 people.

3.4.6 Figure 3.3 lists settlements where new development boundaries have been defined in neighbourhood development plans (i.e. entirely new DDBs, rather than amendments to existing DDBs defined in the local plan or local plan review).

Figure 3.3 – Newly Defined Development Boundaries in Neighbourhood Development Plans, as at February 2018

Godmanstone	Loders	Uploders	
-------------	--------	----------	--

3.4.7 This list may expand as more neighbourhood development plans are made and more new DDBs are defined. In terms of the spatial strategy, development in rural areas will not be directed to these settlements, but they may still have some growth to meet their local needs, principally growth through development within the newly defined DDBs.

3.4.8 Elsewhere, growth to meet local needs should focus on those settlements without DDBs, which have a population of 200+. These settlements are listed in Figure 3.4 below.

Figure 3.4 – Settlements of 200+ Population without a Defined Development Boundary

Abbotsbury	Frampton	Osmington	Stratton
Bradford Peverell	Halstock	Owermoigne	Sydling St Nicholas
Cattistock	Holwell	Piddlehinton / White	Thorncombe
Cheselbourne	Leigh	Lackington	Toller Porcorum
Chetnole	Litton Cheney	Puncknowle	Tolpuddle
Chideock	Longburton	Shipton Gorge	West Stafford
Corscombe	Morcombelake	South Perrott	Winterborne St Martin
Dewlish	Netherbury	Stinsford / Lower	
Drimpton	Nether Compton	Bockhampton	

3.4.9 In determining whether development at a rural settlement with a DDB (defined through the local plan or local plan review) is ‘at an appropriate scale to the size of a settlement’, the following factors will be taken into account:

- whether the proposals are of a strategic nature;
- whether the proposals would help communities to meet their local needs;
- whether the proposals would change the character and setting of the settlement;

- whether local infrastructure, including any necessary improvements, could accommodate or be supported by the proposed development; and
- any cumulative impacts with other developments.

3.4.10 Growth to meet ‘local needs’ means growth to support:

- a village / group of closely-related villages; or
- a parish / group of parishes, for example an area where there is a group parish council or where a neighbourhood development plan covers more than one parish.

DEFINED DEVELOPMENT BOUNDARIES

3.4.11 DDBs have been carried forward from the current local plan, except: where extended to accommodate strategic allocations or other changes; or where altered or newly defined in a neighbourhood development plan. Further information on DDBs can be found in the Policies Maps Background Document on www.dorsetforyou.com.

3.4.12 A DDB is a ‘planning tool’ that seeks to deliver the spatial strategy by ‘normally permitting’ development within it and ‘strictly controlling’ development outside it. In recent years the councils have not been able to demonstrate a five-year supply of housing land, which has resulted in developers putting forward proposals for speculative housing development outside DDBs. In such circumstances the ‘presumption in favour of sustainable development’ in national policy is engaged. Policy INT1 sets out how the councils will apply the ‘presumption’, whilst also having regard to the vision, strategic priorities and policies in the local plan review. In such circumstances, the councils will need to consider what ‘weight’ should be given to: the spatial strategy; and where relevant, any harm associated with any development proposed outside a DDB.

3.4.13 In order to deliver the spatial strategy, it is strategically important that DDBs are retained around the settlements listed in Figure 3.2. However, in preparing neighbourhood development plans local communities can propose amendments to these DDBs, provided that this would not promote less development than is set out in the local plan. Local communities could also extend the DDBs around the settlements listed in Figure 3.3 or introduce new DDBs around the settlements listed in Figure 3.4.

3.4.14 Outside DDBs, development is ‘strictly controlled’ and restricted to the forms of development listed in Policy SUS2. For many forms of development there are specific policies (such as Policy SUS7 relating to rural workers’ housing) which also need to be applied to relevant planning applications.

SUS2. SPATIAL STRATEGY

i) Development will be distributed according to the following settlement hierarchy, with a greater proportion of development at the larger and more sustainable settlements.

- **The main towns of Dorchester and Weymouth (of which Chickerell and parts**

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of Littlemoor form outlying parts) will be the highest priority locations for new development;

- Elsewhere in the plan review area: the market and coastal towns of Beaminster, Bridport, Lyme Regis and Sherborne; the settlements on Portland; and the village of Crossways will be a focus for future development;
 - Development in rural areas will be directed to settlements with development boundaries defined through the local plan or local plan review, and will take place at an appropriate scale to the size of the settlement;
 - Settlements with no defined development boundary, or settlements with a newly defined development boundary in a neighbourhood development plan, may have some growth to meet their local needs.
- ii) Within the defined development boundaries residential, employment and other development to meet the needs of the local area will normally be permitted.
- iii) Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints, and be restricted to:
- agriculture, forestry or horticulture or related enterprises such as farm diversification and equestrian development;
 - alterations and extensions to existing buildings in line with their current lawful use, including their subdivision or replacement;
 - new employment, tourism, educational/training, recreational or leisure-related development;
 - affordable housing;
 - rural workers' housing;
 - open market housing through the re-use of existing rural buildings;
 - sites for gypsies, travellers and travelling showpeople;
 - the replacement of properties affected by coastal change in a location identified in an approved local development document;
 - proposals for the generation of renewable energy or other utility infrastructure;
 - flood defence, land stability and coastal protection schemes;
 - local facilities appropriate to a rural area or close to an existing settlement; and
 - specific allocations in a development plan document and associated landscape and infrastructure requirements.

3-v Policy SUS2 and supporting text have been revised: to more clearly set out how growth will be directed to different levels of the settlement hierarchy; and to set out the approach to growth at settlements where new DDBs have been introduced in neighbourhood development plans. Do you have any comments to make on these changes, or any other changes to Policy SUS2 and supporting text?

3.5 THE RE-USE OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

3.5.1 The re-use of existing buildings outside DDBs, can make effective use of an existing resource and help to meet development needs in rural areas. Where planning permission is required, the re-use of an existing building will be permitted if:

- the existing building is suitable for re-use;
- the proposed use is appropriate for the building concerned; and
- the proposed scheme for re-use is acceptable in planning terms.

THE SUITABILITY OF THE EXISTING BUILDING

3.5.2 The building to be re-used should be permanent (i.e. not the subject of a temporary consent) and of substantial construction (i.e. not derelict, constructed with temporary or short-life materials, or built without proper foundations). As an existing resource, most buildings will merit retention and re-use, but those that have a harmful impact on their surroundings or the wider landscape, such as large scale agricultural buildings with a utilitarian appearance, may not.

3.5.3 With the exception of schemes for residential re-use in isolated locations, existing buildings do not need to be redundant in order for re-use to be permitted. Where a scheme is for the re-use of a building that is still in use and it is intended to continue that use or activity in some form, it will be important that it can be accommodated, either on or off-site, without the need for an additional building to fulfil the function of the building to be re-used.

3.5.4 Where residential re-use is proposed, the scale height and depth of the existing building should enable it to be converted to create satisfactory living conditions for the future occupants. Wherever possible, existing openings should be capable of providing access to the building and sources of natural light.

3.5.5 Where residential re-use is proposed in an isolated location, the scheme will need to meet one of the special circumstances set out in national policy, which are:

- Where the development would re-use a redundant or disused building and lead to an enhancement to the immediate setting; or
- Where a development would represent the optimal viable re-use of a heritage asset; or

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- Where a scheme would be appropriate enabling development to secure the future use of a heritage asset.
- 3.5.6 Where relevant, developers will be expected to:
- confirm the redundant or disused status of the existing building; and
 - demonstrate how the proposed scheme would enhance the immediate setting.
- 3.5.7 An existing building (including curtilage) will not be considered to be isolated if it adjoins (i.e. immediately abuts) a settlement with a DDB, is within or adjoins (i.e. immediately abuts) a settlement with a population of 200+ (as set out in Figure 3.4) or forms part of a hamlet or group of buildings. In other circumstances, whether a building is isolated will be considered on a case-by-case basis. Proposals relating to the re-use of heritage assets will also need to be considered in relation to Policy ENV5.

THE APPROPRIATENESS OF THE PROPOSED USE

- 3.5.8 A wide range of different uses may be permitted in principle and for many there are specific, more detailed policies that should be applied to any relevant scheme for re-use. For example, Policy COM2 (and supporting text) explains how a building to be re-used for community purposes should be accessible and immediately proximate to the community it would serve. Re-use for tourism purposes (other than holiday accommodation) should support sustainable rural tourism, for example by enabling people to enjoy landscapes, wildlife or recreational opportunities, such as long distance footpaths.

THE ACCEPTABILITY OF THE SCHEME FOR RE-USE

- 3.5.9 Any scheme should be designed to ensure that the type of use proposed and the scale of the proposals fully recognise the limitations associated with the existing building's design and construction, both in terms of the capacity of the existing building to accommodate the proposed use and in terms of the potential impacts a scheme may have on the character of the existing building and its surroundings.
- 3.5.10 Any scheme should enable conversion to the intended use without the need for complete or substantial reconstruction. A structural survey may be required to confirm the level of reconstruction required. As a guideline, schemes for re-use which require more than 25% of the structural walls to be rebuilt or more than 50% of the wall cladding to be replaced generally will not be permitted. Any activities associated with the re-use of the building should take place within the existing curtilage, where one exists. Where necessary to define a curtilage or operational site area as part of the scheme for re-use, this should be the minimum required to meet the operational needs of the intended re-use. Exceptionally, the small-scale extension of an existing curtilage that meets criterion iv) of Policy HOUS6 may be permitted.
- 3.5.11 A small-scale, ancillary extension (or extensions) to an existing building, may be necessary to meet essential functional requirements, such as the need for: an entrance lobby; an external corridor to avoid the need to sub-divide an attractive internal space; kitchen space; a utility room; or a bathroom. In all cases, any extension should be subordinate to the

existing building and no larger than required to meet the minimum functional requirements.

- 3.5.12 For schemes that include an extension to the existing building and / or the curtilage, permitted development rights may be removed.
- 3.5.13 Proposals for the re-use of an existing building (and associated works to the site and any existing or proposed curtilage) should be designed to ensure that overall the works affecting the building, the site, and its setting make a positive contribution to local character. Any features of historic or architectural importance on or associated with an existing building should be retained as part of any scheme for conversion. Schemes for the re-use of listed buildings will usually require listed building consent even in cases where planning permission is not required.

SUS3. RE-USE OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

i) The re-use of existing buildings outside DDBs will be permitted provided that:

ii) in relation to the existing building / site:

- the existing building is permanent, of substantial construction and merits retention;
- the continuation of any current use or activity on the site, would not give rise to a future need for another building (or buildings) to accommodate that use or activity;
- where residential re-use is proposed, the existing building would readily lend itself to residential conversion, in terms of its scale, height, depth and the number and location of existing openings;
- where residential re-use is proposed and the existing building is in an isolated location, there are special circumstances, as set out in national policy, which would justify residential re-use in such a location;

iii) development is for one of the following uses:

- housing;
- affordable housing;
- essential rural workers' housing;
- employment;
- community uses;
- built tourist accommodation;
- other tourism uses, where there is a justifiable need for a rural location;

iv) in relation to the scheme for re-use;

- the intended re-use can be achieved without the need for complete or

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substantial reconstruction of the existing building or any extension of the curtilage, other than exceptionally, a small-scale extension compliant with criterion iv) of Policy HOUS6;

- **any proposed extension to the existing building is: modest in scale; ancillary in nature; subordinate to the main building; and necessary to meet the essential functional requirements of the intended re-use; and**
- **the scheme for re-use should make a positive contribution to local character and include the retention of any features of historic or architectural importance on, or associated with, the existing building.**

3-vi Overarching objectives in relation to the re-use of buildings outside DDBs are established in the supporting text and Policy SUS3 has been revised to set out how any scheme for re-use would be judged against these objectives. The policy has been amended to generally permit the re-use of existing buildings outside DDBs for residential purposes and to more closely reflect national policy on residential re-use in isolated locations. Do you have any views on the proposed changes to Policy SUS3 and supporting text?

3.5.14 Policy SUS3 seeks the re-use of existing buildings with the objective of making effective use of an existing resource. However, in certain circumstances, Policy HOUS6 may permit the replacement of existing dwellings outside DDBs and Policy ECON1 may permit the replacement of existing employment buildings.

3-vii It is proposed to delete Policy SUS4 in the current local plan because it unnecessarily duplicates the provisions of Policies HOUS6 and ECON1, which deal with the issues of replacement dwellings and replacement employment buildings, respectively. Do you have any views on the proposed deletion of Policy SUS4 in the current local plan?

MONITORING INDICATOR: the number and location of completions for the re-use of buildings outside defined development boundaries by use.

3.6 NEIGHBOURHOOD DEVELOPMENT PLANS

3.6.1 Communities can have a greater role in shaping the areas in which they live and work by establishing statutory policies through neighbourhood development plans. There is no legal requirement for a community to prepare a neighbourhood development plan, but it is a right which communities in England can choose to use.

3.6.2 Neighbourhood planning has the potential to bring together a local community, landowners and developers, service providers and the district or borough council to build a consensus about the future of an area. Where a town or parish council exists, they should lead on neighbourhood planning. Elsewhere a 'neighbourhood planning forum' must be designated to lead the process.



3.6.3 A neighbourhood development plan forms part of the development plan for an area and sits alongside the local plan (or local plan review) prepared by the local planning authority. Planning applications in the local plan review area will be determined using both the local plan review (once adopted) and any 'made' neighbourhood development plans; and by having regard to any material considerations.

3.6.4 Before a draft neighbourhood development plan can proceed to referendum and be 'made', it needs to be examined and the role of an independent examiner is to test whether or not it meets the 'basic conditions', set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood development plans by section 38A of the Planning and Compulsory Purchase Act 2004. In summary these are:

- To have regard to national policies and advice contained in guidance issued by the Secretary of State;
- to contribute to the achievement of sustainable development;
- to be in general conformity with the strategic policies of the development plan for the area;
- to be compatible with and not breach European Union (EU) obligations; and
- to meet other prescribed conditions⁸.

3.6.5 Certain aspects of the policies and advice contained in the guidance issued by the Secretary of State are discussed in more detail below.

STRATEGIC PRIORITIES AND STRATEGIC POLICIES

3.6.6 National policy indicates that the ambition of a neighbourhood should be aligned with the strategic needs and priorities of the wider area. Section 1.3 of the local plan review

⁸ The 'basic conditions' are explained in more detail here in national guidance - <https://www.gov.uk/guidance/neighbourhood-planning--2#basic-conditions-for-neighbourhood-plan-to-referendum>

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establishes a vision for West Dorset, Weymouth & Portland and identifies a set of strategic priorities. In order to reflect national policy, neighbourhood development plans should be prepared to positively contribute to the local plan review's vision and strategic priorities.

- 3.6.7 National policy indicates that a neighbourhood development plan should support the strategic development needs set out in a local plan and the 'basic conditions' require that a neighbourhood development plan must be in general conformity with the strategic policies of a local plan. As a result, a neighbourhood development plan should not: promote less development in the neighbourhood area than is set out in the local plan review; undermine the local plan review's strategic policies; or be used to constrain the delivery of a strategic site allocated for development.
- 3.6.8 The strategic 'topic-based' policies in the local plan review are those that take forward the 'strategic approach' set out in each of Chapters 2 to 6. Strategic housing allocations are those that will deliver more than 50 new homes and strategic employment allocations are those identified as 'key employment sites'. A few policies in the local plan review have both strategic and non-strategic aspects. For example, Policy SUS2 seeks to 'strictly control' development outside DDBs, but the 'strategic approach' also recognises that neighbourhood development plans may bring forward new development, and may allocate additional sites, or extend an existing (or add a new) DDB to help deliver growth. Further information on strategic and non-strategic policies (including policies that include both strategic and non-strategic aspects) is set out in Appendix 3.
- 3.6.9 Neighbourhood development plans should be prepared: to reflect the local plan review's strategic approach; and to be in general conformity with its strategic policies and the strategic element of policies that have both strategic and non-strategic aspects.

PROPORTIONATE AND ROBUST EVIDENCE

- 3.6.10 Proportionate and robust evidence is required to show how a neighbourhood development plan would guide development to sustainable solutions and contribute to sustainable development (which is one of the 'basic conditions'). The evidence should aim to justify not only the approach taken in the plan, but should also support the choices made and the rejection of any alternatives considered.

INFRASTRUCTURE NEEDS

- 3.6.11 Consideration should be given to the infrastructure needed to support development (such as homes, shops or offices) proposed in a neighbourhood development plan. Engagement with infrastructure providers (e.g. utility companies, transport infrastructure providers and local health commissioners) may be necessary to determine what infrastructure is needed to support growth. Where a need for new or enhanced infrastructure is identified, a neighbourhood development plan should set out the prioritised infrastructure required to address the demands of the development proposed.

DELIVERABILITY

- 3.6.12 If policies and proposals are to be implemented as a community intends, then a neighbourhood development plan needs to be deliverable. National guidance indicates that landowners and developers should be involved in preparing neighbourhood development plans to avoid placing unrealistic pressures on the cost and deliverability of development. Infrastructure requirements may have implications for the viability of a site-based proposal and viability may also be an issue in relation to a policy (for example a policy to seek a higher level of affordable housing locally). In such circumstances it may be necessary to assess the viability of policies or proposals to ensure that they are deliverable.

SUS4. NEIGHBOURHOOD DEVELOPMENT PLANS

i) Neighbourhood development plans should be prepared:

- to positively contribute to the local plan review's vision and strategic priorities; to reflect its strategic approach; and be in general conformity with its strategic policies;
- based on proportionate and robust evidence;
- to identify the infrastructure needed to support development; and
- to ensure that the policies and proposals are deliverable.

MONITORING INDICATOR: the number of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders adopted.

MONITORING INDICATOR: annual increase in housing land supply as a direct result of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders.

3-viii former Policy SUS5 (now SUS4) has been updated to provide clearer advice on how neighbourhood development plans should be prepared to meet the 'basic conditions' and comply with national guidance. Do you have any comments on new Policy SUS4?

HOUSING REQUIREMENT FIGURES FOR NEIGHBOURHOOD DEVELOPMENT PLANS

- 3.6.13 The draft revised NPPF indicates that local plans should set out a housing requirement figure for designated neighbourhood areas (i.e. any area for which a neighbourhood plan is being prepared). For any neighbourhood area designated after the adoption of a local plan, a local planning authority should provide an indicative figure, if requested to do so.
- 3.6.14 The draft revised NPPF does not prescribe a methodology for setting housing requirements at the neighbourhood level, but indicates that any indicative figure should take account of factors such as:

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- the latest evidence of local housing need;
 - the population of the neighbourhood area; and
 - the most recently available planning strategy for the local planning authority.
- 3.6.15 The councils are, therefore, seeking views on a possible approach, based on the factors outlined above.
- 3.6.16 The ‘local housing need’ for a local plan area should be assessed using the standard methodology in national planning guidance. Policy SUS1 establishes a need for 15,880 dwellings (or 794dpa) for the period 2016 to 2036 and Table 3.4 shows that the overall level of housing development proposed significantly exceeds the assessed local housing need.
- 3.6.17 The overall planning strategy for the distribution of development in the local plan review area is set out in this chapter, with the spatial strategy for the distribution of growth set out in Policy SUS2. Tables 3.3 and 3.4 confirm that the full assessed local need for housing can be met at the ten locations in the top two tiers of the settlement hierarchy.
- 3.6.18 Having regard to local housing need and the planning strategy, it is proposed that housing requirement figures for neighbourhood areas will be calculated differently in the main locations for growth and elsewhere.
- 3.6.19 For any neighbourhood area containing one of the ten locations in the top two tiers of the settlement hierarchy, it is proposed that any housing requirement figure would be the sum of: completions since 2016; extant planning permissions; housing allocations; capacity on major sites within DDBs identified in SHLAA; and a windfall allowance on minor sites. Neighbourhood development plans for these settlements would not need to identify any additional land to meet the overall plan review area housing need figure. However, in the event that they intended to delete or propose a different use on a non-strategic housing (or mixed use) site (as identified in Table 3.3) sufficient housing provision would need to be made on other sites to ensure that the neighbourhood development plan did not promote less development than set out in the local plan review.
- 3.6.20 In rural areas (i.e. excluding the settlements in the top two tiers of the settlement hierarchy), it is proposed that a housing requirement for any neighbourhood area containing a settlement with a DDB defined through the local plan or local plan review should plan for a level of housing growth which would increase the population of the neighbourhood planning area by a minimum of 5% over a 20-year period. Any neighbourhood area which does not contain a settlement with a DDB defined through the local plan or local plan review, should plan for a level of housing growth which would increase the population of the neighbourhood planning area by a minimum of 2% over a 20-year period. In either case neighbourhood plan groups may wish to focus on housing provision which would meet ‘local’ (i.e. village / parish / group of villages or parishes needs), for example needs for: affordable housing; self-build housing; or homes for the elderly, including homes for local older people to downsize.

- 3.6.21 Any housing requirement established in this way should only be used to inform the preparation of neighbourhood development plans. They should not be used as sub-area targets in housing land supply (including five-year housing land supply) calculations.

3-ix Do you have any comments on the proposed approach to establishing housing requirement figures (and indicative figures) for designated neighbourhood areas?

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4 Economy

4.1 INTRODUCTION

- 4.1.1 National policy encourages local planning authorities to plan proactively to meet the development needs of business. Economic development is also a key priority for the two councils. The type and scale of new employment development should be appropriate to its location and focused in places where it will provide people with the opportunity to work locally, helping to promote social inclusion and reduce the need to travel.
- 4.1.2 The Dorset Local Enterprise Partnership (LEP) has produced a Strategic Economic Plan covering Bournemouth, Dorset and Poole. The two councils, together with North Dorset District Council, have developed the Western Dorset Economic Growth Strategy (2017 to 2033) to take forward the LEP's Strategic Economic Plan and develop the economy in this part of the county.
- 4.1.3 The outstanding natural and historic environment of the local plan review area contributes to the economy by making the area an attractive place to live, work and visit. The high quality of the coast and countryside, with its designated landscapes and heritage assets, is particularly valuable for tourism and attracting inward investment.
- 4.1.4 Economic development can have a significant impact on the quality and character of the area, particularly in rural or residential locations. Development should not, either on its own or cumulatively with other established or proposed developments in the vicinity, significantly adversely affect the area's landscape, heritage and built environment, or the amenities of the resident population. Any potential increase in vehicle movements generated by development and the impact on the highway network must also be acceptable.

AN ECONOMIC VISION FOR THE AREA

- 4.1.5 Economic development will play a key role in:
- providing the necessary flexibility to support businesses and enable them to grow;
 - facilitating inward investment to create better paid jobs; and
 - regenerating the area's town centres.

A BROAD DEFINITION OF EMPLOYMENT

- 4.1.6 Employment uses are usually defined as offices, light industrial, general industrial, storage and warehousing, often referred to as 'B Use Classes'. Traditional industries will continue to be supported, however there are a number of other sectors in the plan review area which are large employers and make a significant contribution to the economy, for example tourism in its many facets. A broader definition of employment has therefore been adopted in the local plan review.

EMPLOYMENT

For the purposes of the local plan review employment includes development in the B Use Classes such as offices, workshops and industrial premises, storage and distribution warehouses and sui generis uses commonly found on industrial estates. It also applies to non B Use Class development which provides direct, on-going local employment opportunities such as tourism and retail. It does not apply to businesses such as farming, care homes and tourist accommodation providers, which are covered in other policies, or to development that indirectly benefits the local economy, such as housing.

Employment sites are land or premises that are proposed for, or presently in, an employment use, or previously in an employment use if now vacant.

- 4.1.7 Retail and visitor attractions are an inherent part of the economy of the local area, but have quite different impacts and needs. Specific policies are included on these types of economic development. Tourist accommodation in its many forms also plays a major part in the tourism industry, and policies for these uses are included in this chapter, although they are not within the plan review's definition of employment.

STRATEGIC APPROACH

A continuing supply of land and premises suitable for employment uses is needed, of a type and scale appropriate to the characteristics of the local area, to provide sufficient opportunities for employment needs to be met locally, to reduce the need to travel and promote economic growth and social inclusion. This will be delivered through the allocation and provision of new sites (with the greater proportion of development at the towns), the suitable protection of existing employment sites (taking into account their significance), and flexible policies to allow development to come forward on other suitable sites.

The development of new retail and town centre uses will be directed to the town centres of Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis. Outside the town centres, smaller scale development of shops, financial and professional services, food and drink, office, leisure and community uses will be directed towards district and local centres. Development should not undermine the functioning of any centre, or adversely affect its vitality or viability.

4.2 THE SUPPLY OF EMPLOYMENT LAND AND PREMISES

- 4.2.1 Sufficient land needs to be provided if future economic growth is to be successfully delivered. This requires a flexible approach and a ready supply of employment sites in suitable locations. The larger settlements have a key role to play in meeting this need because of their accessibility to labour, support services and infrastructure. Sites for employment uses have been identified and allocated at the main towns (summarised in Table 3.3) to help meet this demand. Flexible policies for the rural area have been included instead of specific allocations in and around smaller settlements. Further employment allocations may come forward in neighbourhood development plans.

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- 4.2.2 The expansion or intensification of existing employment sites and premises, whether located within or outside a settlement, enables existing firms in the area to meet their development needs, helping to support the economy and enhance local job opportunities. Well-designed new buildings within or on the edge of settlements with DDBs (as listed in Figure 3.2), can also support existing firms and meet the needs of new firms wishing to locate to the area.
- 4.2.3 While the local plan review seeks to direct development to settlements with DDBs (as listed in Figure 3.2), it is recognised that sensitive small-scale employment development at smaller settlements (as listed in Figures 3.3 and 3.4) and in more rural parts of the plan review area, can be of value even though it is unlikely to be served by public transport. This may be delivered through: the re-use of existing buildings; farm diversification schemes; or new build where a rural location is essential for the type of business proposed.
- 4.2.4 Proposals for new build employment development in a rural location will be required to provide a clear justification of why such a location is needed and may be required to provide information on the long-term viability of the enterprise. Permitted development rights in such locations may be removed where they would otherwise permit a change to non-employment uses, or result in a more harmful impact.
- 4.2.5 Live-work schemes enable people to adopt more flexible working practices, and are encouraged in locations where housing would otherwise be acceptable.

ECON1. PROVISION OF EMPLOYMENT

- i) Employment development will generally be supported:**
- **through the intensification or extension of existing premises; or**
 - **within or on the edge of a settlement with a Defined Development Boundary defined through the local plan / local plan review.**
- ii) Employment development in rural areas may be permitted:**
- **through the re-use of an existing building;**
 - **as part of a farm diversification scheme; or**
 - **where a rural location is essential for the type of business proposed.**
- iii) Proposals for live-work developments will be supported in locations considered suitable for open market residential development.**

- 4-i Policy ECON₁ has been revised to more clearly set out the approach to employment development in rural areas. Do you have any views on this, or any other changes, to Policy ECON₁?**

4.3 PROTECTING EMPLOYMENT SITES

4.3.1 Existing employment sites and premises benefit the economy and support many local jobs, but may come under pressure for change of use from employment generating to non-employment uses. The loss of employment uses can reduce local job opportunities and impact negatively on economic competitiveness, potentially undermining economic growth.

KEY EMPLOYMENT SITES

4.3.2 'Key employment sites' contribute significantly to the supply of employment land for B Use Classes and include: larger existing employment sites; and new employment sites proposed as part of strategic allocations in the local plan review (as listed in Table 4.1).

Table 4.1: Key Employment Sites

TOWN	SITE	STATUS
Weymouth	Littlemoor urban extension	Proposed (mixed-use)
	Mount Pleasant	Under development
Portland	Portland Port	Existing
	Southwell Business Park	Existing
	Inmosthay Industrial Estate	Existing
	Tradecroft Industrial Estate	Existing
Chickerell	Granby Industrial Estate	Existing
	Lynch Lane Industrial Estate	Existing
	Link Park	Under development
Dorchester	Poundbury Parkway Farm Business Park	Existing (extension proposed)
	Marabout & The Grove Industrial Estate	Existing
	Poundbury West Industrial Estate	Existing
	Loudsmill	Existing
	Great Western Industrial Estate	Existing
	Railway Triangle	Existing
	Casterbridge	Existing

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TOWN	SITE	STATUS
	North Dorchester	Proposed (mixed-use)
Crossways	Land at Crossways	Proposed (mixed-use)
	Hybris Business Park	Existing
Bridport	Vearse Farm	Proposed (mixed-use)
	North Mills Trading Estate	Existing
	Amsafe	Existing
	Dreadnought Trading Estate	Existing
	St Andrews Trading Estate	Existing
	Crepe Farm	Existing
	Gore Cross	Existing
	Pymore Mills	Existing
Beaminster	Broadwindsor Road	Existing
	Horn Park Quarry	Existing
	Danisco Site	Existing
	Lane End Farm	Proposed
	South of Broadwindsor Road	Proposed
Lyme Regis	Lyme Regis Industrial Estate / Uplyme Business Park	Existing
Sherborne	Barton Farm	Proposed (mixed-use)
	West of Sherborne	Proposed (mixed-use)
	Hunts Depot	Existing
	Coldharbour Business Park	Existing
	South Western Business Park	Existing
Broadmayne	Roman Hill Business Park	Existing
Charminster	Charminster Farm	Existing

TOWN	SITE	STATUS
Piddlehinton	Enterprise Park	Existing

- 4.3.3 Key employment sites are safeguarded for B Use Classes and ‘sui generis’ uses commonly found on industrial estates.
- 4.3.4 Non B Use Class employment may be permitted on a key employment site where it can be demonstrated that it would deliver an economic enhancement. In considering whether an economic enhancement would be delivered the council will have regard to issues such as: potential increases in wage rates; the provision of highly skilled jobs; increases in job numbers; and whether the firm operates in a ‘key sector’, as identified by the Dorset LEP.
- 4.3.5 Given the significant contribution key employment sites make to the supply of employment land for B Use Classes, retail and other town centre uses generally will be resisted. Exceptionally, a proposed use with a retail element which has a trade link with an employment use (such as a car showroom, tyre and exhaust centre, or trade counter) may be permitted, especially if: the proposed use is un-neighbourly in character and would be difficult to accommodate in a town centre location; and / or the site where the proposed use would be located had good access to a range of transport options, including public transport, walking and cycling.
- 4.3.6 The councils are committed to supporting sustainable economic growth and where there are recognised viability issues preventing the delivery of key employment sites, the councils will work with developers to understand and seek to address potential barriers. However, on key employment sites the loss of land to uses that do not provide direct, on-going local employment opportunities (including residential development) will be resisted.

ECON2. PROTECTION OF KEY EMPLOYMENT SITES

- i) Within a key employment site (as identified on the policies map) applications for B1 (light industrial), B2 (general industrial), B8 (storage and distribution) Use Classes and other similar uses will be permitted.**
- ii) The use of land on a key employment site for employment purposes other than B1, B2 and B8 Use Classes may be permitted if it can be proved that the use demonstrates an economic enhancement over and above B1 / B2 / B8 Use Classes. Such development must not prejudice the efficient and effective use of the remainder of the employment site.**
- iii) Retail uses will not generally be supported. Exceptionally, uses which have trade links with employment uses may be permitted, especially where the proposed use is un-neighbourly in character and / or where the proposed site has good access to a range of transport options.**

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iv) Other uses that do not provide direct, on-going local employment opportunities (including residential development) will not be permitted.

MONITORING INDICATOR: area of land granted permission for non employment uses on Key Employment Sites.

4-ii The list of key employment sites in Figure 4.1 has been revised to include new employment land allocations: north of Dorchester; south of Broadwindsor Road, Beaminster; and west of Sherborne. The approach to employment and other uses on key employment sites has also been updated. Do you have any comments on these, or any other changes to Policy ECON2?

EMPLOYMENT USES ON OTHER (NON-KEY) EMPLOYMENT SITES

- 4.3.7 A more flexible approach will be taken on other (non-key) employment sites. Uses that provide employment but do not fall within the B Use Class definitions will be supported on other employment sites, where they would help to facilitate a broader range of economic activity and / or support businesses.
- 4.3.8 Retail and other town centre uses may be permitted: where it has been demonstrated that no other sequentially preferable sites can be found (see Policy ECON5); or where the retail element of a proposed use has a trade link with an employment use (such as a car showroom, tyre and exhaust centre, or trade counter).
- 4.3.9 Community uses to broaden economic activity and / or support businesses could include:
- education facilities, including training facilities and nurseries; and
 - non-residential healthcare facilities, including doctors' and vets' surgeries.

NON-EMPLOYMENT USES ON OTHER (NON-KEY) EMPLOYMENT SITES

- 4.3.10 Where a non-employment use is proposed on part of a non-key employment site, the proposal must be compatible with any retained employment function on the rest of the site, to ensure that it can still be used for employment purposes. Development which would prejudice the efficient and effective use of the remainder of an employment site will not be permitted.
- 4.3.11 In some cases, the size, location and characteristics of a site may mean that more intensive, mixed-use development could provide greater benefit to the community, in terms of addressing local needs, than if the site was retained solely in employment uses. For example, some non-employment development may be necessary to secure additional employment development that would not otherwise be viable.

- 4.3.12 Proposals for mixed-use redevelopment will be expected to retain an equivalent amount of jobs on the site (and in the case of vacant or underused sites, consideration will be given to the potential of that site for job creation rather than the existing number of jobs). Where an equivalent proportion of employment is not being retained the council will need to be satisfied that the non-employment use is the minimum amount required to make the scheme viable.
- 4.3.13 Some existing employment uses may cause significant environmental or amenity problems that cannot be overcome. In such cases the redevelopment of the site for a less harmful employment use should be sought as a first preference. Where it can be demonstrated that alternative employment uses are not suitable or could not be attracted to the site, other more environmentally acceptable uses may be permitted.
- 4.3.14 In some circumstances there may not be a need for an employment site to remain in employment use. There may be sufficient alternatives available in the local area, and it may not be commercially viable to retain or attract employment uses to the site. It would not benefit the local economy for such a site to become / remain vacant. In such cases alternative non-employment uses may be considered.

INFORMATION REQUIRED TO SUPPORT PROPOSALS FOR NON-EMPLOYMENT USES ON OTHER (NON-KEY) EMPLOYMENT SITES

- 4.3.15 In all cases where a non-employment use is proposed on a non-key employment site, the councils will require applicants to demonstrate that a real effort has been made to attract an alternative employment use to that site, having regard to current market trends and the future land needs in that location. The council will also require evidence that the site has been actively marketed for re-use / redevelopment for employment use through a commercial agent for or a suitable period of time that reflects the market value.
- 4.3.16 Where employment sites are proposed for mixed-use development, the following information will be sought:
- description of community and regeneration benefits;
 - description of economic benefits (for example skills and training provision);
 - any local employment or other needs addressed by the proposal;
 - existing job numbers (full time and part time) by job type;
 - the amount and type of any employment development to be retained / provided; and
 - expected job numbers (full time and part time) by job type, and how this is justified.
- 4.3.17 Where an application is made for an alternative use other than employment, the following information may be sought:
- description of any problems caused by the employment use, the measures considered to try and mitigate these issues, and an explanation of why these problems could not be overcome;

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- any other reasons why the site is thought unsuitable for employment uses;
- what other suitable, viable, alternative sites are available locally for employment uses (this should include an assessment of existing sites and premises in addition to land allocated by the local plan review); and
- details of how the property has been marketed, over what period and for what price (and how the asking price was calculated), what use/s it was marketed for, where it was advertised, and whether there have been any offers received.

ECON3. PROTECTION OF OTHER (NON-KEY) EMPLOYMENT SITES

- i) The redevelopment of land or premises on an existing or proposed non-key employment site to an alternative (non B Use Class) employment use will normally be permitted where it would support businesses and / or provide a wider range of jobs.**
- ii) The redevelopment of existing or proposed non-key employment land or premises for non-employment uses that are in accordance with other planning policies will be permitted where it would not prejudice the efficient and effective use of the remainder of the employment site: and**
 - **the mixed use redevelopment of the site would deliver important benefits with no significant loss of jobs / potential jobs; or**
 - **the present (or where vacant or derelict, the previous) use causes significant harm to the character or amenities of the surrounding area and it has been demonstrated that other appropriate alternative employment uses are not viable; or**
 - **it has been demonstrated that no appropriate viable employment uses could be attracted to the site.**

MONITORING INDICATOR: loss of employment land/premises to non employment uses.

4-iii The approach to employment and other uses on other (non-key) employment sites has been updated. Do you have any comments on these, or any other changes to Policy ECON₃?

4.4 RETAIL AND TOWN CENTRE DEVELOPMENT

RETAIL NEED AND PROVISION

- 4.4.1 The 2018 Joint Retail and Commercial Leisure Study forecasts the quantitative and qualitative need for both food (convenience) and non-food (comparison) shopping across the plan review area for the period up to 2036, updating the findings of previous studies. The forecast need for food (convenience) and non-food (comparison) shopping was based on the analysis of population, expenditure and turnover growth over this period and the predicted trading performance of all known retail outlets, including new shops with planning permission, yet to be developed (i.e. commitments).
- 4.4.2 The study assumed that the local retail market was in ‘equilibrium’ at the base year (2017), as there was no qualitative evidence to show that existing stores / floorspace were significantly over and / or under-trading.
- 4.4.3 The assessment established the need for additional food (convenience) net sales area floorspace (or ‘goods capacity’) using two trading scenarios based on the development of different formats of retailing, which were:
- the development of superstores (i.e. Tesco, Sainsbury’s, Asda, Morrisons, Waitrose and Marks & Spencer) which operate at a high average sales density: and
 - the development of supermarket / discounter stores (i.e. Co-op, Budgens, etc.) which operate at a lower average sales density.
- 4.4.4 The food (convenience) good capacity is presented in Table 4.1 as a range expressed cumulatively in five year periods. In practice the actual goods capacity needed will fall within the range identified reflecting the mix of superstores / supermarket / discounter stores that comes forward as a result of market competition.
- 4.4.5 The non-food (comparison) capacity forecasts are based on the assumption that new floorspace achieved an average sales level of about £6,000 per square metre (sqm) in 2017. It is also assumed that all new and existing floorspace will experience a year-on-year growth in turnover ‘efficiency’ (floorspace ‘productivity’) in line with the latest forecasts.

Table 4.1 Food and non-food retail need in five year periods

	2021	2026	2031	2036
Food (Convenience) Goods Capacity (sq. m.)	50 - 80	1,700- 2,700	2,200 - 3,400	3,500 - 5,600
Non-food (Comparison) Goods Capacity (sq. m.)	1,600	7,200	12,700	19,400

- 4.4.6 The capacity forecasts beyond five years should be interpreted with caution because they are based on many assumptions and forecasts relating to: changes in the national and local economy; the trading performance of existing centres and stores; the growth in population

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and retail spending; etc. If the growth in internet and multi-channel shopping is stronger than current forecasts suggest, then this could further 'dampen' the future demand and capacity for new (physical) floorspace over the long term. Given the uncertainties, the need for new retail floorspace over the medium term (5-10 years) and long term (10 years plus) will need to be kept under review.

- 4.4.7 Notwithstanding these caveats, the capacity forecasts have been used to inform the local plan review, including the identification and allocation of sites for new retail floorspace in the main centres and on edge-of-centre sites.
- 4.4.8 The NPPF is clear that the needs for retail and leisure should be 'met in full' and 'not compromised by limited site availability'. In centres where the identified need for additional retail floorspace is small scale, allocations are not required as the need can be met from a range of sources including: the take up of vacant units; the extension of existing stores; infill development; and change of use applications. In centres where the identified need for additional retail floorspace is larger scale, suitable sites have been allocated to meet the need, as set out in the chapters for the main towns.

ECON4. RETAIL NEED AND PROVISION

- i) The retail needs of the community will be met through the development of approximately 3,500 - 5,600 sq. m. food (convenience) floor space and 19,400 sq. m. non-food (comparison) floor space over the period 2017 to 2036.**

4-iv The need for additional retail development has been re-assessed in a new town centres and retail study. Do you have any comments on the reassessed need for retail development, as set out in new Policy ECON4?

NETWORK AND HIERARCHY OF CENTRES

- 4.4.9 Town, district and local centres are places where people can access a range of local services and facilities. They are also places that people identify with strongly, as a place to meet and socialise and many of them have strong links to the past, with listed buildings and other historic features or connections. However, they can decline through lack of investment, particularly where there are other centres or outlets providing competition for potential customers.
- 4.4.10 In order to inform the future focus of retail and town centre development a three tier network and hierarchy of centres has been defined.
- 4.4.11 Weymouth and Dorchester are the largest centres within the plan review area, with a diverse range of retail, leisure, cultural and community uses and facilities serving both the

local population and visitors. Bridport plays an important role as the retail and service centre for rural west of the local plan review area. Sherborne has a good range of shopping and leisure facilities for a centre of its size and Lyme Regis is adequately serving the needs of its local population, as well as visitors.

- 4.4.12 Queen Mother Square, Poundbury is still under construction, but on completion will perform the role of a district centre.
- 4.4.13 More local centres exist in the smaller towns and neighbourhood areas, relative to the size of the area they serve. Local centres, such as Easton, Fortuneswell and Beaminster, have an important role in delivering small scale development to meet local need.

Table 4.2 - Network and hierarchy of centres

RETAIL HIERARCHY	SETTLEMENT	
Town Centres	Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis	
District Centres	Queen Mother Square at Poundbury	
Local Centres	Weymouth & Portland <ul style="list-style-type: none"> • Easton Square, Portland • Portland Road, Wyke Regis • Littlemoor Centre • Fortuneswell, Portland • Abbotsbury Road, Westham • Lodmoor Hill • Southill Centre 	West Dorset <ul style="list-style-type: none"> • Beaminster • Chickerell • West Bay

- 4.4.14 For the purpose of decision making, town centre boundaries and primary shopping areas have been defined for all town, district and local centres in the retail hierarchy. Primary and secondary shopping frontages are defined in the town centres of Weymouth, Dorchester, Bridport, Sherborne, Lyme Regis and the larger local centres of Beaminster and Easton on Portland.
- 4.4.15 Sites that may provide suitable locations for future expansion of the town centres or primary shopping areas at Weymouth, Dorchester, Bridport and Sherborne are identified in the area specific chapters, to help these centres to continue to meet the needs of their catchment populations.
- 4.4.16 New centres including parades of shops will be supported where there is an identified deficiency in the provision of local convenience shopping and other facilities which serve people's day-to-day needs, such as in areas of major expansion. To assess proposals for new centres a sequential and impact test should be prepared in order to ensure there is no adverse impact on the vitality and viability of existing town centres.

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SEQUENTIAL APPROACH

4.4.17 Supporting the vitality and viability of existing town, district and local centres means that these centres should be the first priority when locations are being considered for new retail development (or for other town centre uses such as hotels, leisure, tourism development and the arts). Planning applications for main town centre uses outside existing centres will be considered through the sequential approach and applicants will be expected to carry out a thorough assessment to explore alternative options.

Figure 4.1 - The sequential approach



- 4.4.18 The sequential test means wherever possible seeking to focus new development within, or failing that, on well located sites on the edge of existing centres. Only if centre or 'edge-of-centre' sites are not available will 'out-of-centre' locations be appropriate, provided they are acceptable in other respects.
- 4.4.19 As part of the sequential assessment applicants will need to consider the extent of the catchment area likely to be served by the proposal and identify nearby centres that may represent suitable locations to accommodate the scale and form of development proposed. The appropriate area of search will vary and should be agreed by the council. Some proposals will serve a purely localised need (e.g. local foodstores) whereas others are likely to serve a much wider catchment. In some instances it may be appropriate to include centres outside the plan review area, for example Yeovil.
- 4.4.20 Some larger settlements may have more than one centre. In such settlements, where development cannot be located within or on the edge of the town centre, the other local centres should be looked at in preference to an out-of-centre site. All development will be expected to be appropriate in scale and type to the centre in which it would be located.
- 4.4.21 The sequential assessment should include details on the availability, suitability and viability of potential alternative town centre sites, and where appropriate, edge-of-centre sites.
- 4.4.22 Applications for retail or other town centre uses that do not pass the sequential test should be refused because of the likely impact on the vitality and viability of an existing centre.

There may be instances where a specific need for a certain type and form of development can only realistically be accommodated in specific locations. Genuine difficulties which are likely to occur in operating the proposal from a sequentially preferable site will be taken into account. Any reasons for rejecting more central opportunities or not adopting a more flexible approach to accommodating demand more centrally will need to be clearly explained and justified. The commercial objectives of a developer or occupier are not location specific requirements.

- 4.4.23 While the sequential test applies to all main town centre uses it will be necessary to consider the relative priorities and needs of different main town centre uses, particularly recognising their different operational and market requirements. The sequential approach does not apply to applications for employment trade-related uses on employment sites or for small scale community uses / small scale rural development. The sequential test will be applied to tourism developments which are compatible with urban areas, but not to those where a rural location is more appropriate.

IMPACT ASSESSMENTS

- 4.4.24 Applicants should carry out an impact assessment where new retail or leisure development above a certain size is proposed outside town centres, but not on a site allocated for such purposes in the local plan review. The purpose of such an assessment is to determine whether a proposal for new retail or leisure development would have a significant adverse impact, on its own or cumulatively with other commitments, on any defined centre in the local plan review area.
- 4.4.25 The NPPF sets a default (floorspace-based) impact threshold of 2,500 sq. m. gross, above which an impact assessment will be required, but allows a lower threshold to be set locally. The local plan review sets a local threshold of 300 sq. m. gross, as the Joint Retail and Commercial Leisure Study (2018) suggests that edge and out-of-centre stores of this size could potentially have adverse implications for the viability and delivery of new or extended floorspace in existing centres.
- 4.4.26 Where retail or leisure development of 300 sq. m. gross or more is proposed outside town centre areas and not on sites allocated for such purposes in the local plan review, the councils will consider whether there is a need for an impact assessment to be submitted. Where it is determined that an impact assessment is needed, the following information will be required:
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to 5 years from the time the application is made. For major schemes where the full impact will not be realised in 5 years, the impact should also be assessed up to 10 years from the time the application is made; and
 - the impact of the proposal on existing, committed and planned public and private investments in the town centres within the catchment area of the proposal.

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- 4.4.27 Impact assessments will not be limited to new development; they may also be required for extensions, redevelopment or the variation of conditions where this would alter the effects of a development. Where a proposal is likely to lead to significant adverse impacts, the application should be refused. What constitutes a significant adverse impact will be based on the circumstances of each case. The cumulative impact of recent / committed proposals may also be relevant. Where the evidence shows there is no significant adverse impact the positive and negative effects of the proposal will be balanced, together with locational and other considerations, to reach an overall judgement.
- 4.4.28 The impact test applies to retail and leisure proposals. The scope and level of detail required should be proportionate and vary according to local circumstance.

ECON5. RETAIL HIERARCHY, THE SEQUENTIAL TEST AND IMPACT ASSESSMENTS

- i) Development proposals for town centre development should be appropriate in type and scale to the particular centre as set out in Table 4.2: Network and Hierarchy of Centres.**
- ii) New centres will be supported where they are of a scale and type to serve local needs and do not adversely affect the vitality and viability of any town centres.**
- iii) In order to sustain and enhance the vitality and viability of town centres, new proposals for town centre uses will be permitted in accordance with the sequential approach as set out in Figure 4.1. Development will be directed firstly towards 'in-centre' locations, followed by 'edge-of-centre' locations, then 'out-of-centre' sites that are, or will be, well served by a choice of sustainable modes of transport.**
- iv) The sequential approach will not be applied to applications for small-scale rural development (including offices), rural tourism, small-scale community facilities or employment trade-related uses on employment sites.**
- v) Applications for town centre uses that do not pass the sequential test will be refused.**
- vi) Proposals for retail and leisure development exceeding 300 sq. m. floorspace in locations outside town centre areas (and not on sites allocated for such purposes in this plan) may be required to submit an impact assessment.**
- vii) Development likely to lead to a significant adverse impact on existing centres will be refused.**

4-v Part of former Policy ECON4 (now ECON5) establishes an approach to the location of town centres uses by requiring a 'sequential test' to be applied and impact assessments to be produced in certain circumstances. A hierarchy of centres has also been defined in the supporting text (Table 4.2). Do you have any comments on new Policy ECON5 or the supporting text?

PROTECTION OF RETAIL FRONTAGES

- 4.4.29 The concentration of a variety of shopping and other services within a town centre is a major component of maintaining its vitality and viability. In order to reflect national policy that primary frontages are likely to include a 'high proportion' of retail uses, the councils will aim to retain at least 75% of the number of units and the frontage length in retail uses in such areas.
- 4.4.30 The loss of ground-floor retail uses to other uses can have an adverse impact within the primary and, to a lesser extent, secondary shopping frontages if they would fragment the retail offer to such an extent where it would make the centre less attractive and convenient. The loss of an active retail use, however, cannot be prevented, and no-one wants to see units remain vacant for long periods. In recognition of the importance of maintaining the attractiveness of existing centres a degree of flexibility, rather than a rigid insistence on certain uses, is needed during times of economic change. Changes of use should be permitted where it is clear that without redevelopment or significant remodelling the existing use of the property cannot continue.
- 4.4.31 Where development would result in the loss of a retail use in the primary shopping frontage, or the loss of a town centre use in the secondary shopping frontage, the impact on the function of that area will need to be assessed. In order to guide decision making, consideration should be given to:
- the size and prominence of the premises;
 - the number, distribution and proximity of retail and town centre uses throughout the primary shopping area;
 - in primary frontages, the percentage of units and the percentage of the frontage length that would remain in retail use; and
 - the character and nature of the use proposed, including the level of pedestrian activity associated with it and its contribution to the vitality and viability of the centre.
- 4.4.32 The use of upper floors for offices or residential uses is encouraged as it adds vitality to town centres without fragmenting the retail and services on the ground floors.

ECON6. PROTECTION OF RETAIL FRONTAGES

- i) Development will be expected to maintain an appropriate concentration and mix**

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of retail and other town centre uses in the centre, to protect its vitality and viability.

- ii) Where development would result in the loss of a retail use in the primary shopping frontage, or the loss of a town centre use in the secondary shopping frontage, the impact on the function of that area will need to be assessed. Development likely to lead to an adverse impact on the vitality and viability of centres should be refused.**
- iii) The use of upper floors of premises in town centre areas for residential or commercial uses will be encouraged subject to the ground floor use not being undermined and, where possible, separate access to the upper floors being provided.**

4-vi Part of former Policy ECON4 (now ECON6) sets out an updated approach to the protection of retail frontages. Do you have any comments on this approach, as set out in new Policy ECON6?

HOT FOOD TAKEAWAYS

- 4.4.33 One of the strategic priorities of the local plan review is to ‘support sustainable, safe and healthy communities with accessibility to a range of services and facilities’. Fundamental to achieving this is the creation of places which encourage healthy lifestyles, for example through: the provision of leisure facilities; safe walking and cycling routes; and green infrastructure.
- 4.4.34 Hand-in-hand with this is the provision of healthy food environments where healthy foods are more readily available than unhealthy alternatives. Takeaway foods tend to be high in energy, salt, fat and sugar with single meal portions containing levels higher than the recommended daily amounts. Evidence indicates that the availability of such foods is associated with increased levels of obesity, including among children. Restricting the provision of hot food takeaways close to facilities frequented by children can therefore help to tackle childhood obesity levels.
- 4.4.35 Policy ECON 7 seeks to restrict hot food takeaways close to areas where children congregate. This includes schools, colleges and any other educational establishment used primarily by children and other facilities such as: children’s play areas; skate parks; and recreation grounds. Hot food takeaways will be restricted within ‘easy walking distance’ of these areas, which is considered to be anywhere within a five minute walk, equating to a distance of 400m.

- 4.4.36 As a town centre use, any proposal for a hot food takeaway will be considered against Policy ECON5. A proposal for a hot food takeaway in a primary or secondary frontage will also be considered against Policy ECON6.

ECON7. HOT FOOD TAKEAWAYS

- i) An additional hot food takeaway outlet will not be permitted within 400m of: a school; other education establishment; recreation facility; or other facility at which children congregate.**

- 4-vii A new policy is being proposed to restrict hot food takeaways within easy walking distance of schools and other areas where children congregate. Do you have any views on new Policy ECON7?**

MARKETS

- 4.4.37 National policy requires the retention and enhancement of existing markets and, where appropriate, their reintroduction to ensure that markets remain attractive and competitive. The councils will seek to ensure that any proposals (for example town centre enhancements) for the sites where the outdoor weekly markets take place do not prejudice their future operation.
- 4.4.38 In seeking the retention and enhancement of markets the councils accepts that markets evolve over time and may need to expand or move. To guide the moving or introduction of markets preference will be given to sites in with primary shopping areas in prominent and accessible locations.

ECON8. MARKETS

- i) New or relocated markets should be directed towards the primary shopping areas in prominent and accessible locations. Proposals that prejudice the future operation of existing markets should be refused.**

- 4-viii A new policy has been introduced to protect markets. Do you have any views on new Policy ECON8?**

4.5 TOURISM

TOURISM

For the purposes of the local plan review, tourism refers to all activities of visitors, including overnight visitors and same-day visitors, visits for business purposes as well as for holidays and recreation.

- 4.5.1 The importance of tourism to the area's economy is recognised and the councils will look favourably on investment in new and improved attractions, facilities and accommodation so the tourism industry can remain vibrant and competitive. The councils also aim to ensure that the environment, including attractive features such as the coastline and outstanding landscapes, is not damaged by this development.
- 4.5.2 The area's designated landscapes and historic settlements are particularly valuable in attracting visitors, but also bring visitor pressures which need to be managed. It may not be possible to accommodate new tourism development in sensitive areas, such as the Heritage Coast. However, sensitively located and screened sites of an appropriate scale in suitable inland locations could spread the benefits of tourism and reduce the pressure on sensitive areas. Whatever the location, tourism development should fit well with its surroundings and be in harmony with the local environment.
- 4.5.3 The local plan review includes general policies to support the right types of tourism in the most appropriate locations. It does not allocate specific sites for tourism-related development, as the right location will vary depending on the particular market and niche being targeted. For example, accommodation for those that enjoy walking and outdoor recreation may be better located in a rural area, rather than in a town centre.
- 4.5.4 This section includes separate policies for tourist attractions and facilities (ECON9) and tourist accommodation (ECON 10 & 11).

TOURIST ATTRACTIONS AND FACILITIES

- 4.5.5 There are many different tourist attractions within the local plan review area, including: Weymouth Sea Life Centre; Abbotsbury Swannery; the fossil museum in Lyme Regis; the many harbours and beaches; and the historic towns and villages such as Sherborne and Cerne Abbas. The coast and countryside with its landscape and wildlife designations and extensive public rights of way network are attractions in their own right. Some developments attract huge numbers of visitors annually, appealing to national and international markets. Some, such as arts and cultural tourism, help widen the appeal of the area beyond the traditional tourist season. These types of development will be encouraged and supported.
- 4.5.6 Tourism development is regarded as a town centre use and the preferred location for major new tourist attractions and facilities, which are compatible with urban areas, are town centres. Locating attractions and facilities in town centres, helps to support town centre economies and will often be more sustainable in transport terms, especially where a town centre is served by a range of transport options. The sequential test, as set out in Figure

- 4.1, will be applied to tourist attractions and facilities, which are compatible with urban areas.
- 4.5.7 Major tourist attractions and facilities, wherever they are located, will be expected to provide adequate visitor facilities, such as parking and toilets, rather than relying on community facilities in the area.
- 4.5.8 Outside towns, the preference is for rural tourist attractions and facilities to be located within or close to a settlement, as this is likely to provide more local benefits and be more accessible by means of transport other than the car.
- 4.5.9 Some tourist attractions, such as a visitor centre for a specific site, would not lend themselves to a town or village location. In considering such proposals, the benefits of the tourism development will be weighed against any disadvantages arising from its location. There may be limited opportunities to serve such developments by a range of transport options or to limit the number or proportion of visits made by car. In such cases, transport impacts will be taken into account, although limited access by public transport is unlikely to be a determining factor.
- 4.5.10 The information required in support of applications is likely to vary greatly depending on the nature of the proposal, its scale and location. Proposals for major attractions / facilities and attractions / facilities in less accessible locations should normally include information on:
- the nature of the visits expected to the development, how many they will be, how long and when they will occur, what seasonal fluctuation is likely and the extent to which there may be synergy with other activities in the locality; and
 - the longer term viability of the enterprise, levels of spend and the amount of money expected to be drawn into the local economy, and likely impact on the vitality and viability of nearby town, district or local centres.

ECON9. TOURISM ATTRACTIONS AND FACILITIES

- i) Major tourist attractions and facilities should be located within town centres, followed by edge-of-centre locations before out-of-centre sites are considered. Attractions and facilities will be expected to provide adequate visitor facilities.**
- ii) Outside town centres, rural tourism attractions and facilities should, where possible and practicable, be located within or close to established settlements, or make use of existing or replacement buildings.**
- iii) Proposals for new, or extensions to, tourism attractions and facilities will be encouraged and supported, particularly where they would:**
 - **enhance an existing attraction or facility; or**
 - **provide wider environmental benefits, such as helping maintain an historic building; or**

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- **provide wider community benefits, such as a new recreational facility that will be used by the local community as well as visitors; or**
- **increase the quality and diversity of the tourism offer in the local area and benefit the local economy.**

4.5.11 The retention of tourist attractions and facilities is covered by Policy ECON3 relating to the protection of other (non-key) employment sites, and as such other alternative employment uses may be permitted. However, in some situations a tourist attraction or facility will be of such importance to the economy that it should be retained for tourism uses, as is the case with the site at Lodmoor, which has a site specific policy in the Weymouth chapter.

BUILT TOURIST ACCOMMODATION

4.5.12 To continue to be vibrant and competitive the tourism sector needs good quality built tourist accommodation to cater for the diverse needs of a range of visitors.

BUILT TOURIST ACCOMMODATION

For purposes of the local plan review, built tourist accommodation refers to permanent tourist accommodation such as hotels, guesthouses, B&Bs and holiday lets (residential homes restricted to holiday use). It excludes more temporary and mobile units such as caravans (even though these may remain in situ for many years) and second homes.

Where built tourist accommodation is permitted in a location where open market housing would normally be refused, the councils will restrict its occupancy to ensure it remains in use as tourist accommodation.

4.5.13 The preference is for large new hotels and guest houses (which are considered to be town centre uses) to be located within town centres, where tourist attractions are concentrated and there is better public transport provision. The sequential test, as set out in Figure 4.1, will be applied to proposals for new hotels and larger guest houses. Where the impact of a new out-of-centre hotel would undermine the viability and contribution of more central hotels, or prejudice the potential to secure further hotel development on a more central site, development should be refused.

4.5.14 Small-scale serviced accommodation and self-catering accommodation may be appropriate in other settlements (listed in Figures 3.2 to 3.4) to support businesses targeting tourists who are seeking to enjoy the attractive rural areas and coastline. In rural areas, the conversion of existing buildings to built tourist accommodation may also be permitted in accordance with Policy SUS4. In cases where staff accommodation is required to provide 24-hour supervision for a rural tourism business, this may be permitted as an occupational dwelling under Policy HOUS7.

4.5.15 In order to support existing businesses, the replacement and expansion of built tourist accommodation and sites will be allowed where this improves the quality of the accommodation on offer and the appearance of the site, provided that there is no

significant harm and development would be consistent with the other policies of the local plan review.

- 4.5.16 The information required in support of applications for built tourist accommodation is likely to vary greatly depending on the nature of the proposal, its scale and location. Proposals for accommodation in less accessible locations, especially locations away from any settlement, should normally include information on the long term viability of the enterprise, a clear justification of why such a location is needed and the benefits to the local economy.
- 4.5.17 Tourist accommodation serves tourist attractions and facilities and contributes to the economy through its support of retail, food and drink and travel services. A flexible approach will be taken to assessing the extent to which the loss of larger premises (i.e. hotels and larger guesthouses with at least 6 guest bedrooms) should be resisted. The loss of such premises may have an impact on the tourist economy. However, some premises may become less attractive to visitors making them unviable to maintain or improve. Any proposal for the loss or reduction in size of larger premises will be required to demonstrate that real effort has been made to retain the tourist accommodation. Evidence submitted should typically include:
- reasons why there is no longer a market for the premises in its tourist function;
 - details of how the property has been marketed, the length of time that the marketing was active and any changes during this period, the asking price, the level of interest generated and any offers received; and
 - where a reduction in size is proposed, the economic impact on the ongoing viability of the business.

ECON10. BUILT TOURIST ACCOMMODATION

- i) Larger hotel / guesthouse developments should be located within town centres, followed by edge-of-centre locations before out-of-centre sites are considered. Out-of-centre proposals that undermine the viability of more central hotels or prejudice future investment in more central locations should be refused.**
- ii) Built tourist accommodation in rural locations will be supported:**
- **within an established settlement of more than 200 population;**
 - **through the re-use of an existing building;**
 - **through the replacement, intensification or extension of existing premises where the expansion would improve the quality and appearance of the accommodation and site.**
- iii) New built tourist accommodation in less accessible locations must demonstrate why such a location is needed, the long term viability of the enterprise and the**

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benefits to the local economy.

- iv) Proposals that would result in the permanent loss or reduction in size of hotels and larger guesthouses will be resisted unless it can be demonstrated that their tourist function is no longer viable and there is no market for the business as a going concern.**

4-ix Former Policies ECON₅ and 6 (now ECON₉ and 10) now set out the circumstances when the 'sequential test' for town centre uses will be applied to tourist attractions and accommodation developments. Do you have any views on this, or any other changes to new Policies ECON₉ and 10?

CARAVAN AND CAMPING SITES

4.5.18 Caravan and camping sites are key components of the area's stock of self-catering tourist accommodation. The councils will support appropriate improvements in the quality of accommodation on offer and proposals that enable existing sites to extend the visitor season.

CARAVAN AND CAMPING SITES

For purposes of the local plan review, caravan and camping sites are those which primarily provide for accommodation in temporary and mobile units such as caravans (static, touring and twin unit), tents or yurts.

Where a site is permitted in a location where open market housing would normally be refused, the councils will restrict its occupancy to ensure it remains in use as tourist accommodation.

- 4.5.19 New caravan and camping sites should be well located in relation to existing facilities. A more flexible approach may be taken where a large existing site could be made more self-sufficient by having its own on-site facilities, especially where these facilities would be available to be used by the local community.
- 4.5.20 A new caravan or camping site may be provided as part of a diversification project for a farm or other land-based rural business. The locations of some of these farms or businesses may not be sustainable. However, a new caravan or camping site may be acceptable provided that: it is directly linked to the existing business and would not form a separate enterprise; and it can be demonstrated that it would materially assist in maintaining the long-term viability of the existing business. In order to be in keeping with the rural character, such diversification projects should normally be small in scale both in terms of the number of units / pitches being proposed and the area used for such purposes.
- 4.5.21 Operators may come forward with proposals to expand, intensify or reorganise existing sites to make them more attractive to visitors. Proposals of this nature should also result in

an improvement in the appearance of the accommodation itself and the appearance of the site in the wider landscape. To achieve this, such proposals: should form part of a long-term management plan; and will be required to include an appropriate landscape scheme, with provision for its ongoing maintenance.

- 4.5.22 The use of an existing site may be intensified through the provision of enhanced facilities, for entertainment or other purposes, especially on larger holiday parks. However, the visual impact of any such development, particularly in open landscapes and coastal areas, will need to be carefully assessed.
- 4.5.23 The internal reorganisation of existing sites to improve their attractiveness to visitors and reduce visual impact will be encouraged. Such a proposal that would require an increase in the overall site area will be given careful consideration and may be permitted if the benefit, in terms of the overall reduction in visual impact, outweighs any adverse impacts associated with the increase in site size.
- 4.5.24 The change of use of a site, either wholly or in part, from touring accommodation to static accommodation is unlikely to result in an improvement in the appearance of the accommodation itself or the appearance of the site in the wider landscape. However, where static caravans already exist, it may be possible to significantly reduce visual impact through refurbishment or replacement with alternative mobile units. Such proposals will be looked upon favourably.
- 4.5.25 It is unlikely that new sites will be able to be accommodated within the Heritage Coast area without harming the landscape character, so such proposals are only likely to be permitted in very exceptional circumstances.
- 4.5.26 Some sites, especially the larger coastal ones, can be visually intrusive in the landscape. In considering proposals for caravan and camping sites in isolated or sensitive locations these impacts must all be taken into account, weighing up the benefits of development against any disadvantages arising from the location.

ECON11. CARAVAN AND CAMPING SITES

- i) New caravan and camping sites should be well located in relation to existing facilities. The appropriate provision of facilities on existing sites may be permitted, to make them more self-sufficient.**
- ii) Farm diversification projects (for agricultural and other land-based rural businesses) for new caravan and camping sites will be supported, provided the development would make an on-going contribution to the business that is diversifying and would be in keeping with the rural character.**
- iii) Proposals for the expansion, intensification or reorganisation of existing sites must clearly demonstrate that development forms part of a long term management plan to improve the quality and appearance of the**

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accommodation and site.

- iv) All development (including the change of use from touring to static units) must not, individually or cumulatively, have a significant adverse impact on the distinctive characteristics of the area's landscape, heritage or built environment. Proposals in the Heritage Coast are unlikely to be supported.**

- 4-x Former Policy ECON7 (now ECON11) and supporting text have been amended to give greater clarity in relation to the expansion, intensification and reorganisation of existing caravan and camping sites and to set out how proposals for caravan and camping sites as part of farm diversification schemes will be considered. Do you have any views on these, or any other changes, to new Policy ECON11?**

MONITORING INDICATOR: planning applications approved in the Heritage Coast for the development of new/extensions to existing caravan and campsites.

4.6 FARMING, DIVERSIFICATION AND EQUESTRIAN DEVELOPMENT

- 4.6.1 Farming and other land-based rural businesses have a great influence on the landscape and character of the area, although they employ a relatively small proportion of the population. It is important to support the farming industry and other land-based rural businesses (including equestrian developments) so that the countryside can continue to be actively managed and the rural economy continues to thrive.

NEW AGRICULTURAL BUILDINGS

- 4.6.2 Many new agricultural buildings can be built under permitted development rights, but larger agricultural buildings are controlled by the planning system. Where a new agricultural building is proposed, the councils will wish to be satisfied that there are no existing buildings that can be re-used for agricultural purposes. It is recognised that many traditional farm buildings will not be compatible with modern farming practices, but these buildings, particularly those that make a positive contribution to local character, are a valuable resource and can be re-used in accordance with Policy SUS4.
- 4.6.3 Larger agricultural buildings can have an industrial appearance and a significant adverse impact on the local landscape character. Applicants will be encouraged to locate any new agricultural building where it would not impact on the openness and attractive character of the countryside, for example by locating it close to an existing building or on an area of existing hard standing. The impact on residential amenity, including that arising from farm traffic movements, will also be a consideration.

ECON12. NEW AGRICULTURAL BUILDINGS

- i) New agricultural buildings, or extensions to existing agricultural buildings, will be permitted where the development is necessary for the purposes of agriculture on the unit or locally where facilities are to be shared, and there are no existing buildings on the unit which are capable of re-use for agricultural purposes.**
- ii) The scale, siting, design and external appearance of any new agricultural building (or extension) should be designed to minimise adverse impact on the landscape character and residential amenity.**

THE DIVERSIFICATION OF AGRICULTURAL AND OTHER LAND-BASED RURAL BUSINESSES

- 4.6.4 Diversification is where a farm or other land-based rural business branches out into different kinds of activities to support the existing business. The local plan review supports diversification, where this will help to support the business to which the diversification proposal is linked.
- 4.6.5 Diversification projects may be land-based: producing and selling specialist livestock products, such as sheep cheese or goat dairy products; or growing and selling specialist crop products, such as flowers or energy crops. Other possible diversification projects include: retail outlets and catering (e.g. a farm shop); training and promotion of rural crafts (e.g. craft workshops); or tourism, either in the form of bed and breakfast or caravan or camping sites. Where the re-use of an existing building for a diversification project is proposed, it will be considered against Policy SUS4. Diversification proposals for caravans and camping will be considered against Policy ECON11.
- 4.6.6 Some diversification projects may require a building and wherever possible, an existing building on-site should be re-used. The replacement of an existing building to facilitate a diversification project will be acceptable, but only if the building to be replaced does not make a positive contribution to the rural character. The loss of existing buildings that make a positive contribution to the rural character will be resisted.
- 4.6.7 New built development may be permitted as part of a diversification scheme, in cases where there are no existing buildings capable of re-use and it would not be appropriate to replace an existing building because of the contribution it makes to rural character. Any new build element should relate well to existing development and should be designed, in form and function, to be ancillary to the existing enterprise.
- 4.6.8 Any diversification project must be directly linked to the existing business and should not form a separate enterprise. It must be demonstrated that the project would materially assist in maintaining the long-term viability of the existing business. Any diversification project will usually be tied by legal agreement to the business that is diversifying to prevent it from becoming a separate enterprise, especially if the project is located in an area where it would not normally be permitted.

ECON13. DIVERSIFICATION OF LAND-BASED RURAL BUSINESSES

- i) Diversification projects (for agricultural and other land-based rural businesses) for the use of land or buildings for non-agricultural employment purposes will be supported, provided they are in keeping with the rural character and comprise:
- the use of land; or
 - the re-use of an existing building, or the replacement of an existing building which does not make a positive contribution to the local character; or
 - new ancillary development that relates well to existing development provided that there are no redundant buildings capable of re-use / suitable for replacement.
- ii) The proposed diversification project must make an on-going contribution to sustaining the existing enterprise.

4-xi Former Policies ECON8 and 9 (now ECON12 and 13) and supporting text have been amended to give greater clarity about when new agricultural buildings and diversification projects will be permitted. Do you have any views on these, or any other changes, to Policies ECON12 and 13?

EQUESTRIAN DEVELOPMENT

- 4.6.9 Riding and horse keeping are popular leisure activities which generally require a rural location. There are many types of development associated with equines, from purely grazing and smaller scale private livery yards to equestrian centres, stud farms and commercial livery yards / equine training facilities.
- 4.6.10 **General Issues:** Any land associated with any equine-related development should be inherently suitable for keeping horses and should be managed to maintain environmental quality, countryside character, the amenity of local residents and the welfare of the horses themselves.
- 4.6.11 The potential impacts of exercising horses off-site will be a consideration, particularly: any impacts (such as soil erosion) on nearby bridleways or areas of open land: highway safety issues where riding is likely to take place on public roads; and impacts on wildlife interests, for example through damage to vegetation.
- 4.6.12 The type and volume of traffic accessing a site will also be a consideration, especially for larger commercial facilities. Any site where horses are kept should be capable of being safely accessed by larger vehicles, such as towed horse boxes, horse lorries and / or other larger vehicles. The access to a site should also be capable of accommodating any

increased volume of traffic without damaging the access itself, the route to the site, or the character of the route.

- 4.6.13 **Cumulative Impacts:** Concentrations of equine-related developments could give rise to cumulative impacts, for example on the character of the countryside or on highway safety. The councils will have regard to any such cumulative impacts when considering proposals for new or expanded equine-related developments.
- 4.6.14 **Private recreational uses** generally include small scale developments such as field shelters and stables. These will generally be permitted where they are intended to be used by horses that are currently present on-site or where it is intended to graze / keep horses on a site for private recreational use (provided that they are suitably designed and located). Field shelters and / or stables should be designed using timber or lightweight materials that compliment the landscape and can be removed when they are no longer needed. A separate ancillary structure of similar construction to store tack, feed and/or bedding may be permitted. The amount of tack stored on site should be kept to a minimum for security reasons.
- 4.6.15 **Commercial recreation or leisure equine-related developments** (such as livery stables and riding schools) and commercial training or breeding equine-related developments (such as racing stables and stud farms) may be acceptable uses in the countryside as these type of businesses can provide farm diversification and diversification in the wider rural economy.
- 4.6.16 The preference is for commercial equine-related developments to re-use existing buildings, although it is recognised that it may not be possible to accommodate businesses of this scale wholly in existing buildings. An existing building or group of buildings should form the basis for a development of this nature, wherever possible. New buildings may be permitted where there is a proven essential need and no existing building is suitable. Elements of new buildings that are disproportionate in scale to, or out of character with, the existing buildings are unlikely to be acceptable.
- 4.6.17 **Ancillary Development:** A riding arena (sand school / manège) or other exercise facilities (such as horse exercisers) may be permitted in association with a commercial equine-related development or for private recreation or leisure use. The councils will expect a developer or private individual to be able to explain why an arena or other facility is needed and to be able to justify its intended size and scale. An arena and / or other exercise facilities should be sited close to the buildings in which it relates as this will limit impact on the landscape. Other key design issues include hard landscaping including fencing and surfacing, landscape planting, drainage and the potential impacts on the amenity of nearby residents.
- 4.6.18 Approvals for riding arenas or other exercise facilities for private recreation or leisure use will be subject to conditions to prevent them from being used commercially. If a riding arena is currently used for private uses an application would be required prior to any change to a commercial use as an arena (or other facility) used for commercial purposes

has a far greater neighbouring amenity impact than one used solely for private recreation and leisure purposes.

4.6.19 **Viability and Occupational Dwellings:** The councils will wish to ensure that any commercial equine-related development is likely to be viable before allowing it. Such proposals should be supported by a business plan that shows the proposed enterprise has a sound financial basis. The councils may permit occupational dwellings related to commercial equine-related enterprises but will not permit such dwellings to enable people to live close to horses that are kept for private recreation or leisure use. Applications for occupational dwellings will be determined under Policy HOU57.

4.6.20 In the event that a commercial equine-related business fails, the owner or occupier will need to produce evidence that the business is not viable, or cannot be made viable, before a change of use may be permitted. Policy HOU57 also sets out how proposals for the removal of occupancy conditions for essential rural workers will be considered.

ECON14. EQUESTRIAN DEVELOPMENT

i) Equine-related developments will be permitted provided that:

- **adequate provision has been made for the exercising of horses without causing harm to rights of way, other equestrian routes, or other areas, such as open land, that will be used for exercise;**
- **vehicular access to the site and the road network in the vicinity are capable of accommodating horse-related transport in a safe manner;**
- **the cumulative impacts of concentrations of equine-related developments, for example on the character of the countryside or on**
- **highway safety, have been considered.**

ii) In the case of a new field shelter or stable used for private recreation or leisure use:

- **it will be for the exclusive use of the horses that are grazed or kept on site and should be of a scale that reflects the number of horses to be kept or grazed on site;**
- **it should be built of materials that are capable of being easily removed if the equine-related use ceases; and**
- **any ancillary use, such as a tack room or food storage structure, should be the minimum required to meet the functional needs of the horses on site and should not give rise to security issues.**

iii) In the case of commercial recreation, leisure, training or breeding enterprises, the development should re-use an existing building (or group of buildings) in the countryside. An element of new building or buildings may

also be permitted alongside the re-use of an existing building (or group of buildings), provided that:

- it can be demonstrated that no other building (or group of buildings) is available that is capable of accommodating the proposed equine-related use;
- the element of new building is the minimum required to accommodate the proposed equine-related use (over and above the requirement to re-use the existing building or group of buildings); and
- any new buildings and ancillary facilities would be erected to integrate with the existing building (or group of buildings).

iv) In the case of a riding arena or other exercise facility:

- it is of a size and scale appropriate to the existing commercial enterprise, or the number of privately kept horses that will use the facility; and
- it is located close to other buildings on the site and is not visually intrusive in the landscape.

v) Proposals to re-use or adapt substantial purpose-built equestrian holdings for non-equestrian uses will only be permitted where it can be demonstrated that continued equestrian use is inappropriate or unviable. Proposed alternative uses must accord with other policies in the local plan review.

4-xii Former Policy ECON10 (now ECON14) and supporting text has been expanded to provide guidance on how proposals for different types of equestrian-related development will be considered. Do you have any views on these, or any other changes, to new Policy ECON14?

5 Housing

5.1 INTRODUCTION

- 5.1.1 The need for housing in an area is calculated using a new standard methodology, which is based on projected household growth, adjusted to take account of affordability. In April 2018 this methodology showed a need for 794 new homes per year in the local plan review area: not significantly above the figure of 775 new homes per year in the current local plan.
- 5.1.2 Projected household growth takes account of:
- Demographic change - including increased life expectancy, which in the local plan review area is likely to result in a dramatic increase in the population of those aged over 60;
 - Household formation rates – which historically have reduced, giving rise to a need for more homes to house the same number of people; and
 - Migration – including additional households formed by people moving to live and work in the area.
- 5.1.3 There is a high level of affordable housing need in the local plan review area and average house prices are significantly higher than local average earnings. This has had a significant influence on the level of housing need identified by the new standard methodology.
- 5.1.4 National policy also indicates that councils should plan for the needs of different groups in the community, including families with children, older people, people with disabilities, service families and people wishing to build their own homes.
- 5.1.5 The housing implementation strategy to address the issues affecting the local plan review area is set out below.

STRATEGIC APPROACH

A continuing supply of housing land is needed to help meet the changing demographic and social needs of the area, and to help reduce the need to travel and promote economic growth and social inclusion. The type, size and mix of housing will be expected to reflect local needs as far as possible and result in balanced communities.

Although the total projected need for affordable housing is not expected to be met in the plan review period, opportunities will be taken to secure affordable homes to meet local needs. This will include ensuring all new open market housing sites, above a certain size, make a contribution (through providing new affordable homes or, where this is not possible, making a financial contribution), and through a range of flexible policies that encourage affordable housing to come forward where there are suitable opportunities.

5.2 AFFORDABLE HOUSING

AFFORDABLE HOUSING

A comprehensive definition of affordable housing is set out in national policy and reproduced in the glossary. It is housing provided for sale or rent for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and / or is for essential local workers). The different 'tenure models', which may require certain criteria to be met to fall within the definition, are:

- affordable housing for rent including affordable private rent);
- starter homes;
- discounted market sales housing;
- other affordable routes to home ownership, such as shared ownership housing, that do not fall within the definitions of discounted market sales and affordable housing for rent.

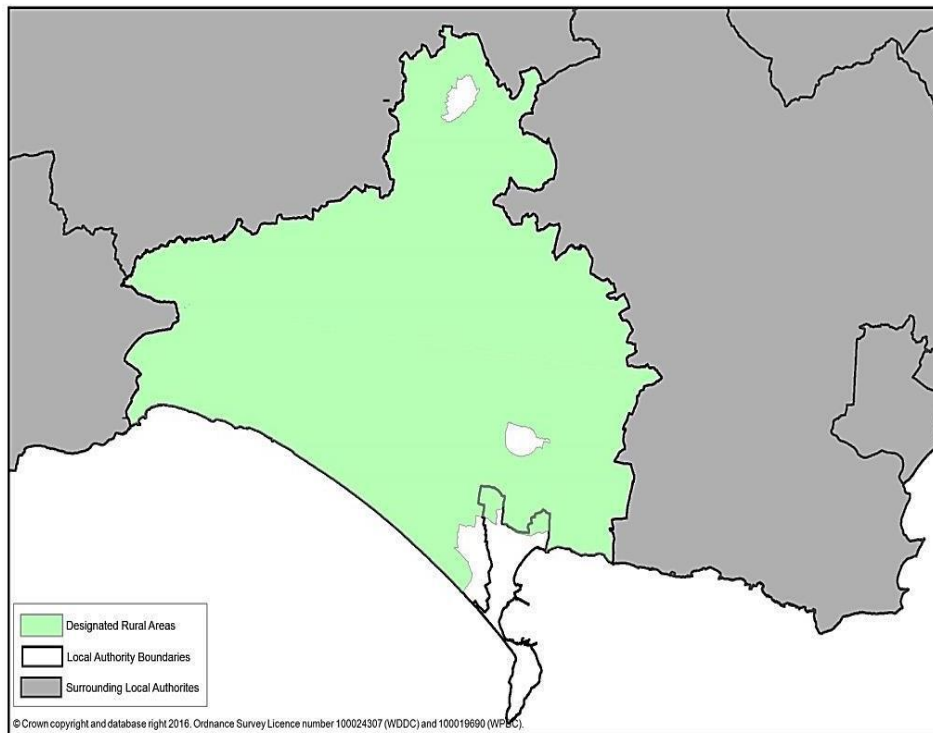
THRESHOLDS ABOVE WHICH AFFORDABLE HOUSING WILL BE SOUGHT

- 5.2.1 Under national policy and guidance affordable housing contributions are required on major sites⁹ (including sites of 10 or more dwellings). National guidance also allows a lower (5-unit) threshold to be applied in 'designated rural areas', with the aim of providing a balance between boosting housing supply on small sites and maintaining the delivery of affordable housing.
- 5.2.2 'Designated rural areas' include Areas of Outstanding Natural Beauty (AONBs) and any area designated by order of the Secretary of State as a rural area. In the local plan review, these extend over:
- nearly all of West Dorset (excluding the parish of Sherborne and those parts of the parishes of Chickerell and Dorchester that lie outside the Dorset AONB); and
 - small parts in the north of Weymouth & Portland within the Dorset AONB (around Upwey, Preston and Sutton Poyntz).
- 5.2.3 The 'designated rural areas', where the lower 5-unit threshold applies, are shown in Figure 5.1. Elsewhere in the local plan review area the national 10-unit threshold applies. In all cases the thresholds relate to net additional dwellings and also will be applied to any residential element of a mixed use scheme.

⁹ As defined in the glossary

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Figure 5.1 – Designated Rural Areas Where the 5-unit Threshold Would Apply



PROPORTIONS OF AFFORDABLE HOUSING SOUGHT AND VACANT BUILDING CREDIT

- 5.2.4 The proportion of affordable housing sought on open market housing sites reflects the financial viability of development in different parts of the local plan review area, with a lower proportion sought on Portland (i.e. 25%, rather than 35% sought elsewhere).
- 5.2.5 The proportion may be reduced where a vacant building is brought back into a lawful use, or is demolished to be replaced by a new building. In such circumstances, the developer will be offered a financial credit (known as 'vacant building credit', as described in national guidance) equivalent to the existing gross floorspace of any relevant vacant buildings when the affordable housing contribution (whether on-site, off-site or financial) is calculated.

ON- AND OFF-SITE PROVISION AND FINANCIAL CONTRIBUTIONS

- 5.2.6 On schemes of 10 units or more, on-site provision will be sought unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified. In such cases there should be compelling evidence that off-site provision or a financial contribution would be of greater all-round benefit, for example, through the improvement or more effective use of existing affordable housing stock. Any alternative agreed approach to on-site provision should contribute to the objective of creating mixed and balanced communities.

- 5.2.7 Where on-site provision at the relevant proportion indicates that a fraction of an affordable home should be provided (above the number of whole units required), a financial contribution will normally be sought for that fraction.
- 5.2.8 Where the 5-unit threshold is applied, cash payments commuted until after the completion of the new homes within the development will be sought on schemes between 6 and 9 units. The level of financial contributions sought and guidance on how it should be calculated is set out on the councils' website.

ASSESSING VIABILITY

- 5.2.9 Any viability assessment should be prepared by the District Valuer (or another mutually agreed independent assessor) to a methodology that is acceptable to the councils. The assessment should be submitted at the same time as the relevant planning application, which is likely to require pre-application discussions. Any assessment should adopt an 'open-book' approach with the aims of: being more transparent; reducing areas of contention; and reaching an agreed position on viability.
- 5.2.10 As part of any viability assessment applicants will be expected to provide clear evidence of efforts to identify possible sources and levels of housing grant (or other subsidy) that may be available to make a scheme viable and clear evidence of any attempts to secure such grant (or subsidy). Applicants will be expected to take a flexible approach to achieving the proportion of affordable housing sought in policy, for example by considering whether a scheme could be made viable by adopting an alternative split of affordable tenure models. In cases where it is agreed that it is not economically viable to deliver the proportion of affordable housing sought, the councils will seek to secure the maximum amount of affordable housing achievable within the viability constraints identified at the time of the assessment.

TENURE SPLIT, SIZE, TYPE AND HOUSING MIX

- 5.2.11 The adopted local plan seeks a minimum of 70% social / affordable rent and a maximum of 30% intermediate affordable housing. This tenure split has been maintained in the local plan review and amended to take account of the wider definition of affordable housing in national policy. Policy HOUS1 now seeks:
- a minimum of 70% 'affordable rented products' (i.e. social rented housing; affordable rented housing; and affordable private rent housing); and
 - a maximum of 30% 'affordable home ownership products' (i.e. starter homes; discounted market sales housing; and other forms of intermediate housing, including shared ownership).
- 5.2.12 The councils will require a minimum of 10% of all new homes on sites of 10 units or more to be affordable home ownership products, in line with national policy.
- 5.2.13 The housing registers indicate a very high level of need for affordable rented products, but the promotion of affordable home ownership products will get more people onto the housing ladder and may help with the viability of some housing sites.

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- 5.2.14 Across the local plan review area, the housing registers consistently show the greatest need is for one and two bedroom affordable homes, but homes with three or more bedrooms are also needed and can offer greater flexibility in meeting housing needs, particularly for growing families. The size of affordable housing needed may be different at the more local level and for any particular site, both current local needs and the flexibility to meet likely future needs, will be taken into account in determining the right mix of sizes, in terms of the number of bedrooms.
- 5.2.15 In order to create a balanced community on a site, the affordable housing should be broadly proportionate to the scale and mix of the market housing provided. Affordable housing should be designed to be indistinguishable from other housing on a development site. In order to create such 'tenure blind' developments, the affordable units should be distributed amongst the market housing, for example by being grouped in small clusters on larger sites.
- 5.2.16 People with disabilities often have particular design requirements over and above those currently required under building regulations. Where there is an identified need for affordable housing with such adaptations, every effort should be made to accommodate this provision. This may be through the inclusion of some housing that can be easily adapted to meet a variety of particular needs.

HOUS1. AFFORDABLE HOUSING

- i) Housing on major sites (including sites providing 10 or more net additional dwellings) will contribute to the provision of affordable housing. In 'designated rural areas' on a development of 6 to 9 net additional dwellings, financial contributions towards the provision of affordable housing will be sought.**
- ii) Such developments should contribute to the provision of affordable housing in the following proportions:**
 - 25% of the total number of dwellings on Portland;**
 - 35% of the total number of dwellings in Weymouth and West Dorset.**
- iii) In most cases, where one or more affordable homes are being provided, these should be provided on the open market site. Financial contributions towards the provision of affordable housing will be required for any shortfall that cannot be delivered on the site.**
- iv) Applicants seeking to justify a lower level of affordable housing provision will be expected to provide an assessment of viability, which should adopt an 'open book' approach and take account of grant funding or any other subsidy. A lower level of provision will only be permitted if: the assessment shows that it is not economically viable to make the minimum level of provision being sought; and**

there are good reasons to bring the development forward.

- v) Within any affordable housing provision, a minimum of 70% affordable rental products and a maximum of 30% affordable home ownership products will be sought, unless identified local needs indicate that alternative provision would be appropriate. On major sites (including sites of 10 or more dwellings), at least 10% of all new homes will be required to be affordable home ownership products.
- vi) The type, size and mix of affordable housing on a development site should help to address the identified and prioritised affordable housing needs in the local area, resulting in a balanced community of housing and / or flats that are 'tenure blind'.
- vii) Where there is an identified local need for specially designed affordable housing to cater for people with disabilities with particular needs, or affordable housing that can be easily adapted to meet a variety of such needs, developments should prioritise provision of this accommodation.

MONITORING INDICATOR: number of affordable housing units by size and tenure secured on-site through open market housing development, and the level of financial contribution secured towards delivery of affordable housing. **TARGET:** 25% affordable housing secured in Portland and 35% secured in Weymouth and West Dorset.

MONITORING INDICATOR: level of financial contribution secured for the off-site delivery of affordable housing.

- 5-i In order to reflect changes (or proposed changes) to national policy, Policy HOUS₁ and supporting text have been amended to: establish thresholds above which affordable housing will be sought; offer 'vacant building credit' on brownfield sites; provide greater clarity on how viability should be assessed; and reflect the proposed broader definition of affordable housing in the split of tenures models sought. Do you have any views on these changes, or any other changes, to Policy HOUS₁?

AFFORDABLE HOUSING EXCEPTION SITES

- 5.2.17 'Exception sites' are small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Permitting the development of small sites for 100% affordable housing, as an exception, enables local housing needs to be met by keeping land

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values relatively low. Small sites for affordable housing exception schemes should be located within or on the edge of villages or towns. Large sites for 100% affordable housing, which are more likely to result in an unbalanced community mix, are not encouraged under this approach.

- 5.2.18 National policy indicates that exception sites should seek to address the needs arising from a local community by accommodating households who are either current residents or have an existing family or employment connection. Any local need for affordable housing, which could not be met in other ways (for example on the open market), should be identified and should relate to the town, parish, or in the case of small rural communities, group of parishes where the proposed scheme would be located.
- 5.2.19 The number, size, type and tenure split of the affordable dwellings proposed on an exception scheme should aim to address the local need for affordable housing, which has been identified. The need is most likely to be for social or affordable rented housing, but affordable home ownership products (including shared ownership housing and self and custom built housing that meets the national definition of affordable housing), may be permitted, if a local need has been identified.
- 5.2.20 As exception schemes are permitted on sites that would not normally be used for housing, particular care should be taken to ensure that the character, scale and design of any scheme enables it to be successfully integrated into its surroundings.
- 5.2.21 Any affordable homes on an exception site should remain available to meet local housing needs in perpetuity and future occupancy will be prioritised for people with a local connection. The future re-sale value of any affordable home ownership products on an exceptions site (including any shared ownership and self and custom built homes) will have their future re-sale value fixed in perpetuity below open market value to ensure that they remain affordable for subsequent occupiers. Any self and custom built home on an exception site should have a gross internal area no more than 20% above the nationally described space standard (including built-in storage) for a dwelling of the size and height proposed, unless a larger dwelling is required to meet special needs. The council may also remove permitted development rights to extend any affordable home ownership products on exception sites to ensure that they remain of a size that is likely to be affordable for subsequent occupiers.
- 5.2.22 National policy indicates that small numbers of market homes may be permitted on exception sites at a local planning authority's discretion. This is not generally supported because it: would reduce the likelihood of 100% affordable housing sites being delivered; could potentially increase land values; and could result in significant unplanned growth adjoining settlements. However, if a local community wishes to take forward this approach in their area, then a policy to allow small numbers of market homes on exception sites should be included in their neighbourhood development plan.

HOUS2. AFFORDABLE HOUSING EXCEPTION SITES

- i) **An affordable housing exception scheme will be permitted if:**
- **it is located on a small-scale site adjoining a settlement;**
 - **the proposal is capable of meeting an identified local need for affordable housing within the town, local parish or group of parishes where the scheme is located, which cannot otherwise be met;**
 - **the character, scale and design of the scheme is appropriate to the location; and**
 - **there are secure arrangements to ensure that the benefits of affordable housing will be enjoyed by subsequent as well as initial occupiers.**
- ii) **Small numbers of market homes may be included on an affordable housing exception scheme, but only where this is permitted under a policy in an adopted neighbourhood development plan.**

5-ii Policy HOUS2 and supporting text have been amended to: set out how any exception scheme should meet identified local needs; and clarify that affordable home ownership products (including affordable self build and custom build homes) may be permitted on exception sites. Do you have any views on these changes, or any other changes, to Policy HOUS2?

MONITORING INDICATOR: the number of affordable housing units completed on exception sites.

5.3 OPEN MARKET HOUSING MIX

5.3.1 A variety of housing sizes is necessary to meet the needs of local people and to create more mixed communities. The Strategic Housing Market Assessment (SHMA) indicates a greater need for two and three bedroom market homes. However, this will vary according to location and will change over the plan review period to reflect likely future requirements and demographics.

HOUS3. OPEN MARKET HOUSING MIX

- i) **Wherever possible, residential developments should include a mix in the size, type and affordability of dwellings proposed, taking into account the current range of house types and sizes and likely demand in view of the changing demographics in that locality.**

MONITORING INDICATOR: the number of homes permitted by size (bedrooms) and type.

5.4 DEVELOPMENT OF FLATS, HOSTELS AND HOUSES IN MULTIPLE OCCUPATION

- 5.4.1 The demographic trend towards smaller households creates a continuing market for flats, apartments and similar properties. Well managed hostels and houses in multiple occupation also have a role in meeting housing needs, including the needs of vulnerable groups – for example, providing supported accommodation for homeless young people. These types of accommodation may be provided through the conversion and extension of existing residential properties or new development.
- 5.4.2 These forms of development are often high density, which can make efficient use of land, but may have implications for the character of a local area and the amenity of both future residents of the proposed scheme and existing residents living nearby.
- 5.4.3 Local character can be affected by the mass, bulk and height of a proposed development. Buildings that are too large or out-of-scale with their surroundings can cause overshadowing and lead to overlooking, which should be avoided. Too much building mass compared with the open space on a site may result in a development that feels overly cramped and oppressive, which should also be avoided.
- 5.4.4 Private amenity space is needed to meet basic operational requirements (such as refuse storage and clothes drying) and for the private enjoyment of a property. This is particularly important for flats, hostels and houses in multiple occupation, where amenity space is used and managed communally. Private amenity space for such developments should be provided in accordance with Policy HOUS4, where this can be achieved in design terms.

HOUS4. DEVELOPMENT OF FLATS, HOSTELS AND HOUSES IN MULTIPLE OCCUPATION

- i) Proposals for flats, hostels and houses in multiple occupation should:**
- **be compatible with the character of the area and not result in a cramped form of development; and**
 - **provide sufficient private amenity space within the site for the likely future occupants, normally comprising at least 10% of the site area for conversions providing 4 or more flats, and 20% of the site area for all new build schemes, unless such provision is undesirable in design terms.**

5.5 RESIDENTIAL CARE ACCOMMODATION

- 5.5.1 The increasing number of older people is a key issue and it is important that sufficient care accommodation is provided during the plan review period. Care accommodation ranges

from traditional residential care homes to more flexible models that offer adults increased opportunities for maintaining independence, choice and control over their lives.

- 5.5.2 Increasingly, support and care is being delivered at home or through 'Extra Care' supported accommodation services. 'Extra Care' facilities can provide self-contained accommodation grouped on a site providing an extensive range of facilities, over and above those found in ordinary sheltered housing, including provision of meals if required and individual packages of care and support available 24 hours a day. 'Extra Care' facilities have dedicated care and support teams, which in most schemes are likely to be based on-site.
- 5.5.3 The strategic vision of the County Council and NHS Dorset is to support the building of Extra Care housing developments together with more intense community based services that can be delivered to people in their own homes. Where new care accommodation is necessary it is important to locate this type of accommodation in areas that are easily accessible for visitors and staff and also so that residents, where possible, can access community facilities and public transport.
- 5.5.4 The provision of private amenity space is important for residential care accommodation, as it is used and managed communally. Private amenity space for residential care homes should be provided in accordance with Policy HOU55, where this can be achieved in design terms.

HOU55. RESIDENTIAL CARE ACCOMMODATION

- i) New care accommodation and major extensions to existing care homes should:**
- **be located within a defined development boundary and at an appropriate scale in relation to the settlement;**
 - **meet the strategic aims and objectives of Dorset County Council and NHS Dorset including demonstration of a need for the service in the locality; and**
 - **provide sufficient private amenity space within the site for the likely future occupants, normally comprising at least 20% of the site area unless such provision is undesirable in design terms.**

5.6 SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 5.6.1 National planning policy indicates that councils should assess the accommodation needs of gypsies, travellers and travelling showpeople for the purposes of planning and make provision for accommodation based on the findings of that assessment. Local authorities in Dorset are working together to produce a joint Gypsy, Traveller and Travelling Showpeople Development Plan Document (DPD), which will identify sites throughout Dorset to meet the needs of these groups.
- 5.6.2 The councils are committed to working in partnership with gypsies and travellers and with their representative groups, and with local residents, to seek solutions to issues concerning gypsy and traveller accommodation. In determining applications, issues of adequate levels

of privacy and residential amenity for the occupiers, impact on the amenities of adjacent occupiers, and any detrimental impact upon the natural environment will be taken into account under the relevant policies. Proposals for sites for travelling showpeople will also need to provide adequate space for residential, maintenance and storage uses and be well related to the public highway network to accommodate the safe passage of large vehicles and pedestrians and located so as to minimise the impact of on-site business activities on neighbouring properties.

- 5.6.3 Until such a time as the Gypsy, Traveller and Travelling Showpeople DPD is finalised, decisions on gypsy, traveller and travelling showpeople sites will be determined in accordance with national policy and with reference to Policies INT1 and SUS2.

5-iii There has been some minor updating of: Policy HOUS₃ – Open Market Housing Mix; Policy HOUS₄ – Development of Flats, Hostels and Houses in Multiple Occupation; Policy HOUS₅ – Residential Care accommodation; and text in relation to sites for Gypsies, Travellers and Travelling Showpeople. Do you have any views on the changes to these policies and supporting text?

5.7 OTHER RESIDENTIAL DEVELOPMENT OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

- 5.7.1 Outside DDBs, where development is strictly controlled, Policy HOUS₆ sets out the circumstances where it may be appropriate to permit: the replacement or extension of existing dwellings; the construction of ancillary domestic buildings within existing residential curtilages; the small scale extension of residential gardens; and the subdivision of existing dwellings. Common issues relating to replacement dwellings, extensions and ancillary domestic buildings are discussed together in the supporting text, but for clarity these different forms of development are dealt with separately in the policy.

REPLACEMENT DWELLINGS, EXTENSIONS AND ANCILLARY DOMESTIC BUILDINGS

- 5.7.2 **Permanency** - The policy only permits the replacement or extension of an existing permanent dwelling or the construction of ancillary domestic buildings within the residential curtilage of an existing permanent dwelling. This is to ensure that permanent residential use is not established on a site where only temporary consent exists, or where permanent use has lapsed as a result of dereliction.
- 5.7.3 **Additional Separate Dwellings** - Policy HOUS₆ permits replacement dwellings outside DDBs on a one-for-one basis (i.e. one existing dwelling to be replaced by one new dwelling). It also seeks to ensure that an additional separate dwelling (or dwellings) is not created through the alteration or extension of an existing dwelling or the construction of an ancillary building within an existing residential curtilage.

- 5.7.4 **The Siting of Replacement Dwellings** - A replacement dwelling outside DDBs should be located over the footprint of the existing dwelling, unless its relocation elsewhere within the existing residential curtilage would bring about a significant environmental benefit (for example, to make the replacement dwelling less intrusive in the landscape, or to achieve safer access to the highway). Where it is proposed to relocate a replacement dwelling within an existing residential curtilage, a legal agreement requiring the prior demolition of the original dwelling will normally be required. For the purposes of this policy 'original' is defined as the building as it was built or as it existed as of 1st July 1948.
- 5.7.5 **Design and Size** - The design of any development associated with an existing dwelling outside DDBs should be sympathetic to: the site itself; areas adjacent to the site (for example, buildings or landscape features nearby); and the wider area as a whole (i.e. landscape character area, AONB or conservation area). Proposals, either individually or cumulatively, should not lead to over development of the site or, in the case of extensions and ancillary domestic buildings, should not over dominate the existing dwelling. Poorly designed replacement dwellings and extensions or ancillary domestic buildings will be refused permission, regardless of their size.
- 5.7.6 As a guide, a replacement dwelling should not be more than 50% larger than the existing dwelling it replaces (including any previously approved extensions or alterations to the original dwelling that have been constructed). When assessing the percentage increase in size, the Gross Internal Floorspace (GIA) of the existing dwelling will be compared to the GIA of the proposed replacement dwelling.
- 5.7.7 The scale, height and massing of any extension should appear subservient to the existing dwelling and the design should respect the character and appearance of the existing dwelling. In considering the size and design of extensions, account will be taken of the extent to which the dwelling has been previously extended or could be extended under Permitted Development Rights.
- 5.7.8 Any domestic accommodation needs, such as the need for a games / hobby room or workshop or for a residential annex for dependent relatives or domestic household staff should, wherever possible be met through the extension of an existing dwelling or through the conversion of an existing building within a residential curtilage. Ancillary domestic buildings will only be permitted exceptionally, where it can be demonstrated that the identified accommodation needs cannot be met in these other ways. In cases where an ancillary domestic building is permitted, it should, wherever possible be located and designed to enable it to be subsumed into the main dwelling when the need for the ancillary use ceases.
- 5.7.9 In order to be genuinely ancillary, such buildings should be no larger than necessary to perform the particular function for which they are intended. If an ancillary domestic building is permitted, it will be tied by agreement to prevent it from being severed from the main dwelling. In the case of a residential annex, occupancy will be restricted by condition or agreement to ensure that it would not be occupied as a separate dwelling.

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- 5.7.10 **Cumulative Effects** - Regard will be had to the cumulative effects of successive proposed extensions or ancillary buildings (included those constructed under Permitted Development Rights) on an existing dwelling, its immediate setting and its wider surroundings.
- 5.7.11 Where a replacement dwelling, an extension or an ancillary domestic building is allowed outside DDBs, permitted development rights may be removed.

SMALL-SCALE EXTENSIONS TO RESIDENTIAL GARDENS

- 5.7.12 The extension of existing residential gardens will not generally be permitted. However, exceptionally, a small scale extension may be permitted where the size and shape of the enlarged plot would reflect (and the treatment of the relocated boundary would reinforce) the existing patterns of nearby properties. Typically any such extensions would be to gardens associated with properties on the outskirts of settlements, or within hamlets or groups of buildings in the wider countryside.
- 5.7.13 There should be a positive relationship between the proposed garden extension (including its boundary treatment) and the surrounding field pattern, the topography and any nearby landscape features. Features of the landscape which would usually form part of the open countryside such as paddocks, orchards, or areas of woodland should not be included in any garden extension.
- 5.7.14 Mown lawns, flowerbeds and non-indigenous tree and shrub species can erode rural character and domestic paraphernalia (including sheds, greenhouses, washing lines, play equipment and summerhouses) can have an urbanising effect. Landscape planting (primarily of species native to the local area) should be designed to screen any such potential uses and protect visual amenity. Where this is not possible, permitted development rights may be removed.

THE SUBDIVISION OF EXISTING DWELLINGS

- 5.7.15 Policy HOUS6 seeks to avoid the creation of additional separate dwellings outside DDBs through replacements and extensions. However, it is recognised that the subdivision of an existing dwelling (which is not a replacement and has not been significantly extended) may be acceptable, especially where houses have been joined together in the past to form one dwelling. Criterion v) of Policy HOUS6 only relates to the subdivision of an existing dwelling. Proposals for the re-use of any ancillary buildings associated with it, such as garaging and outhouses, would be considered against Policy SUS3.
- 5.7.16 Any scheme for subdivision should enable the existing dwelling to be converted to create satisfactory living conditions for the future occupants of the new smaller, dwellings without the need for extensions, other than very minor extensions (for example, to create separate entrance lobbies or porches). A scheme for subdivision may require: changes to the external appearance of the existing dwelling (for example, additional entrances); and changes within any residential curtilage (for example, additional car parking spaces, room for bin storage etc.); which should not detract from the character of the local area.

LOW IMPACT DWELLINGS

- 5.7.17 Low impact dwellings (LIDs) make use of renewable natural, local and reclaimed materials in delivering low or zero carbon homes and are often self-sufficient in terms of waste management, energy, water and other needs. Although LIDs are sustainable in many respects, accessibility to essential services (such as schools and health), is also an important consideration. Outside DDBs LIDs may be acceptable in principle on affordable housing exception sites (subject to Policy HOUS2) or as rural workers' dwellings (subject to Policy HOUS7).

HOUS6. OTHER RESIDENTIAL DEVELOPMENT OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

- i) The replacement of an existing permanent dwelling outside defined development boundaries will be permitted, provided that:**
- the existing dwelling will be replaced by a single new dwelling, which is of a size and design that respects the character and appearance of the development plot, its immediate setting and its wider surroundings;
 - the new dwelling can be satisfactorily accommodated within the existing curtilage or an extended curtilage compliant with criterion iv); and
 - the development would make a positive contribution to local character.
- ii) The extension of an existing permanent dwelling outside defined development boundaries will be permitted provided that:**
- the extension would not create an additional separate dwelling (or dwellings);
 - the extension is subordinate in scale and proportions to, and in character with, the original dwelling;
 - the development would not require an extension of the existing residential curtilage, other than a small-scale extension compliant with criterion iv); and
 - the development would make a positive contribution to local character.
- iii) An ancillary domestic building within an existing residential curtilage outside defined development boundaries will only be permitted exceptionally, if:**
- the building is ancillary to an existing permanent dwelling and either would be used for purposes incidental to the enjoyment of the existing dwelling or would be a residential annex ancillary to the existing dwelling;
 - the proposed use could not be accommodated in an extension to the main dwelling or through the conversion of an existing building within the existing residential curtilage;
 - the building would not require an extension of the existing residential

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- **curtilage, other than an extended curtilage compliant with criterion iv); and**
 - **the building would be designed to be proportionately smaller in scale and subsidiary in form to the existing dwelling, designed not to detract from the character of the existing dwelling and would make a positive contribution to local character. Wherever possible the building should be located and designed to be capable of being subsumed into the existing permanent dwelling in the event that the need for the ancillary use ceases.**
- iv) The small-scale extension of an existing residential garden outside defined development boundaries will only be permitted, exceptionally, where the extension:**
- **reflects and / or reinforces existing plot and boundary patterns in the locality; and**
 - **includes a boundary treatment and landscape planting to successfully integrate the development with the local landscape and rural character.**
- v) The subdivision of an existing dwelling outside defined development boundaries, will be permitted provided that:**
- **the development can be accommodated within the existing dwelling; and**
 - **the resulting changes are compatible with local character.**

5-iv Policy HOUS6 and supporting text have been amended: to include a new section on ancillary domestic buildings within residential curtilages; to provide more detail on how other proposals for residential development outside DDBs will be considered; and to establish that, as a guide, replacement dwellings should be no more than 50% larger than the original. Do you have any views on these changes, or any other changes, to Policy HOUS6?

It should also be noted that the section on rural workers' dwellings has been separated out and expanded to form new Policy HOUS7.

5.8 OCCUPATIONAL DWELLINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

5.8.1 Policy HOUS7 sets out the circumstances where it may be appropriate to allow permanent dwellings for full-time workers in agriculture, forestry or other rural businesses (and new temporary dwellings for full-time workers in agriculture) outside DDBs. The councils will seek to secure the retention of any such permanent dwellings for occupational purposes to support the rural economy, unless it can be demonstrated that an essential need no longer exists.

FUNCTIONAL NEED

- 5.8.2 Any proposed occupational dwelling should be essential for the existing proper functioning of the farming, forestry or other rural enterprise for one or more full-time workers to be readily available at most times. The essential need should be justified in relation to the activities and operations of the business, not the personal preferences or circumstances of the individuals involved or for security reasons. For full-time agricultural workers, such a requirement might arise if workers need to be on hand day and night: in case animals or agricultural processes require essential care at short notice; or to deal quickly with emergencies that could otherwise cause serious loss of crops or products.
- 5.8.3 Applicants will be expected to demonstrate why the identified accommodation needs could not be met in other ways, for example: by living in a nearby town or village, or making use of accommodation that already existing on the farm, area of forestry or rural business unit.

FINANCIAL TEST

- 5.8.4 A 'financial test' will be applied to establish whether the farming, forestry or rural business enterprise to which the new dwelling would relate is economically viable. When a planning application is submitted, it will need to be demonstrated that the enterprise:
- has been established for a continuous period of at least the previous three years prior to the date of the application;
 - has been profitable for at least one of those three years; and
 - is both financially sound on that date and also has a clear prospect of remaining so.
- 5.8.5 A proposal should be supported by a business plan prepared by a suitably qualified person and accompanied by evidence of how the maintenance or growth of the enterprise will be funded.

SIZE, DESIGN AND SITING

- 5.8.6 Agricultural, forestry or other occupational dwellings should be of a size commensurate with the established functional requirements of the enterprise, rather than those of the owner or occupier. Dwellings that are unusually large in relation to the agricultural, forestry or rural business needs of the unit, or unusually expensive to construct in relation to the income the unit can sustain in the long-term will not be permitted.
- 5.8.7 An occupational dwelling should be sited so that the agricultural, forestry or essential rural worker is conveniently located to undertake the activities required to meet the established functional need. An occupational dwelling for agriculture or forestry should be well related to existing farm or forestry buildings, or other dwellings, where these exist on or adjacent to the unit for which the functional need has been established. An occupational dwelling for a rural business should be located on that business site.

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TEMPORARY AGRICULTURAL WORKERS' DWELLINGS

- 5.8.8 Temporary occupational dwellings will only be permitted for agricultural workers: not for forestry workers or workers in other rural businesses. To demonstrate a functional need for a temporary agricultural workers' dwelling, clear evidence of a firm intention and ability to develop the farming enterprise concerned will be required. To meet the financial test for a temporary agricultural workers' dwelling, clear evidence that the proposed enterprise has been planned on a sound financial basis with a reasonable prospect of delivering a sustainable profit before, or by the expiry of the period for which temporary consent is being sought, will be required.
- 5.8.9 Any temporary agricultural workers' dwelling should take the form of a caravan, a wooden structure or other temporary accommodation which can be easily dismantled. Any temporary dwelling will be granted permission for a specified period (usually no longer than three years), with conditions requiring its removal at the end of that period.

REMOVAL OF OCCUPANCY CONDITIONS

- 5.8.10 The occupancy of any occupational dwelling is likely to be controlled by condition (and maybe also a planning agreement). The removal of such a condition will only be permitted if it can be demonstrated that it has outlived its usefulness. To demonstrate that a dwelling is no longer required in connection with the holding / rural enterprise to which it relates, there should be evidence to show that the dwelling has been:
- made publically available without any unreasonable restriction and with amenity land proportionate to its size; and
 - suitably advertised and marketed at a price reflecting: its condition; the existence of the occupancy restriction; and comparable sales prices for tied dwellings in the locality for a continuous period of at least twelve months immediately prior to the date that an application is submitted.
- 5.8.11 Proposals for the removal of an agricultural or forestry occupancy condition will be considered on the basis of an up-to-date assessment of the demand for farm or forestry dwellings in the locality and not just on the particular farm or forestry holding. Proposals to remove the occupancy condition for an essential rural worker, should be supported by evidence that the dwelling is no longer needed for the continuing rural enterprise. In the event the enterprise fails, the occupancy condition will only be lifted if the marketing exercise shows there is no realistic prospect of the occupational dwelling being required to support a suitable new rural enterprise associated with it.

HOUS7. OCCUPATIONAL DWELLINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

- i) A new permanent dwelling for a worker in agriculture, forestry or other rural business will only be permitted outside defined development boundaries if:**

- there is an essential existing functional need, which could not be fulfilled by any other means, for a full-time worker to live at, or in the immediate vicinity of, their place of work;
 - the viability of the enterprise to which the proposed dwelling relates can be demonstrated by satisfying the ‘financial test’ applied by the councils;
 - it is of the minimum size and an appropriate design commensurate with the established functional requirement and reflective of the enterprise’s financial projections; and
 - it is sited so as to meet the identified functional need and is well related to existing farm, forestry or rural business buildings, or other dwellings.
- ii) A new temporary dwelling for a worker in agriculture will only be permitted outside defined development boundaries if:
- it is essential to support a new farming activity for which there is a clearly established functional need, which could not be fulfilled by any other means, for a full-time worker to live on, or in the vicinity of, the holding;
 - the viability of the enterprise to which the proposed dwelling relates can be demonstrated by satisfying the ‘financial test’ applied by the councils; and
 - it takes the form of a caravan, a wooden structure, or other temporary accommodation of the minimum size required to support the proposed new farming activity.
- iii) An agricultural, forestry or rural enterprise occupancy condition will only be lifted if it can be demonstrated that:
- a suitable sustained attempt has been made to advertise and market the occupational dwelling;
 - the dwelling no longer serves a need in connection with the holding / rural enterprise site to which it relates; and
 - in the case of agricultural and forestry occupancy conditions, there is no occupational need elsewhere that it could reasonably serve, nor is it likely that any such needs will arise in the foreseeable future.

5-v New housing for rural workers is one form of residential development that may be permitted outside DDBs under Policy HOUS6 of the current local plan. It is proposed that new Policy HOUS7 would deal specifically with this issue setting out in more detail how proposals for permanent and temporary occupational dwellings would be considered and how proposals for the removal of any occupancy conditions would be determined. Do you have any views on the proposed new Policy HOUS7?

5.9 SELF-BUILD AND CUSTOM-BUILD HOUSING

- 5.9.1 National policy indicates that councils should plan for the needs of ‘people wishing to build their own homes’. ‘Self-build’ is defined as a project where an individual directly organises the design and construction of their own new home. ‘Custom build’ homes tend to be those where an individual works with a specialist developer to help deliver their own new home. The Self-Build Register evidences that a wide range of self-build and custom-build plots are sought across the plan review area varying in size, location and tenure. The local plan review identifies a range of mechanisms to provide a choice of sites to meet this demand.
- 5.9.2 Self-build and custom-build schemes are acceptable, in principle, on sites within the DDBs shown on the Policies Map (including on windfall sites) and may also be permitted on the strategic housing allocations (identified in Table 3.3).

SELF-BUILD AND CUSTOM-BUILD HOUSING OUTSIDE DDBS

- 5.9.3 Self-build and custom-build housing may be permitted on sites outside DDBs where such developments would meet the criteria of certain relevant policies.
- 5.9.4 Policy HOUS2 would allow a proportion of new homes on an affordable housing exception site to be self-build or custom-build, provided that any such homes met the definition of ‘affordable housing’. Policy HOUS2 also seeks to limit the size of such dwellings and to control their future re-sale value in order to ensure that they would remain affordable in perpetuity.
- 5.9.5 Open market self-build or custom-build homes may be delivered under Policy HOUS6. This policy permits the replacement of an existing dwelling outside DDBs on a one-for-one basis and also permits the subdivision of an existing home outside DDBs, particularly if the home has formerly been two or more dwellings. Policy HOUS7 may allow new self-build or custom-build homes to be constructed where there is an essential need for a worker in agriculture, forestry or a rural-based business to live on site.

DESIGN CODES

- 5.9.6 Self-build or custom-build homes generally will be individually designed. However, where it is proposed to build 5 or more units on the same site, it will be important that each home has some consistency of design both with the other self / custom build units and, on

strategic housing sites, with other new homes. Where it is proposed to build 5 or more self-build or custom-build homes on the same site, it is expected that any application should be accompanied by an agreed design code.

NEIGHBOURHOOD PLANNING

- 5.9.7 Where a high level of need for self-build or custom-build housing in an area is identified on the Self-Build Register, it may be appropriate for a site to be specifically allocated wholly or largely for these types of housing in a neighbourhood development plan. Only self-build or custom-build housing that falls within the definition of affordable housing should be permitted on an affordable housing exception site identified in a neighbourhood development plan.

HOUS8. SELF-BUILD AND CUSTOM-BUILD HOUSING

- i) Self-build and custom-build housing schemes may be permitted on sites within defined development boundaries (DDBs) or on strategic housing allocations.**
- ii) Outside DDBs self-build and custom housebuilding schemes may be permitted:**
 - **on a affordable housing exception site, in accordance with Policy HOUS2;**
 - **through the replacement of an existing dwelling, in accordance with Policy HOUS6;**
 - **through the subdivision of an existing home, in accordance with Policy HOUS6; or**
 - **as a rural workers' dwelling, in accordance with Policy HOUS7.**
- iii) A scheme for more than 5 self-build or custom-build dwellings on any site should be developed in accordance with an agreed design code.**
- iv) Sites may be allocated for 100% (or a high proportion of) self-build and / or custom-build housing plots, through a policy in an adopted neighbourhood development plan.**

5-vi Policy HOUS8 sets out the councils' approach to self-build and custom-build housing; on larger housing sites; outside DDBs; and in neighbourhood development plans. Do you agree with the Councils proposed approach to the provision of self-build and custom-build housing?

- 5.9.8 It is likely that the councils will be able to meet the current identified need for self-build and custom-build housing through the mechanisms identified above. However, another option would be for the councils to allocate specific sites solely for self / custom build. Views are welcomed on whether the councils should pursue this approach. Views are also sought on any specific sites which could be allocated for this purpose.

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5-vii Should the councils allocate additional sites exclusively for self-build and / or custom-build housing? If so, which specific sites should be allocated?

MONITORING INDICATOR: the number of self-build and custom housing units completed on sites across the local plan review area.

6 Community Needs and Infrastructure

6.1 INTRODUCTION

- 6.1.1 A wide variety of community facilities and services are part of the overall infrastructure needed to support development. These are provided across the plan review area by various businesses and other organisations. The provision and location of these can play an important role in encouraging a sense of community in an area, as well as minimising the need to travel by car.
- 6.1.2 As a community grows larger, the infrastructure to support it needs to grow with it. The larger settlements in the plan review area are recognised as the shopping, service and employment centres for a much wider rural area as well as their own populations. Smaller scale services and facilities in local neighbourhoods and villages are also vitally important for many residents, and for maintaining a sense of community, though economic changes and increasing car ownership have resulted in the loss of many of these facilities in the last twenty years.

COMMUNITY INFRASTRUCTURE

- shops, cafes, restaurants and public houses;
- post offices, banks and building societies;
- education and training facilities, pre-school centres and other children's services;
- doctors' surgeries and dental practices, day-care centres, hospitals and other healthcare / social service facilities;
- community halls / hubs, including places of worship;
- cultural facilities, such as arts centres;
- libraries and museums;
- sports facilities and open space of public value;
- roads, rail, port facilities and bus services, routes for pedestrians, cyclists and equestrians, including associated infrastructure such as petrol stations and vehicle electric charging points, signage, parking / storage;
- waste management, collection, recycling and disposal services;
- coast protection and flood defence schemes;
- community safety and emergency services (fire, police, ambulance and coastguard);
- community renewable energy / low carbon infrastructure;
- community business support, including appropriate broadband technology / telecommunications.

- 6.1.3 The two councils need to plan for the delivery of infrastructure within their area, which means not only assessing what is needed, but how it is provided, how those facilities are maintained if they are not likely to be self-funding, and what impact any future change or loss of such facilities may have on communities.

STRATEGIC APPROACH

Community facilities that help promote social interaction as well as minimise the need to travel by car should be provided within local communities. Where possible and practicable (for example on larger developments), new local community facilities will be provided as part of the development, creating attractive and vibrant places to live. Existing local facilities will be protected through a flexible approach which recognises the changing needs in society.

Providing a safe transport route network for all types of travel, and providing choices for “greener” travel options where practicable, are also a key part of the strategy.

Some community facilities or infrastructure play a much wider, strategic role in our communities, such as flood defences, the strategic road and rail network and communications technologies. The Infrastructure Delivery Plan will be used to plan for these, with development contributing towards their delivery through either planning obligations or the Community Infrastructure Levy.

6.2 MAKING SURE NEW DEVELOPMENT INCLUDES SUITABLE PROVISION FOR COMMUNITY INFRASTRUCTURE

6.2.1 Where possible and practicable (for example on larger developments), community infrastructure should be provided as part of the development, creating attractive and vibrant places to live. Good planning will make sure that the infrastructure needed is well located and phased to be brought in alongside new development. It will not always be practicable to provide community facilities in every settlement and with every new development.

PLANNING OBLIGATIONS AND THE COMMUNITY INFRASTRUCTURE LEVY

6.2.2 Planning obligations commonly secured through section 106 agreements play an important role in providing the infrastructure necessary to support new development. The establishment of the Community Infrastructure Levy (CIL) is transforming the current method of collecting and distributing planning obligations.

6.2.3 West Dorset District Council and Weymouth & Portland Borough Council adopted their separate CIL charging schedules on the 22nd and 15th October 2015 respectively. Both charging schedules were implemented on the 22nd July 2016. The charge applies to residential and holiday accommodation proposals.

6.2.4 CIL has not entirely replaced existing planning obligations but the scope of planning obligations can only be related to the direct mitigation of ‘site specifics’ arising from new development to make it acceptable to the planning authority, and there are limits of the pooling of these agreements.

6.2.5 Since implementation, the councils have agreed to apportion their CIL income to a number of infrastructure themes based on evidence of infrastructure costs in the Infrastructure Delivery Plan. This approach improves transparency and allows the councils and their infrastructure partners to plan ahead.

6.2.6 The councils will collect funds for infrastructure via CIL, planning obligations or a combination of the two, depending on the nature of development. On larger more complex strategic allocations, some forms of infrastructure will need to be provided as part of the development. Infrastructure requirements for the following complex strategic sites will be secured through a planning obligation requiring the developer to enter into a section 106 agreement and as such are proposed to be excluded from a CIL charge:

- Littlemoor Urban Extension (LITT1);
- Chickerell Urban Extension (CHIC2);
- West of Southill, Chickerell (CHIC4);
- Land North of Dorchester (DOR15);
- South of Warmwell Road, Crossways (CRS1);
- Woodsford Fields, Crossways (CRS5);
- West of Crossways (CRS6);
- Land at Vearse Farm, Bridport (BRID2);
- Markham & Little Francis, Weymouth (WEY10);
- Barton Farm Extension, Sherborne (SHER5);
- North of Bradford Road, Sherborne (SHER6);
- South of Bradford Road, Sherborne (SHER7).

6.2.7 Further details of the infrastructure requirements for each strategic allocation can be found in the respective site-specific policy and Regulation 123 lists. The councils' Regulation 123 list sets out which types of infrastructure are intended to be funded via CIL and the specific infrastructure needs arising wholly or partly from CIL-exempt strategic sites. These lists confirm the relationship between CIL and S106 and ensure that development proposals do not pay twice for the same item of infrastructure through both mechanisms. Infrastructure for smaller, less complex development sites will normally be met through the use of the CIL.

LEVEL OF COMMUNITY INFRASTRUCTURE PROVISION

6.2.8 The following tables provide guidance on the level of provision of some of the key community infrastructure that is generally expected across the plan review area. Quantity guidelines should not be interpreted either as a maximum or minimum level of provision; rather, they are benchmark standards that can be adjusted to take account of local circumstances.

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Table 6.1: Guidance on standards of play / games area provision

SCALE OF DEVELOPMENT	LOCAL AREA FOR PLAY (LAP)	LOCALLY EQUIPPED AREA FOR PLAY (LEAP)	NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP)	MULTI-USE GAMES AREA (MUGA)
10-200 dwellings	✓	✓	✗	Contribution
201-500 dwellings	✓	✓	Contribution	✓
501+ dwellings	✓	✓	✓	✓

Table 6.2: Guidance on standards of informal outdoor space provision

OPEN SPACE TYPOLOGY	QUANTITY GUIDELINE (HECTARES PER 1,000 POPULATION)	WALKING GUIDELINE (WALKING DISTANCE: METRES FROM DWELLINGS)
Parks and Gardens	0.80	710m
Amenity Green Space	0.60	480m
Natural and Semi-Natural Open Space	1.80	720m
Allotments, Community Gardens and Community Growing Areas	0.20	1,000m

Table 6.3: Guidance on standards of formal outdoor space provision

OPEN SPACE TYPOLOGY	QUANTITY GUIDELINE (HECTARES PER 1,000 POPULATION)	WALKING GUIDELINE (WALKING DISTANCE: METRES FROM DWELLINGS)
Playing Pitches	1.20	1,200m
All Outdoor Sports	1.60	1,200m

OPEN SPACE TYPOLOGY	QUANTITY GUIDELINE (HECTARES PER 1,000 POPULATION)	WALKING GUIDELINE (WALKING DISTANCE: METRES FROM DWELLINGS)
Equipped/ Designated Play Areas	0.25	LAPs - 100m LEAPs – 400m NEAPs – 1,000m
Other Outdoor Provision (MUGAs and Skateparks)	0.30	700m

Table 6.4: Guidance on the provision of built facilities

FACILITY	URBAN ¹⁰	RURAL ¹¹
Community Venue	Community venue/s accessible to all, of a good standard, able to accommodate arts performances, indoor sports and local meetings, and in 600m walking distance of most of the population.	
Indoor Sports Hall	20 minute walk time (one mile radial catchment).	20 minute drive time.
Health & Fitness	20 minute walk time (one mile radial catchment).	20 minute drive time.
Swimming Pool	20 minute walk time (one mile radial catchment).	20 minute drive time.

6.2.9 When negotiated through section 106 agreements, the councils will ensure that the level of contributions towards community infrastructure is well related in scale and kind to the proposed development. As such, contributions may be reduced where there is strong evidence that the need is reduced, for example in terms of care homes and one-bedroom homes. Future maintenance needs will also be considered, particularly if the facilities are predominantly for the benefit of the users associated with the development.

¹⁰ Main towns of Dorchester and Weymouth and market and coastal towns of Beaminster, Bridport, Lyme Regis and Sherborne); the settlements on Portland; and the village of Crossways

¹¹ Other settlements with DDBs

COM1. MAKING SURE NEW DEVELOPMENT MAKES SUITABLE PROVISION FOR COMMUNITY INFRASTRUCTURE

- i) Where new development will generate a need for new or improved community infrastructure, and this need is not met through the Community Infrastructure Levy, suitable provision should be made on-site in larger developments or, if not practicable to do so, by means of a financial contribution. The provision should be appropriate to the scale and needs of the development having regard to:
 - existing facilities in the area, including the quantity and quality of provision;
 - the economic viability and the need for the development;
 - the ongoing maintenance requirements.**
- ii) Community infrastructure will be phased to come forward in advance of, or at the same time as the development when negotiated through planning obligations. When delivered through the Community Infrastructure Levy, such provision will be expected to take place as soon as reasonably practicable after the funds are collected.**
- iii) Contributions will not be sought from new community facilities or affordable housing, with the exception of site-specific measures necessary to make that development acceptable.**

6-i The supporting text to Policy COM₁ has been revised: to define the large strategic sites (including some new allocations) that will need to meet their infrastructure needs through planning agreements, rather than through the Community Infrastructure Levy (CIL) (paragraph 6.2.6); and to set out standards for the provision of certain types of infrastructure (Tables 6.1 to 6.4). Do you have any comments on these or any other changes?

INFRASTRUCTURE DELIVERY PLAN

6.2.10 An Infrastructure Delivery Plan (IDP) provides an overview of the range of infrastructure projects required to support the growth in the local plan review. The current IDP (October 2014) will be updated for submission stage once future infrastructure needs become clearer through consultation. Thereafter, it will be updated and reviewed when required to keep track of infrastructure delivery during the plan review period. The Infrastructure Delivery Plan:

- identifies the infrastructure and services required to support the growth targets set out in the local plan review;

- identifies the costs and likely means of funding, including that required through public finance and developer contributions sources, any funding secured, funding gaps and the delivery agencies;
 - provides an evidence base for the direction of the CIL to help finance the critical infrastructure to support growth.
- 6.2.11 Key infrastructure requirements are listed in the Infrastructure Delivery Plan. These include coast protection and flood risk management, transport and public realm improvements (including road safety schemes, footways and cycle routes, and public transport), education, green infrastructure and recreational facilities.
- 6.2.12 The CIL is being used to provide necessary mitigation for development that would otherwise cause cumulative harm to the integrity of one or more European nature conservation sites.

6.3 LOCAL COMMUNITY BUILDINGS AND STRUCTURES

LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- local neighbourhood shops and post offices;
- banks and building societies;
- cafes, restaurants and public houses – especially where there are only one or two locally;
- petrol stations;
- education and training facilities, pre-school centres and other children’s services;
- doctors’ surgeries and dental practices, day-care centres, hospitals and other healthcare / social service facilities;
- meeting places such as community halls and places of worship;
- cultural facilities, such as arts centres, theatres, libraries and museums.

Sports facilities and open space are covered separately.

NEW LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- 6.3.1 The provision of community facilities is important for the social wellbeing of the community. The need for additional facilities is likely to arise through the plan review period due to growth in homes and employment. Local shops, facilities and services should be able to develop and modernise for the benefit of that community.
- 6.3.2 Such facilities will be directed towards the town or local centres, depending on their scale and the area served. Development in open countryside will require special justification, and may be considered favourably if part of a farm diversification project.

COM2. NEW OR IMPROVED LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- i) **Proposals for new, replaced or improved local community buildings or structures will be permitted providing the proposal is within or adjoining an existing**

settlement, or where it involves the re-use of rural buildings, provided that:

- **the proposal would be well-located to be accessible to its main catchment population and would not generate significant additional single purpose trips by private transport; and**
 - **the proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community.**
- ii) Regard will be had to the desirability of concentrating new community buildings and structures in settlements, especially where new housing development is permitted, and also ensuring that, where practicable, the design allows for a range of current and future uses.**

MONITORING INDICATOR: number of new community facilities available within the plan area.

THE RETENTION OF EXISTING LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- 6.3.3 The loss of valued local community facilities and services can significantly reduce a community's ability to meet its day to day needs and will also have an adverse impact on the social interaction and wellbeing of that community.
- 6.3.4 Proposals which would result in the loss of a community facility must demonstrate that efforts have been made to retain the facility and that opportunities for conversion to alternative community uses have been explored. Evidence submitted should typically include:
- Details of how the property has been marketed, the length of time that the marketing was active and any changes during this period, and the asking price;
 - Details of the level of interest generated and any offers received;
 - What consultation there had been with local community groups / service providers on possible alternative community uses.
- 6.3.5 In considering proposals that would result in the loss of local community facilities, the councils will take into account what other facilities and services are available locally, and whether there are proposals to consolidate that service into a community facility hub.
- 6.3.6 Where proposals relate to the conversion of shops or other bespoke premises, the retention of elements which would allow a range of future uses, such as shop front features and separate upper floor access, should be considered where practicable.

COM3. THE RETENTION OF LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- i) **Planning permission for proposals, including change of use, which result in the loss of local community buildings or structures (including sites which were most recently used for this purpose where the use has ceased or the building has been demolished), will not be permitted unless:**
- **it can be demonstrated that there is no local need for the facility or that such a facility is no longer likely to be viable; and**
 - **an appropriate alternative community use to meet local needs is not needed or likely to be viable.**

MONITORING INDICATOR: number of approved applications for change of use from shops, garages, public houses and community buildings to other non-community uses. **TARGET:** no net loss

NEW AND IMPROVED PUBLIC OPEN SPACE AND LOCAL RECREATIONAL FACILITIES

6.3.7 The provision of open space, sport and recreation facilities not only promotes healthier lifestyles, but can help create better communities by providing opportunities for people to meet and interact. These facilities range from small play areas and recreation grounds to large complexes such as those found at the Terrace Playing Fields south of Sherborne, Dorchester Football Club, the Redlands Community Sports Hub at Wey Valley in Weymouth and the Weymouth Football Stadium between Weymouth and Chickerell.

OPEN SPACE, SPORT AND RECREATION FACILITIES

All sport / recreational facilities and open spaces of public value. This includes:

- Parks, gardens and recreational grounds;
- Civic areas;
- Cemeteries;
- Young peoples' play areas;
- Allotments and community orchards;
- Outdoor sports pitches / grounds (including school playing fields);
- Amenity open space;
- Natural or semi-natural greenspaces / corridors to which the public have open access;
- Sports and leisure centres.

6.3.8 The responsibility for public open space and sports provision differs across the plan review area. In West Dorset the responsibility is shared by the district and local town or parish councils. The town or parish council for each area is normally responsible for playing fields, parks and allotments, and they have the ability to raise money for sport through their local precept. In Weymouth & Portland, the Borough Council has responsibility for open space and sports provision. Some sports centres, playing fields and swimming pools are provided in schools (some are made available for wider community use), operated privately as a

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commercial business or through community trusts, but they still play a vital role in sport and recreation provision.

- 6.3.9 An indoor built facilities strategy has established that the supply of sports halls and swimming pools in West Dorset currently exceeds demand. There is also a strong demand from neighbouring authorities for built facilities in the district. In Weymouth & Portland, the majority of sports halls and swimming pools are below average quality. Without intervention e.g. using planning obligations to support growth and greater usage, their attractiveness is expected to decline further over time.
- 6.3.10 The need for additional recreation facilities is likely to arise through the plan review period due to growth in homes and employment. The use and upkeep of some of these facilities, such as sports pitches and harbours, can also lead to a demand for associated buildings and structures, including car parking and maintenance facilities.
- 6.3.11 Where it is practicable, the councils will encourage these facilities to provide multiple benefits, to make the most efficient use of the land. For example, open spaces can perform a number of functions (recreational, amenity, wildlife, flood mitigation, food production), and sports centres can be made available for local arts performances or community groups meetings. The provision of new facilities should normally be focused in places where they are most accessible to the population they serve. However, some may be dependent on specific factors (such as access to water or the countryside). Development away from settlements will require special justification and may be considered favourably if part of a farm diversification project.
- 6.3.12 New homes are occupied by people who are likely to use public open space and sports facilities from time to time. The requirement to provide new or improved recreational facilities will apply to most new homes. This will be delivered through Policy COM1.

COM4. NEW OR IMPROVED LOCAL RECREATIONAL FACILITIES

- i) Proposals for new or improved open space or recreation facilities will be permitted provided that:**
- the proposal would be well-located to be accessible to its main catchment population and would not generate significant single purpose trips by private car; and**
 - the proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community.**
- ii) Proposals for recreational facilities away from settlements at the coast or in the countryside will only be permitted if they require a coastal or countryside location and their scale is in keeping with the surrounding environment. Such proposals must not be intrusive in the landscape or cause unacceptable impacts to local**

amenity or through increased vehicle movements.

iii) Proposals to enhance water sports or marine-based recreational provision will be permitted, subject to the protection of any land and maritime nature conservation in the area and potential impact on the existing use of the recreation facility.

THE RETENTION OF OPEN SPACE AND RECREATIONAL FACILITIES

- 6.3.13 Some development on open spaces, such as buildings for changing facilities and clubhouses, may improve the recreational and amenity value of that open space. However, proposals that will result in the loss of facilities will normally be resisted. This is because of the value and availability of land in accessible locations in built-up areas, which means that open space and facilities can be extremely difficult to replace. For this reason, such facilities should normally be retained, and consideration also given to re-using them to meet other needs for recreation in the wider community.
- 6.3.14 There will be certain circumstances where the retention of such facilities is not the best option. The ongoing viability of a recreational use and changes in types of recreational needs in an area are also important considerations.
- 6.3.15 Marine-based recreational facilities are given the strongest protection due to the limited opportunities for alternative facilities along the coast.
- 6.3.16 Some areas of local green space may also be protected due to their contribution towards a wider green infrastructure network, as outlined in Policy ENV4.

COM5. THE RETENTION OF OPEN SPACE AND RECREATIONAL FACILITIES

i) Development on, or change of use of open spaces of public value and recreational facilities (including school playing fields) will not be permitted unless:

- **the development proposed is ancillary to the use of the site and the proposal will either support or improve the recreational and amenity value of the site or does not adversely affect the number, size or quality of playing pitches or their use; or**
- **the proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the open spaces and recreational facilities (including school playing fields); or**
- **alternative and/or suitable replacement outdoor or indoor provision of equal or better recreational quality or value is provided in a location which is suitable to meet any deficiency in provision, and/or better placed and accessible to the surrounding community it serves, and there is a clear**

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community benefit; or

- **it can be demonstrated that the open space, buildings or land are surplus to requirements and there is no need for alternative open space of public value or recreational uses which could reasonably take place at the site.**

ii) Existing marine based recreational facilities should be retained.

MONITORING INDICATOR: number of approved applications for the development or change of use of open space, including playing fields, recreational areas and allotments.

6.4 EDUCATION AND TRAINING FACILITIES

EDUCATION AND TRAINING FACILITIES

For the purpose of this plan review, education and training facilities includes pre-school nursery provision, schools and colleges of further education (whether provided by the local education authority or independently), work-based learning and skills training and adult and community learning centres. It may also include cultural learning that can be provided through arts centres, visitor centres, libraries and museums.

Within the plan review area, Dorset County Council is the local education authority and therefore the key agency responsible for delivering education.

- 6.4.1 Good education and training facilities are key to making sure that our local workforce has appropriate skills and training, and that young families want to live in the area. Schools and colleges also play a key role in bringing the community together and providing facilities that the local community can use. It is important that there is adequate provision for pupils reasonably close or accessible to where they live.
- 6.4.2 The library service provides good access to reading and learning opportunities. Although there is a good network of county and community-supported libraries, most premises within the area fall below the national space standard.
- 6.4.3 Arts centres, museums and visitor centres are at the heart of communities if they capture local experience and history, fostering shared community identity and understanding. They also have a role in supporting local tourism.
- 6.4.4 Where new homes are built, any additional demand for education and training will usually be catered for through the expansion of existing education provision. In some cases, particularly on larger sites, this may trigger the need for substantial changes in how the service is provided, e.g. the provision of a new school. New homes will be expected to contribute towards enhancing education facilities where these are insufficient to support the development. This may include contributions or the allocation of land (or both) to enable facilities to be built or extended.

COM6. THE PROVISION OF EDUCATION AND TRAINING FACILITIES

- i) **Proposals for the provision of new/replacement facilities or the expansion of existing education and training facilities will be supported, provided that:**
- **the location is well linked in terms of accessibility to the local catchment (taking into account how this may change through the development of strategic housing sites); and**
 - **any loss of facilities consequential to the development is re-provided to the same or higher standard.**

6-ii Policies COM2 to COM6 dealing with community buildings, open space, recreation facilities and education provision remain largely unchanged. Do you have any comments on these policies?

6.5 LOCAL TRANSPORT NEEDS


- 6.5.1 People depend on local transport to get to work, school, the hospital, shops and other places. Businesses rely on efficient access to suppliers, markets and their potential workforce. However the noise, pollution and other consequences of transport can have serious impacts on people's health and the local environment. The challenge of providing an effective and efficient transport system that does not have these adverse impacts is at the heart of good planning.
- 6.5.2 An effective transport system is one that gives people a choice about how they travel, and options that can reduce journeys by car. It is also needs to be safe.
- 6.5.3 Proposals for future road improvements across the plan review area are set out in the Bournemouth, Poole and Dorset Local Transport Plan 3 (LTP3). This sets out the objectives, policies and targets for improving transport until 2026. It covers all modes of transport, and the relationships between transport and wider policy issues such as the economy, environment, health and social inclusion. An update of LTP3 is not planned ahead of Local Government Reorganisation in Dorset (April 2019). It will be for the successor authority to take a view on how strategic transport planning is taken forward.
- 6.5.4 A reduction in funding sources, particularly for capital (infrastructure type) schemes, means the current Local Transport Plan identifies little in the way of major road improvements during its plan period to 2026. Instead the plan recognises the importance of maximising the benefits from existing investment, increasing public transport orientated development, mixed-use development, development located to achieve the full utilisation of the highway network and travel planning.

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- 6.5.5 This local plan review includes development proposals which could require significant road infrastructure and external funding support. These needs will be incorporated into future strategic transport plans. Local Government Reorganisation will also help enable the councils to work together and develop and deliver the transport proposals and schemes in the plan review.

CREATING SAFE ENVIRONMENTS

- 6.5.6 The NPPF sees transport policies as having an important role to play in facilitating sustainable development and contributing to wider sustainability and health objectives. Different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 6.5.7 The nature of transport infrastructure varies considerably across the plan area. The A35 in West Dorset is a main road that passes east to west through the plan area. There are also three railway lines that travel through the plan area. One is the Weymouth to London Waterloo line, which is an important commuter link to London with stations at Upwey, Dorchester South and Moreton. In terms of commuting patterns, Dorchester is a net gainer of workers with about 8,450 coming into the town to work and 2,500 leaving to work elsewhere. In commuters were largely from Weymouth & Portland and other parts of West Dorset. In Weymouth & Portland, there is a significant net loss of approximately 7,800 commuters, two-thirds of these commuters travel to West Dorset. Parts of Dorset are not well served by public transport with indirect bus routes or services at a time or frequency not suited to commuters. Car ownership is higher in the more rural parts of Dorset.
- 6.5.8 The NPPF states that developments likely to generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to be in the context of policies set out elsewhere in the NPPF, particularly rural areas.
- 6.5.9 New development should not create significant highway safety problems. Local road layouts should therefore be designed carefully to discourage through traffic, reduce vehicle flows and restrain vehicle speed. Proposals for accesses and roads serving new development should be designed to be visually attractive, to meet the requirements of all road users, and minimise vehicle speed and the risk of accidents, particularly to pedestrians, cyclists and equestrians. The following road-user hierarchy is reflective of the road users commonly found in the plan review area. This hierarchy should be applied where appropriate.

<p>Consider FIRST</p>  <p>Consider LAST</p>	<p>Pedestrians</p> <p>Cyclists</p> <p>Equestrians</p> <p>Public transport users</p> <p>Specialist service vehicles – e.g. emergency services, waste etc.</p> <p>Other motor traffic</p>
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- 6.5.10 In assessing development proposals, the councils will consider whether opportunities for more sustainable travel modes have been taken up, taking into account the nature and location of the site. Developers will be encouraged to work with public transport providers to develop viable solutions to support sustainable travel patterns (see also Policy ENV13). The needs of people with disabilities will also be carefully considered.
- 6.5.11 Development should only be prevented or refused on transport grounds where the residual cumulative impact of development are severe. Impacts are considered severe only if there are technical capacity constraints or safety issues even after proposed mitigation measures.
- 6.5.12 While the local plan review generally seeks to concentrate development in areas which are most accessible, it is recognised that some growth will continue in rural areas. In considering such proposals, the benefits of development will be weighed up against any disadvantages arising from its location. Proposals which are likely to generate a significant amount of movement should be located where the need to travel will be minimised. A transport assessment setting out the transport issues relating to a proposed development should be provided in accordance with the requirements of the Local Highway Authority published thresholds. The need to prepare a travel plan will often be the outcome of these assessments, particularly where proposals involve a large number of people and trips often made by car. Travel plans can also be used to bring about more sustainable travel patterns and reduce single occupancy car use. The Local Highway Authority provides guidance for travel plans and when these should be required.

PUBLIC RIGHTS OF WAY NETWORK

- 6.5.13 Walking, cycling and horse riding have a valuable role in recreational and leisure trips, and in meeting local access needs. Existing strategic routes exist within the plan review area including parts of the National Cycle Network (NCN). There is considerable potential to make horse riding, cycling and walking more attractive alternatives for short journeys, providing a healthy alternative option to the car. Such routes can also provide wildlife corridors and form part of a green infrastructure network.
- 6.5.14 There are opportunities to improve route connectivity, particularly in Dorchester, Weymouth, Portland and out into the wider countryside, to bring about a comprehensive public rights of way route network, providing safe routes for regular and leisure trips. For example there is a lack of bridleways on Portland, and multi-user routes in West Dorset. Where possible, we need to provide multi-user routes (those that can be used by walkers,

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cyclists and equestrians) and better integrate paths with the wider highway network and also with public transport and parking facilities. These opportunities will be explored with Dorset County Council as the local Highway Authority.

COM7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK

- i) Development that generates significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes including public transport, walking and cycling can be maximised.**
- ii) Development should be located where the volume of traffic likely to be generated can be accommodated on the local highway network without exacerbating community severance.**
- iii) Development will not be permitted where the residual cumulative impacts on the efficiency of the transport network are likely to be severe.**
- iv) Development will be permitted if it can be demonstrated that it would not have a severe detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions.**
- v) The delivery of a strategic cycle network and improvements to the public rights of way network will be supported. Development should not result in the severance or degradation of existing or proposed routes. Where development degrades the attractiveness of a route, compensatory enhancements will be sought such that there is a net improvement to the public right of way network. Where development proposals provide the opportunity to significantly improve links within the public rights of way network, an appropriate link through the development will be required.**

6-iii The supporting text to Policy COM7 provides: updated commentary on the implications of Local Government Reorganisation for transport planning in Dorset; information on commuting patterns; and clarifies what is meant by a 'severe' impact on the transport network. Policy COM8 relating to transport interchanges has been deleted. Do you have any comments on the changes to the supporting text to Policy COM7 or on the proposed deletion of Policy COM8?

PARKING PROVISION

6.5.15 The lack of, or poor planning of parking provision can have a negative impact on the public realm and highway functions. Over-provision and poor management can lead to the

inefficient use of land. Under-provision can lead to congestion and clutter on the roads and related access problems.

- 6.5.16 The Bournemouth, Poole & Dorset Residential Car Parking Study provides evidence on the optimum number of parking spaces needed for new residential developments, specific to their location. Parking standards for non-residential development have also been established to meet the likely and operational requirements of various establishments and business uses, and should be used as an initial, pragmatic guide, with the final level agreed through joint discussions between the council, local highway authority and the applicant. Both standards can be viewed on the councils' website or at the council offices. Provision for cycle parking also needs to be considered to ensure that this remains an attractive and convenient mode of transport. Advice and guidance on motor cycle parking provision is available in section 8.4 of Manual for Streets, March 2007.

COM8. PARKING STANDARDS IN NEW DEVELOPMENT

- i) Parking should be provided in association with new residential development. The amount of car parking to be provided will be assessed under the methodology set out in the Bournemouth, Poole & Dorset Residential Car Parking Study (or its replacement), taking account of the following factors:**
- levels of local accessibility;
 - historic and forecast car ownership levels;
 - the size, type, tenure and location of the dwellings;
 - the appropriate mix of parking types (e.g. unallocated, on-street, visitor etc.).
- ii) Cycle parking facilities should be provided where suitable private storage is not provided, at a ratio of one cycle space per 2 dwelling units.**
- iii) Parking standards for non-residential development should be agreed through joint discussions between the local Highway Authority and the Local Planning Authority in accordance with published local parking guidelines.**

6.6 UTILITIES

- 6.6.1 In planning for the area, both councils will work with utility service providers to assess the quality and capacity of energy supplies, water supplies, telecommunications, drainage, sewerage, and sewage treatment provision, and their ability to meet forecast demands. Where adequate capacity is not available within existing systems, assurances will be required that the necessary infrastructure will be provided.

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TELECOMMUNICATIONS AND RADIO MASTS

- 6.6.2 Modern telecommunications are an essential and beneficial element in the life of the local community and the national economy. New technology has spread rapidly to meet the growing demand for better communications at work and at home. Within the plan review area, there are currently a number of sites that accommodate transmitters, masts and antennas.
- 6.6.3 Public interest and anxiety over telecommunications has made it a contentious planning issue. Operators of communication technology have a duty to abide by codes and regulations in terms of public health. Where telecommunications development is proposed, the following information will normally be sought:
- a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission on Non-Ionizing Radiation Protection guidelines;
 - the outcome of any consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college.
- 6.6.4 Proposals which involve the installation of additional equipment to an existing mast or tower will need to consider the cumulative impact upon the width and height of the existing structure. Existing masts, buildings and other structures should normally be used, unless the need for a new site has been justified, or the impact of the additional equipment leads to unacceptable visual harm. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate and removed when no longer required.

BROADBAND

- 6.6.5 The provision of broadband and electronic communications in some villages and rural areas remains very poor, particularly in terms of capacity and coverage. Across Dorset, 150,000 people are offline and 70,000 have never been online.
- 6.6.6 One of the government's top priorities is to stimulate private sector investment to deliver the best superfast broadband network in Europe. Monies have been allocated by government to support broadband provision in Dorset. The Superfast Dorset programme has been delivering fibre optic based superfast broadband to premises in need of improved service meaning 96% of the county can now get access to superfast broadband. Unfortunately this programme does not have the funding or remit to deliver superfast broadband to all new premises. In order to improve connectivity, infrastructure to support fibre cabling will be required in all new homes and businesses.

COM9. THE PROVISION OF UTILITIES SERVICE INFRASTRUCTURE

- i) Development will not be permitted where the problems associated with the lack of necessary utilities service infrastructure, including energy supplies,**

drainage, sewerage, sewage treatment and water supply, cannot be overcome.

- ii) Proposals for the development of telecommunications or radio equipment will be permitted provided that:**
- the development will not be unduly detrimental to the appearance of the locality, particularly in sensitive areas of landscape, nature conservation or townscape importance; and**
 - the applicant has demonstrated that there is a need for the technology and that all technically feasible alternatives have been explored and that the application proposal results in the least visual harm.**
- iii) All new residential and commercial premises must have direct fibre to the premise (FTTP) access.**

6-iv Former Policy COM10 (now COM9) has been updated to reflect the need for new homes and businesses to be provided with fibre cabling to support higher quality broadband provision. Do you have any comments on this, or any other changes to new Policy COM9?

LOW CARBON, DECENTRALISED AND RENEWABLE ENERGY SCHEMES

6.6.7 The two councils fully support the need to generate more than 15% of all energy demand from renewable energy sources by 2020 to meet the national target. In practice, much of this will be from national renewable energy projects such as the offshore wind programme. Locally generated renewable energy projects will need to generate 7.5% of all energy demand, which in combination with the national scale projects across the country will meet the national target. It is therefore important that the opportunities are taken for generating renewable energy and low-carbon energy from new development, for example by co-locating potential heat customers and suppliers, wherever this would be acceptable, and supporting community led initiatives.

6.6.8 There is considerable potential to generate renewable energy from within the plan review area due to the wealth of accessible renewable energy resources, but to generate 7.5% of all energy demand will require some larger scale renewable energy projects being built in the area. The high quality environment of the plan review area is a major asset and presents challenges in ensuring that renewable energy systems are carefully planned. Their individual or cumulative impact on the local environment, including the impact on the landscape character and rural amenity of the countryside or resident population will need to be considered, particularly in areas sensitive to change. The potential impacts of any large scale project means that an Environmental Impact Assessment (EIA) covering these specific points is likely to be required. Smaller-scale renewable energy proposals across the plan review area are likely to be easier to integrate with the highly valued natural and built

environment and will make an important contribution towards the target for installed capacity. There may be the potential for the growth of energy crops and the use of agricultural or forestry residues for biomass boilers or for neighbourhood-scale decentralised renewable or low-carbon energy sources, such as combined heat and power schemes. There are also potential opportunities for new developments to fund investments in renewable schemes through off-site “allowable solutions” which will help compensate for carbon emission reductions that are difficult to achieve on-site.

COM10. RENEWABLE ENERGY DEVELOPMENT

- i) Proposals for generating heat or electricity from renewable energy sources (other than wind energy) will be allowed wherever possible providing that the benefits of the development, such as the contribution towards renewable energy targets, significantly outweigh any harm. In addition, permission will only be granted provided:**
- **any adverse impacts on the local landscape, townscape or areas of historical interest can be satisfactorily assimilated;**
 - **the proposal minimises harm to residential amenity by virtue of noise, vibration, overshadowing, flicker, or other detrimental emissions, during construction, its operation and decommissioning;**
 - **adverse impacts upon designated wildlife sites, nature conservation interests, and biodiversity are satisfactorily mitigated.**

WIND ENERGY DEVELOPMENT

- 6.6.9 Proposals for wind energy development should only be granted planning permission if the development site is in an area identified as suitable for wind energy development in a local or neighbourhood plan; and following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.
- 6.6.10 The local plan review has not identified any areas suitable for wind energy development however proposals for a small scale wind energy development up to a maximum of 15m to the hub will be supported where it can be demonstrated to be community-led.
- 6.6.11 Where appropriate neighbourhood development plans may seek to identify suitable areas for small scale wind energy development. It is not considered appropriate for neighbourhood development plans to identify areas suitable for larger scale wind energy development as this scale of development is considered strategic because the impacts of development are likely to extend beyond the neighbourhood development plan area. Limiting the cluster size and scale of wind energy development also reflects the high landscape sensitivity of much of the plan areas which is designated as Heritage Coast and an Area of Outstanding Natural Beauty.

- 6.6.12 Proposals for small scale wind energy development will only be supported where there are no unacceptable effects on: landscape character, heritage assets, residential amenity, designated wildlife sites, biodiversity, air traffic safety, and radar and telecommunications.
- 6.6.13 All wind energy proposals must include appropriately detailed, technical impact assessments which follow industry best practice and clearly demonstrate that impacts on all properties are within acceptable thresholds.
- 6.6.14 Cumulative impacts of existing operational, consented and proposed developments must be assessed, and suitable mitigation measures proposed, to minimise impacts on biodiversity and landscape character.

COM11. WIND ENERGY DEVELOPMENT

i) Proposals for small scale wind energy development up to a maximum of 15m to the hub will be supported where it can be demonstrated to be community-led or is set out within an area defined as being suitable for wind energy development within a made neighbourhood development plan. In addition, permission will only be granted provided:

- any adverse impacts on the local landscape, townscape or areas of historical interest can be satisfactorily assimilated;
- the proposal minimises harm to residential amenity by virtue of noise, vibration, overshadowing, flicker, or other detrimental emissions, during construction, its operation and decommissioning;
- adverse impacts upon designated wildlife sites, nature conservation interests, and biodiversity are satisfactorily mitigated;
- all impacts on air traffic safety, and radar and telecommunications have been adequately mitigated;
- cumulative landscape character and visual impacts with any operational, consented and proposed development neither results in significant coalescence nor becomes a defining characteristic of the wider fabric, character and quality of the landscape;
- following public consultation all material planning impacts identified by affected local communities have been adequately addressed.

MONITORING INDICATOR: annual energy generation by installed capacity and type. **TARGET:** net increase in installed capacity by type.

6-v Policy COM11 is a new policy dealing specifically with wind energy developments. Do you have any comments on this new policy?

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7 Weymouth

7.1 INTRODUCTION

- 7.1.1 Weymouth is the largest town in the plan review area. It is also a nationally important tourist and recreation destination attracting half a million staying visitors a year, as well as having a significant commercial and employment base.
- 7.1.2 The borough has an exceptionally high quality landscape, seascape and built heritage, which makes it an extremely attractive place to live and work. However, it also contains areas of multiple deprivation with some areas within the top 10% of deprived areas in the country. It also has an economy too reliant on low paid service jobs and faces difficult challenges due to potential sea level rise and extreme weather events.
- 7.1.3 The town centre is the retail, commercial, and tourist heart of Weymouth, including a working harbour and fishing wharfs. In order to continue the town centre's important economic function for the area, issues of flooding and regeneration need to be addressed.
- 7.1.4 The area's development has been strongly influenced by its peninsular location and topography. Consequently it has a close relationship with the sea, river valleys, escarpments and ridges. The areas surrounding the town centre are not continuously built up but are dissected by open spaces and landscape features, including large wetland nature reserves extending into the urban fabric. Much of the surrounding countryside is within the Dorset Area of Outstanding Natural Beauty (AONB) and other parts of the borough include other national and international designations, which protect the environment but also restrict the amount of land available for future development. The high quality of life is a major attraction for people moving to the area, particularly to retire, and this ageing population places demands on health, housing and support services.
- 7.1.5 The administrative boundaries do not reflect the economic catchment and functionality of the borough. Much of the employment provision is in the adjoining settlement of Chickerell in West Dorset (the Granby and Lynch Lane Industrial Estates), and in Dorchester. As a result there is a high level of out-commuting.

7.2 VISION FOR WEYMOUTH

- 7.2.1 In 2036 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.

7.3 TOWN CENTRE STRATEGY

- 7.3.1 Weymouth is the largest town centre in the network and hierarchy of town centres in the plan review area. It is the main shopping area in the borough, a significant tourist and recreation destination, and is a place where a range of businesses are based (including those related to the harbour and shipping activities), providing jobs and income to the area. It also has a wealth of listed buildings and an attractive waterfront environment.
- 7.3.2 Policy WEY1 sets out the overarching Weymouth Town Centre Strategy. The strategy area covers a number of distinct parts of the town (covered by Policies WEY 2 to 9) including:
- Town centre core and Commercial Road area (WEY2);
 - Station area and Swannery Car Park (WEY3);
 - Custom House Quay and Brewery Waterfront (WEY4);
 - The Esplanade (WEY5);
 - Ferry peninsula (WEY6);
 - Westwey Road and North Quay area (WEY7);
 - Lodmoor Gateway and Country Park area (WEY8); and
 - Bingleaves Cove (WEY9).
- 7.3.3 The town centre's retail and leisure offer mainly follows a grid-like pattern; with the main shopping areas comprising New Bond Street, St Mary Street and St Thomas Street. As shown on the policies map, these shopping areas are recognised as the primary shopping frontage areas. The Esplanade, Westham Road and Trinity Road provide a different retail and leisure experience due to their sea front location – these are recognised as the secondary shopping areas. The primary shopping area denotes where the concentration of retail is particularly high. This covers the entire primary shopping frontage area and stretches westwards towards Commercial Road.
- 7.3.4 The Retail Study health check assessment has identified that there is a relatively limited food and convenience goods provision in and on the edge of the town's primary shopping area; it's offer is mainly anchored by a Marks and Spencer Food Hall and Tesco Metro. The majority of food stores offering a full range of products are located outside the town centre. The Retail Study identifies a qualitative need for new food and convenience stores to be located in the town centre first, to help rebalance the significant out-of-centre provision and market shares. New provision in the town centre will also help to meet the needs of the planned and proposed residential developments outside the town that will look to Weymouth to meet their 'bulk' food shopping and service needs.
- 7.3.5 There is a forecast need for circa 182 sqm of convenience floorspace in Weymouth Primary Shopping Area by 2036. This capacity could be met through new smaller convenience store

provision, or by the extension of existing stores. Out of centre, there is a forecast need for 1,831sqm of floorspace. This level of forecast need could support either one medium-sized foodstore operated by one of the 'top 6' grocers, or possibly two supermarkets or discounters. Future need should be directed to sites either in or on the edge of Weymouth and / or the District's other main town centres first in compliance with the sequential approach.

- 7.3.6 Weymouth benefits from a strong comparison goods offer, which appeals to both residents and day / overnight visitors. Debenhams and Marks & Spencer are the two key anchor stores that help to underpin the centre's vitality and viability. There is a wide range of non-food categories represented across the centre. Weymouth's retail offer also benefits from a weekly market held in the Swannery Car Park.
- 7.3.7 The retail study identifies a potential need for 7,319 sqm net of comparison floorspace by 2036. This need could potentially be met over the short (up to 2021) to medium term (up to 2026) though possible infill development and / or change of use applications. Given the scale of need forecast up to 2036, the retail study concludes that the sites at Jubilee Sidings, Swannery Car Park and Weymouth Bus Depot are the most suitable potential locations to accommodate the identified need for additional retail floorspace. These sites all fall within the Station Area and Swannery Car Park site shown in Figure 7.1, which is covered by Policy WEY3.
- 7.3.8 Weymouth also benefits from a wealth of leisure attractions which are predominantly targeted towards visitors to the centre. Overall, Weymouth is regarded as a vital and viable town centre serving both the needs of its resident catchment population, as well as the wider tourist and visitor market.

7.4 MAIN DEVELOPMENT OPPORTUNITIES

- 7.4.1 The tight administrative boundaries and environmental constraints mean that the supply of housing and employment land in Weymouth is limited. There are a number of development opportunities both within and on the edge of Weymouth that can help achieve this vision. These include:
- The regeneration of Weymouth Town Centre area – will provide opportunities for new housing as well as associated community and economic benefits and a safer environment;
 - An urban extension to the north of Littlemoor – will provide a significant area of growth, including a large business park and more family homes. This is contained in a separate chapter as it lies partly within West Dorset;
 - Land at Markham & Little Francis, off Chickerell Road – will provide over 650 new homes, and a significant area of open space will be made into a country park;
 - Land off Louviers Road – will also provide more homes, including development at the new Pemberley Estate, and further land to the south has planning permission for 100 new homes;

- Land in the Wey Valley, west of the A354 Dorchester Road – part of the site has planning permission for significant housing growth close to the employment opportunities at Littlemoor and Mount Pleasant. An extension to the south is identified as a preferred option in the local plan review;
- Land off Lorton Lane – is providing further small-scale options for housing growth close to key employment sites;
- Land at Wyke Oliver Farm – is identified as a preferred option for housing in the local plan review;
- Mount Pleasant Business Park – is a major employment site that has some land remaining for employment use.

7.4.2 There is an identified need for more land for cemetery use within the plan period, for which a long term strategy is required. The main cemetery for Weymouth is at Quibo Lane / Abbotsbury Road. The expansion of this site onto the adjoining Cross Road allotments provides the most feasible option for meeting this need, if replacement allotments can be provided. The Cross Road allotments are statutory allotments and any proposals affecting them will be carried out in accordance with the requirements of the relevant Allotments Acts. Land at Tumbledown Farm has been identified as a possible location for new allotments.

7.4.3 As part of the wider strategy for improving access to nature, land at Lorton Valley is identified as a nature park.

7.5 WEYMOUTH TOWN CENTRE AREA

7.5.1 It is expected that the town centre regeneration will deliver at least 400 new homes and significant retail and business opportunities over the plan review period. This is being guided by a Town Centre Master Plan that was prepared in association with the local community and businesses and adopted by the Borough Council in 2015.

MAIN PROBLEMS AND ISSUES TO BE ADDRESSED

7.5.2 The main issues currently facing the town centre are:

- Insufficient flood defence works for predicted changes in sea levels and extreme weather events. Much of the town centre is low lying and the ground beneath it is highly permeable, making it particularly susceptible to flooding – from high sea levels, seawater percolating through the underlying ground, surface water run-off and fluvial flooding from the River Wey. In addition to increased flooding, the continuing deterioration of the harbour walls, if not addressed, could lead to significant flood-related problems. Any defence works will require significant investment and could alter the relationship between the existing built environment and the coast and inland waterways. The council has agreed to make flood defences a top priority when considering how to spend CIL income;
- Potentially contaminated land and other abnormal costs creating potential problems for redevelopment of some key sites. For example, there are known contamination issues

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in relation to the gasworks site. Seawater percolating through the underlying ground can also add to construction costs;

- Poor outdoor environment in places, related to traffic movement and the built environment. Although there has been significant investment in the seafront, there are still areas around the town centre where there are conflicts between pedestrians and vehicles. Expanses of water or railway lines act as a barrier in certain areas, and tend to concentrate movement at the bridging points. Some important public open spaces and pedestrian routes are in areas dominated by parking, servicing yards and backs of properties;
- Need to manage traffic flows and parking for different uses. It is a challenge managing access and parking for activities such as the beach and shopping to ensure businesses can be sustained and developed. Parking areas are located all around the town centre and can exacerbate the circulation of traffic;
- Friction between different types of uses, particularly related to night-time leisure. The town centre area has a higher than average incidence of crime and disorder, mainly associated with anti-social behaviour;
- Poor housing conditions. The town centre area ranks as the most deprived area in the borough in terms of health deprivation and disability, and also living environment (mainly due to the indoor environment related to poor housing conditions);
- Run-down and underused sites. 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.

SPECIFIC QUALITIES AND PRIORITIES

7.5.3 Weymouth Town Centre is a special place, for a number of reasons. The combination of the following specific qualities that make it unique and special, should be retained and, where possible, enhanced:

- Pevsner describes Weymouth as ‘the Georgian seaside resort par excellence’. Its history as a premiere seaside resort, which created wealth and opulence, has left a legacy of areas with a rich and distinct local character and notable landmarks. The elegance, harmony and rhythm of the historic buildings along the seafront are particularly notable, which are not interrupted by incongruous blocks on the skyline;
- an important and interesting (and potentially under-used) relationship with the waterfront - both coastal and inland, from the large expanse of sandy beach, through the bustling inner harbour, to the tranquillity and green spaces within the Radipole Lake nature reserve; and
- a town centre with a range of national and independent traders and an active night-time economy (partly enabled because of its role as a visitor destination).

7.5.4 In addressing future development within the town centre, the following priorities have also been established. Together, these form the main considerations against which all the proposals should be tested:

- to deal with flood risk;
- to improve the first impressions of the area - especially the Swannery Car Park and railway station;
- to make the town centre more pedestrian friendly and create an attractive environment. This should include improving links from the arrival points to the main shopping areas and other key destinations;
- to ensure that new development respects its context and the special character of Weymouth and creates active frontages to the public realm; and
- to fill the gap in activity between 5pm – 9pm by introducing more family friendly activities in the right locations, supported by appropriate car park management and bus timings etc.

WEY1. WEYMOUTH TOWN CENTRE STRATEGY

- i) Development within the Weymouth Town Centre Strategy area (as shown in the policies map) must, as far as practicable, meet 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 and an active night-time economy, and reduce the co-location of uses likely to cause anti-social 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;**
 - **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, securing good access arrangements, using flood resilient and resistant construction methods and make contributions towards strategic flood risk management 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, prepared by**

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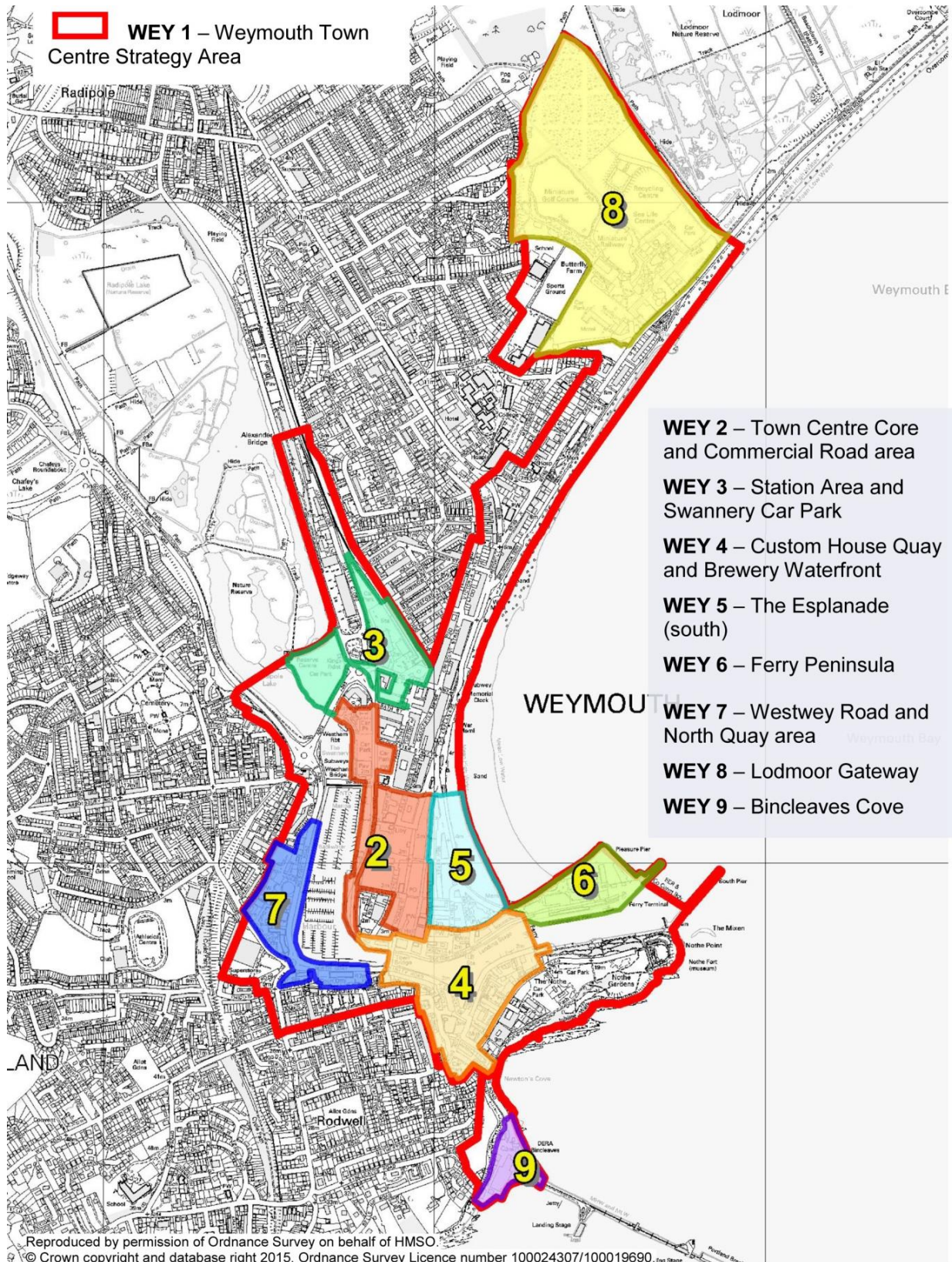
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Weymouth & Portland Borough Council. The masterplan includes more detailed guidance on design, movement (including parking provision), the general distribution of activities and uses in the wider area, as well as detailed guidance on the following key sites:

- **Town centre core and Commercial Road area;**
- **Station area;**
- **Ferry peninsula;**
- **Westwey Road and North Quay area;**
- **Lodmoor.**

KEY SITES

Figure 7.1: Key sites within the town centre strategy area – The following diagram shows the site boundaries for the following policies WEY2 through to WEY8. The location of WEY9 is also illustrated.



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TOWN CENTRE CORE AND COMMERCIAL ROAD AREA

- 7.5.5 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.
- 7.5.6 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.
- 7.5.7 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 high 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.
- 7.5.8 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.

WEY2. 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

7.5.9 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 through redevelopment with the depot and car-parking areas relocated (for example, onto land to the rear of the station), will provide an opportunity to improve the connectivity of different modes of transport, and introduce a more positive frontage and improve the legibility of the main pedestrian routes into the town centre.

7.5.10 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.

7.5.11 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 in these sites will need to demonstrate the sequential approach in line with Policy ECON5.

WEY3. 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 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**

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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.**

- 7-i Policy WEY3 has been amended to reflect the finding of the recent retail study, which indicates that sites at Jubilee Sidings, Swannery Car Park and Weymouth Bus Depot may be suitable for retail development to meet the town's long-term needs. Do you have any comments on the changes to Policy WEY3?**

CUSTOM HOUSE QUAY AND BREWERY WATERFRONT

- 7.5.12 The areas around Custom House Quay and the Brewery contain a mix of restored heritage warehouses, fishermen's cottages and town houses which lends itself 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.
- 7.5.13 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.
- 7.5.14 The planned Brewers Quay re-development will include a museum, wet weather attraction, exhibition & 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.

WEY4. CUSTOM HOUSE QUAY AND BREWERY WATERFRONT

- 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

- 7.5.15 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 the Nothe Fort to the south.
- 7.5.16 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 Kings 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 to 9pm) 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 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.
- 7.5.17 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.
- 7.5.18 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.

WEY5. 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 un-neighbourly entertainment and related uses (including A4 drinking establishments and A5 hot food takeaways) and the**

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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 (i.e. between 5 to 9pm) are encouraged.**

FERRY PENINSULA

- 7.5.19 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.
- 7.5.20 The area is run-down with the ferry terminal linking Weymouth to the Channel Islands closing in 2015. The area requires significant investment to deliver a scheme that is appropriate for its setting and function.
- 7.5.21 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. The council, as landowner, is currently pursuing the development of a leisure / tourism led scheme, including a hotel and restaurants. The proposals would safeguard the existing pavilion theatre and the environment around it would be substantially improved.
- 7.5.22 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. 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.

WEY6. FERRY PENINSULA

- i) The ferry peninsula should be re-developed 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.**

WESTWEY ROAD AND NORTH QUAY

- 7.5.23 This area of land off Westwey Road and North Quay includes large civic offices, the former fire station around the bottom of Boot Hill, with undeveloped areas used for parking, the gasholder site and electricity substation, and areas of vacant land.
- 7.5.24 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.
- 7.5.25 Landowners will need to work together to make sure the most effective approach is taken on complex issues, including contamination around the gasholder site and the potential provided through reclaiming land from the inner harbour.

WEY7. WESTWEY ROAD AND NORTH QUAY AREA

- i) The Westwey Road and North Quay area will be re-developed 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

- 7.5.26 Although some distance from the town centre commercial 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, events and the household waste and recycling facilities. The site is further complicated due to its history as a landfill site, and the risk of flooding / coastal erosion. 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, low key informal recreation as well the

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site's important tourist and gateway function. The land contamination, associated drainage, and flooding issues will also need to be considered.

WEY8. 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.**

BINCLEAVES COVE

- 7.5.27 The redevelopment of the QinetiQ site at Bincleaves 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.
- 7.5.28 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 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. And 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.
- 7.5.29 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.
- 7.5.30 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.

WEY9. BINCLEAVES 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 re-development of the site to provide community benefits, including sufficient employment uses to ensure no significant loss of potential jobs.**
- ii) The development will be expected to be of a high quality design appropriate to its waterside location and the unique history of the 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.**

LAND AT MARKHAM AND LITTLE FRANCIS

- 7.5.31 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. These 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
- 7.5.32 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.
- 7.5.33 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.

7.5.34 On and off-site provision and contributions to community infrastructure have been sought in line with Policy COM 1 and secured through a legal agreement.

WEY10. 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.**

LAND OFF LOUVIERS ROAD

7.5.35 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.

7.5.36 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.

WEY11. 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.**

LAND AT WEY VALLEY

- 7.5.37 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 over the plan period.
- 7.5.38 The site is within a sustainable location close to facilities including schools, sport and recreation facilities, shops and employment sites.
- 7.5.39 The development has been carefully planned 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.
- 7.5.40 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.
- 7.5.41 The layout includes points of access from Nottingham Lane and the A354 to ensure it links well into the urban area. Properties along the A354 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.

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7.5.42 The site is liable to pay the Community Infrastructure Levy. The liability will be established at reserved matters stage, and apportioned in line with the Borough Council's agreed regime.

WEY12. 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 Weymouth & Portland Borough 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 Conservation Area or the amenity of surrounding properties. This will need to be agreed and, where practicable, implemented in advance of the development;**
 - sustainable drainage methods are implemented to manage surface water 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 the A354 and Nottingham Lane are provided to ensure that the development is well integrated into the wider route network.**

LAND AT THE OLD RECTORY, LORTON LANE

7.5.43 Land at the Old Rectory, Lorton Lane has planning permission for residential development, which will deliver 39 new homes.

7.5.44 It is within Broadway Conservation Area and surrounds the listed Old Rectory building. The development of this site is linked to environmental improvements on the land to the north of the Old Rectory and the removal of the existing established uses (such as the builder's yard, car repairs and waste transfer station). The main vehicular access is via the existing access off Dorchester Road.

WEY13. LAND AT THE OLD RECTORY, LORTON LANE

- i) Land at The Old Rectory, Lorton Lane, as shown on the policies map, is allocated for residential development. Any development must enhance the Old Rectory and Broadway Conservation Area.**

LAND AT WYKE OLIVER FARM (PREFERRED OPTION)

- 7.5.45 Land at Wyke Oliver Farm is located on the eastern side of Weymouth. The site comprises a small complex of existing farm buildings with agricultural fields stretching to the south. The site is in an elevated position but well related to the existing residential area of Preston. It is important that the development is sympathetic to the wider setting of the Dorset AONB which lies to the north.
- 7.5.46 The site has an estimated capacity for approximately 175 new homes, which will be concentrated on the land immediately north of Brackendown Avenue in order to minimise the landscape harm.
- 7.5.47 Off-site enhancements will be sought to extend and improve accessibility to the Lorton Valley Nature Park including green links through to Littlemoor. Any land which forms an extension to, or provides a green link to the nature park will form part of the green infrastructure network, which is protected by Policy ENV4.
- 7.5.48 The site will be served by two existing points of vehicular access, with pedestrian and cycle links into the existing network.
- 7.5.49 Surface water from this site discharges into the catchment of Preston Brook and the associated Flood Alleviation Scheme. This alleviation scheme has inherent limitations. The development will need to include SUDS including surface water attenuation in order to protect the flood alleviation scheme. Improved water supply and foul sewer connections are necessary.

WEY14. LAND AT WYKE OLIVER FARM (PREFERRED OPTION)

- ii) Land within Wyke Oliver Farm and north of Brackendown Avenue, as shown on the policies map, is allocated for residential development and public open space.**
- iii) Built development should not extend beyond the Southdown Ridge in order to minimise the impact on the landscape character and setting.**
- iv) Wyke Oliver Hill and surrounding land immediately to the south will form an extension to Lorton Valley Nature Park (WEY 17), together with green linkages off-site to improve connectivity to the Nature Park.**
- v) Vehicular access should be served from Brackendown Avenue and Budmouth Avenue.**
- vi) The development will incorporate surface water mitigation measures such as surface water attenuation to mitigate off-site flooding along the Preston Brook.**

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7-ii Policy WEY14 proposes housing development on land at Wyke Oliver Farm. Do you have any comments on new Policy WEY14?

LAND SOUTH OF WEY VALLEY (PREFERRED OPTION)

- 7.5.50 Land south of Wey Valley adjoins the existing residential site allocation WEY12. The site has the potential to extend the current allocation by a further 100 new homes.
- 7.5.51 As with policy WEY12, the site is considered within a sustainable location close to facilities including schools, sport and recreation facilities, shops and employment sites. It is important that this extension also avoids the physical or visual convergence of the urban area of Weymouth and more rural Nottingham. It is proposed that the western edge of the site should provide a substantial green buffer. Hedgerows should be retained to provide wildlife corridors through the site.
- 7.5.52 The proposed layout includes two points of access from the A354 Dorchester Road to ensure it links well into the urban area. The proposal must provide pedestrian and cycle links to existing and proposed networks. Properties along the A354 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.
- 7.5.53 As with the site to the north, parts of the extension are susceptible to surface water flooding and so sustainable drainage systems will need to be secured to ensure adequate surface water drainage provision and that flood risk is not exacerbated elsewhere.

WEY15. LAND SOUTH OF WEY VALLEY (PREFERRED OPTION)

- i) Land to the south of Wey Valley, as shown on the proposals map, is allocated for residential development and public open space.**
- ii) Hedgerows will be retained and contribute to the green infrastructure network.**
- iii) Two points of vehicular access should be provided from the A354 Dorchester Road, with pedestrian and cycle connections to existing networks.**
- iv) The development will incorporate surface water mitigation measures to manage surface water flooding and ensure flood risk is not exacerbated elsewhere, including at Radipole Bridge and Radipole Lake.**

7-iii Policy WEY15 proposes additional housing development as an extension to the land already allocated for housing at Wey Valley in the current local plan (see Policy WEY12 above). Do you have any comments on new Policy WEY15?

MOUNT PLEASANT BUSINESS PARK

7.5.54 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 is designated as a key employment site.

7-iv Policy WEY14 in the current local plan relates to Bowleaze Cove and only permits time-limited tourist and leisure-related development, due to the risk of coastal erosion. It is proposed to delete this policy and include more comprehensive new policies dealing with coastal erosion (new Policies ENV8 and 9) in the Environment chapter. Do you have any comments on the proposed deletion of Policy WEY14 from the current local plan?

7.6 OTHER POLICIES

LAND AT TUMBLEDOWN FARM

- 7.6.1 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.
- 7.6.2 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.

WEY16. 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 it does not undermine the important open gap function, and the nature conservation interests and landscape character of the site are protected and enhanced.**

LORTON VALLEY NATURE PARK

- 7.6.3 The proposal for the Lorton Valley Nature Park is very much a partnership project involving Weymouth & Portland Borough Council, Dorset Wildlife Trust, RSPB, Dorset Countryside Service and Natural England.
- 7.6.4 The Nature Park comprises a total of 194 hectares (479 acres), that extend 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 to be included to provide a more comprehensive network.
- 7.6.5 Through the development of Preferred Option WEY14, it is proposed that the nature park should be extended into areas to the north and north east of the current boundary, including Wyke Oliver Hill. This additional land will help improve public access and amenities, help secure wildlife corridors, provide opportunities for biodiversity enhancement and protect and enhance local landscapes.
- 7.6.6 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 ENV4.

WEY17. 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.**

A354 WEYMOUTH TO PORTLAND RELIEF ROAD

- 7.6.7 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).
- 7.6.8 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.
- 7.6.9 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.
- 7.6.10 The scheme is not currently in any funding stream and it is extremely unlikely that it would be delivered during this plan period to 2036. 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.

8 Portland

8.1 INTRODUCTION

- 8.1.1 The Isle of Portland has a population of about 12,966. 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.
- 8.1.2 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. The island contains some of the largest employment areas in the Borough. The former naval estate has provided opportunities for regeneration alongside new industrial and commercial development at Osprey Quay, Southwell Business Park and Portland Port. Much of Portland is covered by national and international environmental designations and it is at the heart of the Jurassic Coast World Heritage Site. The high quality landscape, important nature conservation interests, and restricted access across Chesil Beach all limit opportunities for further major development on the island.
- 8.1.3 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. Two 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 the Homes and Communities Agency) 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.

8.2 VISION FOR PORTLAND

- 8.2.1 In 2036 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;
 - Easton will be 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.

8.3 STRATEGY FOR DEVELOPMENT ON PORTLAND

- 8.3.1 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 new strategic allocations have been identified for Portland. The draft Portland Neighbourhood Plan does not propose any additional sites for development concluding that there is sufficient capacity with existing development boundaries and extant permissions.
- 8.3.2 A number of these site 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, St Georges, Underhill & Brackenbury. Further reorganisation of public sector estates may result in more sites becoming available in the future.
- 8.3.3 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 site remains undeveloped or does not benefit from detailed planning permission.
 - **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** – housing site for 71 new homes.
 - **Former Masonry works, Bottomcoombe** (Windmills phase III) – housing site for 62 new homes.
 - **Underhill Community Junior School** – 20 new homes.

8-i Given the availability of brownfield sites and existing allocations do you think the approach of no new residential allocations for Portland is acceptable?

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- 8.3.4 Southwell Business Park, Inmosthay and Tradecroft Industrial Estates as shown on the policies map will be protected for B-class uses and other employment uses that offer economic enhancement.
- 8.3.5 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.
- 8.3.6 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 and built 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.
- 8.3.7 The Mass Extinction Memorial Observatory monument and learning centre (Memo project) has an extant permission for a visitor attraction at Bowers Quarry. Funding issues have stalled this project and consideration is now being given to the possibility of utilising a redundant mine in collaboration with the Jurassica project another attraction originally proposed at Yeoland Quarry. 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.

8.4 TOWN CENTRE STRATEGY

- 8.4.1 Easton Square and Fortuneswell are identified (and shown on the policies map) as local centres in the retail hierarchy for the plan review 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; nos. 10-4 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; and the units along Straits up to the library along the northern side of the street and no. 35 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.
- 8.4.2 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.
- 8.4.3 There is limited need on Portland for additional retail provision with an identified need for 218 sqm net of new food (convenience goods) floorspace and 234 sqm net for new non-food (comparison goods) floorspace to 2036. This need can easily be met in Easton through possible infill development (including the potential improvement and redevelopment of the shopping centre), the potential take-up of existing vacant units, the extension to existing stores, and / or change of use applications. There is no requirement at this stage to identify new development sites either in or on the edge of the local centre.

- 8.4.4 There is no forecast capacity for food (convenience) or non-food (comparison) shopping in Fortuneswell after allowing for existing committed floorspace.

8-ii 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?

PORTLAND PORT

- 8.4.5 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.
- 8.4.6 Approximately 35 hectares of port land is consented for B1, B2 and B8 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.
- 8.4.7 "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 port is identified as a key employment site and associated policies in the plan allow for its protection and the provision of employment (Policies ECON1 and 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.
- 8.4.8 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 review, and in considering

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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.

- 8.4.9 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

- 8.4.10 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 re-development 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.
- 8.4.11 The latest level 1 Strategic Flood Risk Assessment (produced in December 2017) 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.**

8-iii Policy PORT₁ has been amended to highlight the risks of flooding in the Osprey Quay area? Do you have any comments on the changes to Policy PORT₁?

FORMER HARDY COMPLEX

- 8.4.12 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 however grant funding has been secured to help with delivery of the site.

PORT2. FORMER HARDY COMPLEX

- i) The Former Hardy Complex as shown on the policies map is allocated for housing development.**

SOUTHWELL BUSINESS PARK, INMOSTHAY AND TRADECROFT INDUSTRIAL ESTATES

- 8.4.13 Southwell Business Park is an ex-Ministry of Defence site that has been used to create flexible workspaces for businesses and start-ups which over the years has been occupied by a variety of uses that include: micro-businesses from a wide range of service sectors; storage units; an hotel; the Atlantic Academy Portland (use class D1); and some residential units. The Academy provides education for 5 to 19-year olds and is centred around the Maritime House area of the site. The remainder of the site that is still occupied by B-class uses is identified as a key employment site. Being within a sensitive location particular regard will need to be had to the landscape and nature conservation interests on land within and adjoining the site, including its visibility from the South West Coastal Path and Heritage Coast.
- 8.4.14 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.

8.5 PORTLAND QUARRIES NATURE PARK

- 8.5.1 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 Butterfly Conservation sites 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 biodiversely important sites. The current Nature Park forms part of the green infrastructure network and is protected under Policy ENV4.
- 8.5.2 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

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Quarries. Inclusion in the Quarry 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 will be treated as part of the green infrastructure network for development management purposes, as set out in Policy ENV4.

PORT3. PORTLAND QUARRIES NATURE PARK

- i) Land at Kingbarrow Quarry, Tout Quarry, Verne Yeates, Inmosthay Quarry and Perryfield Quarry Butterfly Conservation Nature Reserves 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.**

9 Littlemoor Urban Extension

9.1 INTRODUCTION

9.1.1 The Littlemoor area has the potential to deliver significant employment and also new homes over the plan review period and potentially beyond. It lies at the gateway of the 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. The nearby housing also provides a significant source of employees.

9.1.2 The area falls on the boundary between Weymouth and Portland Borough and West Dorset District Councils. Both councils will cooperate in bringing forward growth in this area. Land at Icen and Weyside Farms, to the north of the Weymouth Relief Road junction, lies wholly within West Dorset, and a policy is included in this chapter to plan positively for its future use.

9.2 VISION FOR LITTLEMOOR

9.2.1 In 2036, Littlemoor will have:

- greater self-containment through the provision of housing and employment land;
- an increased range of local facilities and a vibrant local centre; and
- a positive out-facing edge within the Dorset Area of Outstanding Natural Beauty (AONB).

9.3 TOWN CENTRE STRATEGY

9.3.1 Littlemoor has an existing cluster of small shops which serve as a local centre to the nearby community. Within the centre is a convenience store, hot food takeaways, a health centre and a library. Littlemoor looks to Weymouth to meet some of its larger community infrastructure needs. Policy LITT1 seeks to extend this local service sector northwards to enable better integration and reduce severance.

9.4 MAIN DEVELOPMENT OPPORTUNITIES

LITTLEMOOR URBAN EXTENSION

9.4.1 The urban extension 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 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. The existing field network has mature hedgerow boundaries and

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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 through a partnership approach such as the Natural Weymouth & Portland Partnership or similar structure and could potentially become a northern extension of the Lorton Valley Nature Park.

- 9.4.2 Employment uses should be concentrated towards the western end of the site, adjacent to the main junctions of the relief road. Advanced landscaping should be provided to create a positive gateway to Weymouth.
- 9.4.3 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.
- 9.4.4 As Littlemoor Road would otherwise segregate the proposed development from the existing homes and community facilities, a creative solution is needed. To help integrate the 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 rather than pedestrian and cycles so that the two communities can integrate successfully. 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.

LITT1. 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 9.6 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 County Council and agreed by West Dorset District Council and Weymouth & Portland Borough Council. The masterplan should ensure that:
- all built development is contained within the 40m 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 is secured as part of the green infrastructure network;
 - the development creates a positive out-facing 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 on-site provision of community infrastructure;
 - 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;
 - sustainable drainage methods are implemented to manage surface water 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 Weymouth Relief Road.

- 9-i The supporting text to Policy LITT₁ has been amended to include a vision and a town centre strategy. Do you have any comments on these or any other changes to Policy LITT₁?

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LAND AT ICEN AND WEYSIDE FARMS

9.4.5 Land at Icen and Weyside Farms has been used for a variety of employment and related uses and has been developed in an incremental fashion. It has included an element of agricultural-related uses, external storage, workshops and a lawful residential use, and it has been subject to enforcement action due to unlawful development. The site occupies a prominent position at the end of the relief road, and could be redeveloped to provide further economic benefits to the area. However, this would need to come forward as part of a comprehensive plan for the site that would allow existing issues to be properly addressed (such as the impact on the wider landscape, and potential conflicts between residential amenity and un-neighbourly employment uses). The landscape and design strategy will need to take into account its sensitive location within the Dorset AONB and relationship to the relief road and urban extension to the east.

LITT2. LAND AT ICEN AND WEYSIDE FARMS

- i) Land at Icen and Weyside Farms as shown on the policies map will be comprehensively redeveloped as an employment site subject to the implementation of an agreed landscape and design strategy.**
- ii) Development should not be of such a height or design to be visually intrusive in the Dorset Area of Outstanding Natural Beauty and should create a positive image when viewed from the main highway network and relate positively to the Littlemoor Urban Extension.**

10 Chickerell

10.1 INTRODUCTION

10.1.1 The town of Chickerell has grown considerably over the last few decades. To the south (but within the settlement) 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. 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.

10.1.2 The total population of the parish is about 5,500. Chickerell has more jobs than economically active people, because of the local industrial estates, with most people coming from the adjoining borough of Weymouth and Portland. There is also continuing demand for affordable housing and employment land within Chickerell.

10.2 VISION FOR CHICKERELL

10.2.1 In 2036 Chickerell will:

- continue to have a distinct identity separate from Weymouth;
- sit within an area of countryside and coast that are greatly valued 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.

10.3 TOWN CENTRE STRATEGY

10.3.1 There is no retail or commercial core in Chickerell, with facilities such as convenience retail, a branch health surgery and community library being dispersed throughout the settlement.. The nearest town centre is Weymouth, which serves a wider surrounding catchment area including Chickerell and Portland.

10.3.2 Nevertheless, Chickerell has a large and growing population which is distinct from Weymouth and 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 ECON5.

10.4 MAIN DEVELOPMENT OPPORTUNITIES

10.4.1 There are a number of development sites which are planned to help create a better balance between homes and jobs while improving services and facilities. Chickerell has the

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potential to augment housing provision in the wider Weymouth and Portland area.

Opportunities for development include:

- 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;
- 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;
- Wessex Stadium (Preferred Option) – the site has planning permission for residential development and open space, subject to the stadium being relocated to a suitable alternative location;
- Land west of Southill (Preferred Option) – provides a natural extension to the existing adjoining residential estate; and
- Land at the Former Tented Camp, Mandeville Road (Preferred Option) – provides an opportunity to enhance a currently derelict site within the Heritage Coast. This was identified as an omission site through the Issues & Options consultation.

LAND AT PUTTON LANE

10.4.2 Land at Putton Lane has planning permission 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 first phase of the development has been completed with the remaining phase set to deliver over 100 further dwellings.

CHIC1. LAND AT PUTTON LANE

- i) Land at Putton Lane as shown on the policies map is allocated for mixed uses including residential development. Sustainable drainage methods should be implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.**

LINK PARK

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.

CHICKERELL URBAN EXTENSION

- 10.4.3 Land to the north and east of Chickerell has the potential to deliver around 800 new homes (approximately 310 from two sites to the north and up to 490 homes from two sites to the east). 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.
- 10.4.4 On and off-site provision and contributions to community infrastructure will be sought in line with Policy COM1 and secured through a legal agreement.
- 10.4.5 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.
- 10.4.6 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. The site is in close proximity to a population of Great Crested Newts, a European Protected Species, therefore the development should provide additional habitat such as breeding ponds for the newts within the allocation or on adjacent land.
- 10.4.7 A small part of the site is susceptible to surface water flooding and so the drainage system design will need to manage any associated risk from surface water run off.

CHIC2. 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.**

CHIC2. CHICKERELL URBAN EXTENSION (CONTINUED)

- 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, Chickerell Town Council and Dorset County Council, and agreed by West Dorset District 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;
 - areas prone to surface water flooding are kept free of built development and due consideration given to flood risk elsewhere.

WESSEX STADIUM

- 10.4.8 Wessex Stadium is situated to the north-west of Weymouth Town Centre and to the east of Chickerell. It lies partly within West Dorset District and to a lesser extent within Weymouth & Portland Borough. The stadium, which was built in the 1980s and is home to Weymouth Football Club, is in need of significant investment if it is to continue to serve the needs of the community.
- 10.4.9 In 2014, planning permission was granted for the redevelopment of the existing football stadium, training pitch and car parking with 150-170 dwellings, public open space, access and parking. In 2017, an application to approve access, appearance, landscaping, layout and scale was submitted for consideration.
- 10.4.10 The stadium is relatively well contained by existing features. To the south of the site, Radipole Lane leads into Westham where there are various local facilities. There are schools at Chickerell, Southill and Westham all approximately 1km to 1.5km from the site. Immediately east is Weymouth Police Station followed by the Southill residential estate.
- 10.4.11 Fulfilling the outline planning consent would result in the permanent loss of the main pitch and the training pitch. It is a requirement of the outline planning consent that development shall not commence on site until a replacement stadium has been secured and made available for use and that it must amount to equivalent or better provision in terms of quality and quantity and must be in a suitable location. Given this pre-requisite, the site is not identified as a 'preferred option' and Policy CHIC3 simply recognises the terms of the extant consent. If the current planning consent were to lapse, the requirement for a new stadium to be provided would apply to any subsequent alternative proposals.

CHIC3. WESSEX STADIUM

- i) Land at the Wessex Stadium as shown on the policies map will be developed for housing and open space.**
- ii) Development shall not commence on site until a replacement stadium has been secured and made available for use. That facility must amount to equivalent or better provision in terms of quality and quantity and must be in a suitable location.**

- 10-i Do you agree with new Policy CHIC₃, which would still permit the development of the Wessex Stadium for housing (subject to a replacement stadium being provided), in the event that the current planning consent were to lapse?**

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LAND WEST OF SOUTHILL (PREFERRED OPTION)

- 10.4.12 Land to the west of Southill lies on the edge of Chickerell parish and adjoins the Weymouth & Portland administrative boundary. 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 (see Policy CHIC3), which are both in Chickerell, and has the potential to deliver around 325 new homes and a care home for 75 units. Chickerell Urban Extension (CHIC2) is likely to start delivering new homes by 2019 and it is envisaged that the development of land west of Southill would follow on after that site is complete, or well advanced. This site is therefore phased to be delivered after 2026.
- 10.4.13 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.
- 10.4.14 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 (CHIC2). 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.
- 10.4.15 Proposals should seek the retention of existing internal and boundary hedgerows 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 network is maintained and links to facilities within Chickerell Urban Extension, such as the new primary school, are provided.
- 10.4.16 The road layout within the site should be designed to enable buses to serve the site with two vehicular access points provided.
- 10.4.17 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 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.
- 10.4.18 The scale of development will put pressure on existing community infrastructure including, primary and community health, primary and secondary education and 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 S106 and S278 agreements. As such the proposal is zero-rated from a CIL charge.

CHIC4. LAND WEST OF SOUTHILL (PREFERRED OPTION)

- i) Land west of Southill as shown on the policies map is allocated for residential development, a care home, open space and strategic landscaping. Development should not take place on site until after 2026.**
- 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 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.**
- vi) Sustainable drainage features to manage surface water flooding and accommodate downstream catchment capacity will be required. A 20m 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.**
- vii) In accordance with Policy COM1, appropriate provision should be made to meet community infrastructure needs including but not limited to the following items:**
 - financial contributions toward primary and secondary education, which may include the provision or expansion of the new Chickerell Primary School;**
 - financial contributions towards primary / community healthcare serving the Chickerell area;**
 - 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**

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- **walking and cycling connections to Grafton Avenue.**

10-ii Do you agree with the proposed allocation of land west of Southill for housing development, as set out in new Policy CHIC4?

FORMER TENTED CAMP, MANDEVILLE ROAD (PREFERRED OPTION)

- 10.4.19 During the Issues and Options consultation, representations were made suggesting that the former tented camp at Mandeville Road should be considered as a development option. The site is located near the north-western part of Wyke Regis which forms part of the built-up area of Weymouth. It lies outside the current defined development boundary but adjoins existing residential development off Mandeville Road. It has been derelict since 2006 and comprises buildings and hardstanding set within an extensive area of open grassland. The site was formerly part of the wider Army training facility which still exists in the area.
- 10.4.20 The site lies within the West Dorset Heritage Coast. To the east lies a residential development and to the south lies a holiday park. To the north of the site, planning permission has been granted for the development of the former Value House store to form 37 dwellings. However, its wider setting is generally unsettled and acts to visually contain to the urban edges of Charlestown, Lanehouse and Wyke Regis and provide a largely undeveloped transition to the coastal edge, where internationally / nationally designated semi-natural habitats are included within the Chesil Beach & Fleet SSSI / SAC / SPA Ramsar site.
- 10.4.21 The site could potentially accommodate a small-scale development of approximately 30 houses as part of an overall scheme, which would secure visual enhancements and open space provision to enhance the special character of the Heritage Coast. Built development should be limited to the eastern part of the site, adjacent to Mandeville Road. The new homes should be designed to a high standard and screened with advanced landscaping to soften views of the northern edge of the development.
- 10.4.22 Existing derelict buildings and areas of hardstanding should be removed from the rest of the site, which should form an area of informal public open space. Any wildlife interest within the existing grassland areas should be retained with new footpaths provided to link into the public rights of way network.
- 10.4.23 The site should be served by two points of vehicular access and improvements to the Lanehouse Rocks Road / Camp Road junction are required to improve highway safety.
- 10.4.24 Improved surface water drainage and sewer connectivity is necessary to ensure there is no increased flood risk on the site or in the surrounding area.

CHIC5. FORMER TENTED CAMP, MANDEVILLE ROAD (PREFERRED OPTION)

- i) The former tented camp at Mandeville Road as shown on the policies map is allocated for residential development with associated open space provision and landscaping. The development will only be permitted if the overall scheme enhances the special character of the Heritage Coast.**
- ii) Residential development will be limited to the eastern part of the site adjoining Mandeville Road and should be provided with advanced landscaping to screen the residential element in from views to the north.**
- iii) The remainder of the site will be provided as informal public open space with additional footpath connections and routes established and any wildlife interest retained. This will be transferred to an appropriate body to ensure long-term management and maintenance.**
- iv) Primary access to the site would be from Camp Road with secondary access from Mandeville Road. Off-site highway improvements are required at the Lanehouse Rocks Road / Camp Road junction.**
- v) Foul water and off-site water supply connections will be required. Improved surface water drainage and sewer connectivity will also be necessary.**

10-iii Do you agree with the proposed allocation of the former tented camp site off Mandeville Road for limited housing development and the creation of new public open space, which would enhance the special character of the Heritage Coast, as set out in new Policy CHIC5?

11 Dorchester

11.1 INTRODUCTION

11.1.1 Dorchester is the county town of rural Dorset, with a population of approximately 19,500. It is the district's largest town and it has a significant demand for housing, employment and retail development, and a substantial affordable housing need.

11.1.2 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.

11.2 VISION FOR DORCHESTER

11.2.1 In 2036 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;
- Continuing 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.

11.3 STRATEGY FOR DEVELOPMENT AT DORCHESTER

11.3.1 There are a number of developments currently taking place that in combination, will help achieve the vision for the town, and further proposals will come forward within the plan period. These include:

- Town centre regeneration –development at Charles Street and Trinity Street to extend the town centre's offer to include further retail, leisure and office development. There is also potential for larger scale retail expansion at Fairfield;

- Weymouth Avenue site – the continuation of the development at Brewery Square as a mixed use site including new homes, a hotel, a new arts centre and new retail stores, as well as improvements to the railway station;
- Poundbury urban extension – the continuation of the urban extension to the west of the town providing a mix of homes, jobs and community facilities;
- 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;
- Improved higher and further educational offer at Kingston Maurward College through limited development within the historic context of the college estate with improved footway and cycleway linkages to the town;
- Major expansion to the north of Dorchester, north of the River Frome providing significant housing and employment opportunities, new schools and open space;
- Sites to the west of Charminster to complement the growth north of Dorchester; and
- Smaller development sites to provide additional housing and employment opportunities in the short to medium term including:
 - Land off St George’s Road – planning permission was granted for the provision of housing and employment land in association with the extension of Lubbecke Way to St George’s Road; and
 - Land to the south off St George’s Road and Alington Avenue, either side of the railway line.

11.3.2 The existing and proposed sites outlined above provide development opportunities at Dorchester to meet the needs of the town to the end of the plan period (to 2036) 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.

11.3.3 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. For further information regarding this issue, please refer to policy ENV2 and the Nitrogen Reduction in Poole Harbour Supplementary Planning Document.

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11.4 TOWN CENTRE STRATEGY

- 11.4.1 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/West Street and along the lengths of both Trinity Street and Cornhill/South Street including Brewery Square and Dorchester South railway station and Fairfield carpark 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.
- 11.4.2 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. Much of the built character 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 of the area.**

- 11.4.3 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 the 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/West Street and Weymouth Avenue to and including Brewery Square.
- 11.4.4 Over the period to 2036 it is estimated that there will be a need to provide for approximately 570 square meters of food (convenience) retail space and approximately 6,860 square meters of non-food (comparison) retail space. The expansion of the retail offer in the town should be focused on the existing primary shopping area in accordance with the sequential approach established in national planning policy for retail and town centre development. Options for meeting this need within the town centre include the centre's main car parks at Charles Street and Trinity Street.
- 11.4.5 By virtue of its location, the 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. However owing to the significant archaeological constraints on the site, the remainder of the site is only appropriate for lower impact development, restricting its ability to meet the future retail needs of the town.
- 11.4.6 The development of Charles Street would provide a significant boost in the retail floorspace available in the town centre. There is however scope for further 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.

- 11.4.7 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 equivalent to existing levels and to allow for any new demand resulting from the development itself. A master plan is being produced to coordinate development in Dorchester town centre, seeking to maximise the benefits from the opportunities that exist for enhancement. Development should have regard to this master plan to ensure that the town's vibrancy and vitality is enhanced.

DOR2. FUTURE TOWN CENTRE EXPANSION

- i) Land at Charles Street, Dorchester, as identified on the policies map, is a key town centre site, to deliver significant 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 a significant opportunity site in the town centre for further 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 and have regard to the masterplan that is being prepared.**
- iv) On completion, the development of either of these sites will form part of the primary shopping area.**

- 11.4.8 In addition to the Trinity Street and Charles Street sites, there is a further opportunity for town centre expansion at Fairfield. This site is more distant from the existing primary shopping area than the other expansion opportunities and there is the potential for a negative impact on the existing town centre with footfall being drawn away to the south. An impact assessment would therefore be required for any development to ensure that it does not adversely affect the vitality of the primary shopping centre. The retail study undertaken to inform the local plan review indicates that the level of retail need over the whole plan period is more than can be met on Charles Street and Trinity Street alone, and that this site is likely to be needed in addition. While it would be preferable for the more central sites to be developed first, there are difficulties developing both the Trinity Street and Charles Street sites for any significant retail expansion, and the Fairfield site may be the most appropriate option should the need for large scale expansion arise.

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DOR3. FAIRFIELD CAR PARK

- i) Land at Fairfield will be a reserve site for further large scale town centre expansion should the Charles Street and Trinity Street options not be suitable or viable (or to meet further needs in addition to those that can be met on those two sites).**
- ii) Any development on the Fairfield site would need to provide for the relocation of the existing weekly market to a suitable location within the town centre.**
- iii) An impact assessment will be necessary to support any proposals on this site. Should a significant negative impact on the existing Primary Shopping Area be identified, the scheme will not be supported.**
- iv) Any proposal for the development of this site will need to include an appropriate amount of public car parking.**

11-i The Town Centre Strategy for Dorchester prioritises expansion of town centre uses on Charles Street and Trinity Street car parks with Fairfield car park being a reserve site. Do you agree that this is the most appropriate approach for the longer term expansion of Dorchester town centre?

BREWERY SQUARE, WEYMOUTH AVENUE

11.4.9 The former brewery site and adjoining land at Weymouth Avenue has planning permission for a comprehensive mixed-use scheme, and is under construction. 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.

DOR4. 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 the railway station. The 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, including an arts centre, 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;**
 - effective open spaces and pedestrian and cycling links through the site and**

connecting with adjoining areas, including from Dorchester South Station to the Primary Shopping Area along South Street.

11.4.10 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.

DOR5. 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.**

DORCHESTER TRANSPORT AND ENVIRONMENT PLAN

11.4.11 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), conflicts between vehicles and pedestrians and a knock-on impact on the quality of (and people's experience of) the town centre.

11.4.12 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.

11.4.13 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 and High East Street, between the Frome Valley and onwards to the new development at North Dorchester. The aim will be to create linked trips and ease of movement for both visitors to the town and local residents.

11.4.14 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

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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 Mambury Cross and at the Williams Avenue/Damers Road Junction.

11.4.15 In addition, a Park and Ride Scheme is proposed to the south of the Stadium Roundabout 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.

11.4.16 Master planning 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 be implemented to complement that proposed through DTEP.

DOR6. 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.**

POUNDBURY URBAN EXTENSION

11.4.17 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.

11.4.18 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-2020s.

11.4.19 The area around Queen Mother Square contains a cluster of main town centre uses. The area is still under construction but once complete, and the commercial uses occupied, this will create 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. This

location should continue to be the focus for any further town centre use proposals at Poundbury.

DOR7. 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;**
 - 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.**

11.4.20 The existing employment area south of the Parkway (known as Poundbury Parkway Farm Business site) is a well-contained site within the bypass and physically part of the town. The site totals around 3.3ha with much of the site now built; approximately 1.1ha 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.

DOR8. 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

11.4.21 Land at Red Cow Farm off St George's Road was granted permission for 54 new homes, allotments and 6 light industrial units in 2011. The development is now largely complete

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with a road connection being established between Lubbecke Way and St. George's Road. The only other remaining element of the scheme still to be delivered is the light industrial units on about 0.15 hectares of land at the western end of the site.

DOR9. RED COW FARM, ST GEORGE'S ROAD

- i) Residual land, about 0.15 hectares, at St. George's Road Dorchester is allocated for employment development.**

11.4.22 Land south of St George's Way, adjoining the bypass, could provide an additional site for up to 50 homes, employment uses (around 1.5 hectares) or a mixture of housing (including potentially self-build or custom build housing) and employment subject to suitable noise and odour mitigation from the bypass and nearby sewage treatment works. There is a woodland belt 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.

DOR10. LAND SOUTH OF ST GEORGE'S ROAD

- i) Land South of St George's Road, as shown on the policies map, is allocated for housing and/or employment use. Any development should not have a significant impact on the amenity of nearby residential properties. 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.**

11.4.23 There is also potential for the two areas of undeveloped land south of the railway, off Alington Avenue, to be developed for up to 50 homes, subject to suitable landscaping and noise mitigation. The site may be suitable for self-build and custom build housing.

DOR11. LAND OFF ALINGTON AVENUE

- i) Land off Alington Avenue, as shown on the policies map, is allocated for housing. A landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views.**

FORMER DORCHESTER PRISON (PREFERRED OPTION)

11.4.24 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.

11.4.25 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.

DOR12. FORMER DORCHESTER PRISON (PREFERRED OPTION)

- 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

11.4.26 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. However the important historic environment the college sits within should be reflected in any future development proposals, with a view to preventing harm to the area's heritage assets.

11.4.27 To enable this development, the Council requires a master plan to be produced which identifies the key heritage assets within the estate and highlights where development could be successfully integrated within this environment. The master plan should also seek to establish better footway and cycleway connections with the town.

11.4.28 The master plan will need to be produced in consultation with the Council and Historic England and agreed by both organisations.

DOR13. KINGSTON MAURWARD COLLEGE

- i) The future development and expansion of Kingston Maurward College within the college estate will be supported in accordance with a masterplan agreed by Historic England and the Council.**

DORSET COUNTY HOSPITAL

11.4.29 Dorset County Hospital delivers important services for western Dorset as the centre for emergency, acute and planned health service. The hospital is also a significant employer in the town providing employment for around 3,000 people from across the local area.

11.4.30 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.

11.4.31 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.

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Development here should however be master planned and aimed at meeting the longer term needs of the hospital and the vision of the site as a 'health campus'. Retail uses would not be supported in this location due to the impact on Dorchester town centre, but the inclusion of some residential development would be appropriate, and housing for those with extra care needs, as well as housing for those working at the hospital, would be particularly encouraged.

DOR14. 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 and key worker housing being particularly appropriate;**
- iv) Retail development would not be supported.**

11.5 LAND TO THE NORTH OF DORCHESTER (PREFERRED OPTION)

11.5.1 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 beyond the end of the plan period.

DEVELOPMENT STRATEGY

11.5.2 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. A masterplan will be produced to reflect this vision and detailed site based analysis. This masterplan will be adopted as a supplementary planning document and used when considering planning applications related to the site.

VISION FOR NORTH DORCHESTER (INCLUDING THE MODEST EXPANSION OF CHARMINSTER)

CONCEPT STATEMENT

Overarching Vision for North 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.
- The development will deliver the number of homes, workspace and infrastructure necessary to enable the town to continue to grow as a well-planned cohesive whole.
- The development will 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 North Dorchester 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 Dorchester development and the expanded village being maintained.

Environmental performance:

The development of North 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 carbon emissions from the new dwellings and other buildings to a level below that required through building regulations will be encouraged.

Integrating North Dorchester into the Landscape:

North Dorchester 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

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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 and the provision of a new schooling campus, excellent employment and education opportunities will be made available.

Providing and Delivering Infrastructure:

The development of North 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.

- 11.5.3 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 road connection between the A35(T) and the A37 at the earliest opportunity. The site will deliver an average of around 240 dwellings per year.
- 11.5.4 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

- 11.5.5 It is anticipated that in the region of 3,500 new dwellings and at least 10ha of employment land will be provided within the site boundary.
- 11.5.6 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 an 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.

MOVEMENT STRATEGY

- 11.5.7 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. A route similar in form to Middle Farm Way, Poundbury would be likely to achieve all these different objectives.
- 11.5.8 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.

TYPE OF HOUSING

- 11.5.9 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.
- 11.5.10 The priority for the North Dorchester development will be to deliver a wide choice of high quality homes with a focus on housing for 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.
- 11.5.11 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.

PLANNING OBLIGATIONS

- 11.5.12 The development of the site will be exempt from CIL with infrastructure being delivered through a mixture of S106 and S278 legal agreements. The main infrastructure required includes but is not limited to:

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- 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;
- Additional healthcare provision in a form that meets the needs of the Dorset CCG and Dorset County Council Adult Social Care; and
- Upgrades to the water and sewerage network to serve the development.

11.5.13 In addition, there may be a need for prior extraction of sand and gravel across part of the site.

LANDSCAPE CONSIDERATIONS

11.5.14 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 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 Dorchester site. Within these views, several copse areas are visible which break up the agricultural field pattern.

11.5.15 Directly adjacent to the northern edge of Dorchester, covering the area to Cokers Frome Road, is designated as Land of Local Landscape Importance forming part of the Green Infrastructure Network.

11.5.16 Within the views from the AONB, parts of the North 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 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 within the development would help to break up the urban form.

11.5.17 Within the Land of Local Landscape Importance, the development should respect the character of the area, maintaining the separate form of Charminster village and maintaining the openness of the water meadows.

HERITAGE CONSIDERATIONS

11.5.18 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.

11.5.19 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 new development of North Dorchester.

- 11.5.20 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.
- 11.5.21 To the west of the North 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.
- 11.5.22 To the east of the North Dorchester site is Kingston Maurward College and the associated Registered Park and Garden, part of which falls within the Stinsford Conservation Area.
- 11.5.23 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's Conservation Area.
- 11.5.24 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 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 associated with the Roman and pre-Roman periods will need to be recorded and understood;
 - Harm to any of the numerous heritage assets including the conservation areas, registered park and garden, listed buildings and 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 given to the importance of the non-designated heritage assets associated with the former park and garden around Frome Whitfield House.
- 11.5.25 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.

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FLOOD RISK

11.5.26 The North 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.

11.5.27 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

11.5.28 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 exists 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.

11.5.29 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.

11.5.30 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 sewerage and agriculture contributes to the growth of algal mats which restrict the availability of suitable food. The North 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 ENV3.

11.5.31 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.

11.5.32 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

- 11.5.33 Green Infrastructure incorporates a varied range of green spaces that offer multiple benefits as set out in Policy ENV4. Green Infrastructure on the North 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.
- 11.5.34 Opportunities that exist within the North 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.

KEY DESIGN REQUIREMENTS

- 11.5.35 The area offers opportunities for good design offering a variety neighbourhoods demonstrating innovative design. Design cues should be taken from Dorchester as well as the surrounding villages to deliver a quality urban environment.
- 11.5.36 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 Dorchester development a sense of place and connecting it to the existing town.
- 11.5.37 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 AONB and surrounding countryside.
- 11.5.38 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.

DOR15. LAND NORTH OF DORCHESTER (PREFERRED OPTION)

- i) Land to the north of Dorchester will be developed in accordance with a masterplan produced for the site.**
- ii) The development will form a mixed use extension to the town delivering around 3,500 new homes, at least 10ha 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**

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- between Weirs Roundabout and The Grove) will be provided as part of the development.
- iv) The homes provided should meet the needs of the town with a focus on 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 CCG.
 - 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. Significant harm to designated and non-designated heritage assets should be avoided. 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 flood risk 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) The development should be at least nitrogen neutral. Opportunities for biodiversity enhancement on the site should be capitalised upon.
 - xii) A Local Nature Reserve (LNR) 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.
 - xiii) 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.

11-ii New Policy DOR15 proposes significant expansion of the town on land to the north of the water meadows including the delivery of a link road between the A35 and A37. The proposal includes new homes, employment land and new school provision. Do you have any comments on new Policy DOR15?

11.6 LAND TO THE WEST OF CHARMINSTER (PREFERRED OPTION)

- 11.6.1 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 but additional capacity exists within the larger area for further development.
- 11.6.2 Sites to the west of the village of Charminster will deliver smaller scale growth to complement the growth at North Dorchester. Key elements of the vision established for the North Dorchester development area are equally applicable to sites around Charminster.
- 11.6.3 In total, the development at this part of Charminster will deliver around 320 new dwellings focused on meeting 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.
- 11.6.4 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 Wier View. To minimise the impact on the Conservation Area and conflict with school traffic, access arrangements to sites on 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.
- 11.6.5 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.

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- 11.6.6 The impact on the Charminster Conservation Area needs to be given special consideration especially 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.
- 11.6.7 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 wider 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.

DOR16. LAND TO THE WEST OF CHARMINSTER (PREFERRED OPTION)

- i) Land to the west of Charminster is allocated for residential development to complement the growth at North Dorchester.**
- ii) The development will deliver in the region of 320 new homes offering a mix of tenures including affordable homes. The priority should be to meet the needs of families and the working age population.**
- iii) 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.**
- iv) Links between the developments and nearby cycle routes must be established to facilitate ease of travel to Dorchester by alternative to the car. Enhancements to the Frome Valley Trail will be required including removing the route from the highway where possible.**
- v) The development will contain measures to soften the western edge of Charminster in views from the AONB.**
- vi) 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.**

11-iii New Policy DOR16 proposes housing development on land to the west of Charminster. Do you have any comments on new Policy DOR166?

12 Crossways

12.1 INTRODUCTION

- 12.1.1 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 a railway station at Moreton Station, just to the north east in Purbeck District.
- 12.1.2 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.
- 12.1.3 Areas around the village hold 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.

12.2 VISION

- 12.2.1 In 2036 Crossways 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, including taking advantage of the opportunities of its proximity to a frequent rail service.

12.3 DEVELOPMENT STRATEGY AND MASTERPLANNING FOR THE WIDER CROSSWAYS AREA

- 12.3.1 The village of Crossways lies on the eastern edge of West Dorset with a small number of residential properties, a caravan park, public house and railway station located just over the border at Moreton Station in Purbeck. The two councils and Dorset County Council, which has responsibility for highways and minerals, need to work together to ensure that a co-ordinated approach to planning in the area is taken forward.
- 12.3.2 Crossways will see housing and employment development delivered through the allocation of sites in West Dorset and Purbeck Districts. Minerals extraction currently takes place in the area and further allocations are proposed in the Dorset Minerals Sites Plan.
- 12.3.3 Sites for development in West Dorset include:
- Land South of Warmwell Road – outline planning permission has been granted (subject to the completion of 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 (also subject to the completion of a legal agreement) has been granted for

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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.

- Land adjacent to Oaklands Park, Warmwell Road – planning permission has been granted for the construction of 49 homes and 8 commercial units (Use class B1).
- Land to the West of Frome Valley Road – outline planning permission has been granted for 85 homes, landscaping and creation of a SANG. A revised application with a reconfigured layout has been received for 140 homes and is currently being considered.
- Land at Woodsford Fields – this site is located to the north of Crossways between the existing built-up area and the railway. It has capacity for about 275 homes, additional open space provision and the expansion of the existing first school.
- Land West of Crossways – this site is located between the main built-up area of Crossways and the Silverlake holiday home development. It has capacity for about 150 homes, together with a SANG.

12.3.4 Sites for development in Purbeck include:

- Redbridge Pit / Morton Station – Purbeck District Council are considering two sites on the eastern edge of Crossways in the parish of Moreton. The combined sites have an estimated capacity of between 440 and 600 homes. Purbeck District Council consulted, between January and March 2018, on sites for inclusion in the review of its local plan. The consultation showed more support for a housing option that spread development across Purbeck, which if taken forward would result in the site at Redbridge Pit being allocated for about 440 new homes.

12.3.5 A co-ordinated approach to planning in the area is required to take account of a number of cross-boundary issues, including: impacts on nearby internationally protected heathlands; impacts from the nutrient loading (nitrogen) from development within the Poole Harbour Catchment Area on Poole Harbour; mineral (sand and gravel) deposits in the area; and impacts of traffic from the various housing, employment and minerals developments.

12.3.6 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 community's access to green spaces a co-ordinated master planning approach is required between developers, the local planning authorities and Natural England.

12.3.7 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.

- 12.3.8 Sand and gravel deposits may exist on potential housing and employment sites around Crossways. If viable deposits exist, Dorset County Council (as Minerals Authority) may require their prior extraction.
- 12.3.9 Dorset County Council plans to improve the connecting route with Dorchester through the construction of a link road to the West Stafford by-pass, which would enable a level crossing on the railway to be closed. Future development should not compromise the delivery of this route and should contribute towards its construction.
- 12.3.10 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. Development should also take advantage of the village's proximity to a railway station and should provide safer pedestrian and cycle access to it.
- 12.3.11 West Dorset and Purbeck District Councils and Dorset County Council will work with other stakeholders (including Crossways Parish Council, adjoining Parish Councils and Network Rail) to ensure that any development opportunities in the Crossways and Moreton Station area are fully coordinated through joint master-planning work. This work will take account of both strategic cross-boundary issues, such as the provision of improved road and rail connections and mitigation for the impacts on nearby heathlands, as well as more local issues, such as education provision and the possible provision of a new local centre.

CRS1. MASTERPLANNING FOR THE WIDER CROSSWAYS AREA

- i) West Dorset District Council will work with Purbeck District Council and Dorset County Council on masterplanning to address both the strategic cross-boundary and local issues for the wider Crossways area. Masterplanning will aim to co-ordinate the provision of housing, employment and associated infrastructure to ensure that over the long term, the most appropriate solutions are provided.**

- 12-i Former Policy CRS2 (now CRS1) has been amended to give a firmer commitment to masterplanning in the wider Crossways area. It also sets out the key issues that should be addressed through master-planning. Do you have any comments on new Policy CRS1?**

12.4 TOWN CENTRE STRATEGY

- 12.4.1 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.

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- 12.4.2 Proposals for enhanced retail provision in Crossways to serve the village would generally be supported to allow the settlement to become more self-sufficient. 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.
- 12.4.3 The provision of a local centre to meet the future retail needs of Crossways is a matter to be addressed through masterplanning work to be jointly undertaken with Purbeck District Council and Dorset County Council.

12.5 LAND SOUTH OF WARMWELL ROAD

- 12.5.1 Land to the south of Warmwell Road is allocated 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.
- 12.5.2 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.
- 12.5.3 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.
- 12.5.4 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 County Council to extract a proportion of the safeguarded minerals within the site.
- 12.5.5 These strategic and more local issues, as outlined in the policy below, should be addressed through masterplanning and any on and off-site provision and contributions to community infrastructure will be sought in line with Policy COM1 and 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.
- 12.5.6 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 site. There are also opportunities to enhance the public understanding of the monument.

CRS2. 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, Dorset County Council, Purbeck District Council, Network Rail and the local community, and agreed by West Dorset District 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 doctor's 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**

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management put in place; and

- **sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.**

12-ii Former Policy CRS₁ (now CRS₂) has been updated to reflect its progress towards the grant of planning permission. Do you have any comments on new Policy CRS₂?

12.6 LAND ADJACENT TO OAKLANDS PARK (PREFERRED OPTION)

- 12.6.1 Land adjacent to Oaklands Park has been granted planning permission for 49 homes, eight commercial units (Use Class B1) and associated landscaping.
- 12.6.2 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.
- 12.6.3 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.
- 12.6.4 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 (PREFERRED OPTION)

- i) Land adjacent to Oaklands Park, as shown on the policies map, is allocated for housing and employment.**
- 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 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.**

12-iii New Policy CRS₃ reflects the grant of planning permission on this site. Do you have any comments on new Policy CRS₃?**12.7 LAND WEST OF FROME VALLEY ROAD (PREFERRED OPTION)**

- 12.7.1 The site west of Frome Valley Road lies close to the existing built form of Crossways and the railway line. It already has outline planning permission for 85 dwellings with associated SANG provision. However, a planning application to increase the number of dwellings on the site to 140 is currently under consideration.
- 12.7.2 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. The outline consent includes a level of SANG provision (7.4 hectares) above the minimum required for 85 dwellings in this location. If the current (consented) level of SANG provision is not adequate to mitigate the potential negative impacts from the proposed increase in the number of dwellings on this site, further SANG provision will be required in association with other preferred options identified in the local plan review for Crossways.
- 12.7.3 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.
- 12.7.4 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 also addressed in a condition to the current outline consent for 85 dwellings.
- 12.7.5 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.
- 12.7.6 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 (PREFERRED OPTION)

- 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 will be required to mitigate any adverse effects upon internationally designated heathlands and should include the provision of a minimum of 7.4 hectares of Suitable Alternative Natural Greenspace (SANG).**
- 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 should retain and enhance existing areas of woodland, trees and hedgerows as part of the proposals.**
- 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.**

12-iv New Policy CRS₄ has been updated to reflect the grant of outline planning permission on this site for 85 homes and the proposed increase to 140 new homes. Do you have any comments on new Policy CRS₄?

12.8 LAND AT WOODSFORD FIELDS (PREFERRED OPTION)

- 12.8.1** 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.
- 12.8.2** 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.
- 12.8.3** 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.
- 12.8.4** A co-ordinated masterplanning approach between developers, the local planning authorities 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. An informal 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 sites CRS4 and CRS6, which are also in the same land ownership.

- 12.8.5 The development will need to be ‘nitrogen neutral’, in accordance with the Nitrogen Reduction in Poole Harbour SPD, to avoid impacts on Poole Harbour.
- 12.8.6 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.
- 12.8.7 The northern boundary of the site includes an area of plantation woodland adjacent to the railway line. There is also a small wooded area to the eastern side of the site. These features should be retained to provide screening in the wider landscape and to maximise biodiversity opportunities, including a wildlife corridor adjacent to the railway line.
- 12.8.8 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.
- 12.8.9 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 should also be enhanced.
- 12.8.10 Any on and off-site provision and contributions to community infrastructure will be sought in line with Policy COM1 and secured through a legal agreement. This will include (but will not be limited to) contributions towards:
- extensions to middle schools in Dorchester/ Puddletown and the upper school in Dorchester;
 - improved pedestrian / cycle links to Moreton railway station; and
 - a new road linking to road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing.

CRS5. LAND AT WOODSFORD FIELDS (PREFERRED OPTION)

- 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 expanded primary school.**
- ii) The development will be required to mitigate any adverse effects upon internationally designated heathlands. This will require the provision of 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 review.**

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- 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 should retain and enhance existing areas of woodland, trees and hedgerows as part of the proposals.**
- v) Sustainable drainage methods are required to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.**
- vi) 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.**

12-v New Policy CRS5 allocates this site for housing, informal open space provision and an extension to the adjacent first school. Do you have any comments on new Policy CRS5?

12.9 LAND TO THE WEST OF CROSSWAYS (PREFERRED OPTION)

- 12.9.1** 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 doctor's surgery as part of the CRS2 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.
- 12.9.2** 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.
- 12.9.3** A co-ordinated masterplanning approach between developers, the local planning authorities 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 CRS4 and CRS5, which are in the same land ownership.
- 12.9.4** The development will need to be 'nitrogen neutral', in accordance with the Nitrogen Reduction in Poole Harbour SPD, to avoid impacts on Poole Harbour.

- 12.9.5 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.
- 12.9.6 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.
- 12.9.7 There is an area of surface 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.
- 12.9.8 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 SANGs in the area.
- 12.9.9 Any on and off-site provision and contributions to community infrastructure will be sought in line with Policy COM1 and secured through a legal agreement. This will include (but will not be limited to) contributions towards:
- extensions to middle schools in Dorchester/ Puddletown and the upper school in Dorchester;
 - improved pedestrian / cycle links to Moreton railway station; and
 - a new road linking the road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing.

CRS6. LAND TO THE WEST OF CROSSWAYS (PREFERRED OPTION)

- 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 at Crossways in the local plan review.**
- iii) The development will be required to incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional nutrient**

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loading upon the Poole Harbour internationally designated sites.

- iv) The development should retain and enhance existing trees and hedgerows as part of the proposals.**
- v) Sustainable drainage methods are required to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.**
- vi) 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.**

12-vi New Policy CRS6 allocates this site for housing and informal open space provision. Do you have any comments on new Policy CRS6?

13 Bridport

13.1 INTRODUCTION

- 13.1.1 Bridport (including the adjoining parishes that form part of the built area of the town) has a population of over 13,600 and is the second largest town in West Dorset. There is a significant demand for housing, employment and retail development, including a substantial affordable housing need. Bridport is also the service centre for a large surrounding rural area in the west of the district. It is relatively self-contained with a good balance between jobs and housing.
- 13.1.2 Bridport has a strong industrial heritage of rope making that goes back at least as far as Roman times. Net and rope making is still carried out in the town but is less extensive than it was. Some of the 19th and early 20th century buildings associated with rope and net works remain in the town, and the tradition is reflected in the long linear plots that were once rope walks. This industrial archaeology has been identified as being of national importance by Historic England.
- 13.1.3 Bridport is located within the Dorset Area of Outstanding Natural Beauty (AONB) and it is a major challenge for the local plan review to protect the countryside views, river valleys and green spaces that form an essential part of the town's character, while at the same time providing for development to meet the town's needs and maintaining the balance between jobs and housing.
- 13.1.4 A neighbourhood plan for the Bridport area is currently being prepared.

13.2 VISION FOR BRIDPORT

- 13.2.1 In 2036 Bridport will:
- still be seen as a working town with a good balance between housing and jobs and a vibrant town centre providing shopping, cultural and other facilities to the rural hinterland;
 - focus development on meeting local needs for jobs and housing, providing opportunities for young people to stay in the area and exploring innovative and sustainable ways of meeting these needs;
 - have protected the surrounding AONB landscape and floodplain, along with the countryside views and green spaces that contribute significantly to the town's character;
 - have made sure that development recognises the key features that make Bridport special, such as the rope and net-making legacy, the river corridors through the heart of the town that link to the coast, and the surrounding hills with their crowns of trees
 - be a low impact sustainable town, building on its reputation for local food and produce, developing sustainable tourism, and encouraging alternatives to the private car.

13.3 TOWN CENTRE STRATEGY

- 13.3.1 Bridport is identified as a ‘town centre’ in the retail hierarchy for the plan review area. It performs an important role as the retail and service centre for the surrounding rural area in the west of the district.
- 13.3.2 The main town centre uses are concentrated along West Street, East Street and South Street. The town centre, as shown on the policies map, forms a ‘T’ shape running from just south of the Church Street junction on South Street to West / East Street. To the west, the town centre boundary runs from the St Michael’s Lane / West Street Junction to the East Street / Barack Street / King Street junction. The primary shopping area reflects the same ‘T’ shape and covers a slightly smaller area, defining where retail uses are concentrated.
- 13.3.3 The primary shopping frontage runs along the main length of the southern side of West Street / East Street, to the centre and east of the northern side of East Street and to the north of South Street. The secondary shopping frontage includes the units to the south of South Street, west of the northern side of West Street and the units to the far east of East Street.
- 13.3.4 The town is well represented in terms of financial services, has a strong offer of arts and cultural facilities and benefits from its historic environment and buildings. The retail offer is complemented by a popular street market which is held along the three main streets.
- 13.3.5 Bridport has a relatively good range and choice of food and convenience stores. Only a limited need for new floorspace for food retail has been identified over the plan review period. The retail assessment suggests that 175 sqm might be needed by 2036. This need could be met through the extension of existing stores or a new small convenience store.
- 13.3.6 Bridport also has relatively good non-food retail provision. As well as high profile national multiple retailers there are a range of quality independent retailers trading in the town centre. The retail assessment suggests that there is capacity for more comparison retail space during the plan review period. Up to 2,731 sqm could be needed by 2036. Although it may be possible to achieve this level of provision through infill and / or change of use applications it might be necessary to develop a site or sites to help meet the need in full.
- 13.3.7 If needed, two possible sites have been identified as being appropriate for the expansion of town centre uses subject to impact and sequential tests. These are the public car parks at Rope Walks and the area surrounding the Tannery Road Bus Station.
- 13.3.8 The provision of public car parking close to the town centre is important to its continuing success, and therefore any development on these sites will need to take this into account. Any redevelopment of the Tannery Road area should not compromise the opportunity to create a community-based transport hub for Bridport. A scheme here could be dependant on the relocation of the bus station and depot.
- 13.3.9 The design and development of the sites will be influenced by the location within the conservation area and the nearby listed buildings.

13.3.10 Some of these areas do not currently have active frontages onto the street (particularly where buildings have been demolished and replaced by surface car parks), and it is important that the opportunity is taken to redress this loss. Development should ensure integration into the existing town centre, which may be achieved through the provision, strengthening and enhancement of suitable accesses.

13.3.11 While each site could be considered in isolation there may be benefit to a holistic approach.

BRID1 FUTURE TOWN CENTRE EXPANSION

- i) Land at Rope Walks and Coach Station Car Park, as identified on the policies map, will be the preferred location for future expansion of the town centre area.**
- ii) Any scheme will need to retain an appropriate amount of public car parking.**
- iii) Development must respect the character of the conservation area and other heritage assets.**
- iv) Any scheme should be integrated with the existing town centre and its main shopping streets.**

13-i Former Policy BRID₄ (now BRID₁) has been amended to cover a wider range of issues in relation to sites for the possible future expansion of Bridport town centre. Do you have any comments on new Policy BRID₁?

13.4 DEVELOPMENT STRATEGY

13.4.1 Sites that will help achieve the vision for the town include:

- Vearse Farm urban extension to the west of Bridport – which has the capacity for a mixture of homes, jobs and community facilities, including a new school and approximately 4ha employment land;
- Land east of Bredy Veterinary Centre – a small site that could come forward within the early part of the plan period, with the capacity for about 40 homes; and
- St Michael’s Trading Estate - the regeneration of this site just outside the town centre through mixed use redevelopment will help to secure the retention of the historic buildings and provide local jobs.

13.4.2 The relocation of Dorset County Council social services and highway depot will allow their sites to be redeveloped in accordance with the generic policies in this plan. These sites lie within the defined development boundary north of the Crown Inn roundabout and while they are not directly accessed from the A35, it is an important gateway location to the town. These sites would need to be sensitively designed to respect the nearby listed

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buildings. The retention of green space and trees would also be required as part of any development.

- 13.4.3 Land to the south of Shoe Lane off Sea Road North (adjoining St Andrew's Trading Estate) was previously allocated for employment but has not been developed due to abnormal land costs. Whilst there is no objection in principle for the site being developed, its deliverability remains questionable (and there is no suitable access for alternative uses such as housing). For these reasons the site is not considered suitable for allocation, but would be suitable for development if and when it becomes economically viable.

VEARSE FARM URBAN EXTENSION

- 13.4.4 Land at Vearse Farm, within the line of the bypass, is designated to meet the long term needs of the town, with new homes, employment workspace and community facilities, including a new school, leisure and recreation facilities and public open space. It is close to the town centre with potentially good pedestrian and cycle connections. The site is relatively well contained in wider views of the town from all directions, and there are some well-established hedgerows within and around the perimeter of the site that should be retained, reinforced and managed as part of any development. The developable area of the site is limited by the floodplain of the River Symene, surface water drainage, its proximity to the bypass and rising land to the south.
- 13.4.5 The whole Vearse Farm site could deliver up to 930 new homes. This includes about 760 on the main site (which has planning outline permission, subject to the completion of a section 106 planning agreement) with a further 170 homes on three residual sites, namely: land at Vearse Farmhouse; land west of Coronation Road; and land to the west of Pine View. The site will also deliver approximately 4 hectares of employment land.
- 13.4.6 Delivery will be phased over 10 or more years, with the intention of providing in the region of 100 homes a year with an equivalent proportion of employment workspace and community facilities. This level of growth will require the expansion of local primary school provision which cannot easily be done on the existing school sites in the Bridport school catchment. As such, a school site for a two-form entry primary school will need to be included in the urban extension. Some of the employment land should be set aside for 'affordable' community-led business development such as small start up units (on a similar basis to affordable housing as a percentage of open market employment provision). There is also the potential to explore the concept of including a community farm on the site and a replacement facility for Sydney Gale House residential care home run by Dorset County Council.
- 13.4.7 Vearse Farmhouse is a Grade II listed building, which along with its associated outbuildings of historic interest, should be retained and restored as part of any scheme. There are also a number of heritage assets close to, and visible from the site, including: Bridport Conservation Area (including part of the Skilling estate); Grade I listed buildings, such as St Mary's Church and the Town Hall; Grade II* listed buildings, such as Downe Hall and St Swithun in North Allington; and Scheduled Monuments. The setting of these heritage

assets and the impact of development upon their significance must be taken into consideration and be used to inform the distribution and scale of built form on the site.

- 13.4.8 The land could be developed in phases, with the north-eastern parts of the site nearest to the town centre in the earliest housing phase. The floodplain of the River Symene and other areas prone to surface water flooding will be kept clear of development. The area in the far north-west of the site, which is more suited to less neighbourly employment uses, will be identified as a key employment site. This area could also benefit from direct access onto the B3162 West Road. Improvements to the junction of West Road with the A35 at Miles Cross will be required and additional traffic along West Allington may need more localised traffic management. On and off-site provision and contributions to community infrastructure will be sought in line with Policy COM1 and secured through a section 106 legal agreement.

BRID2. LAND AT VEARSE FARM

- i) Land at Vearse Farm (as shown on the policies map) will provide for the strategic growth of Bridport through a comprehensive mixed-use development, to include new homes, local community facilities (including land for a two-form entry primary school) and at least 4 hectares of employment land.**
- ii) Delivery will be phased with the intention of providing in the region of 100 homes a year with an equivalent proportion of employment workspace and community facilities.**
- iii) The main employment area will be designated as a key employment site and should be accessed directly from the B3162 West Road.**
- iv) The development will deliver highway improvements necessary for the development to go ahead, including improvements to the Miles Cross junction of the A35 with the B3162 West Road.**
- v) The development will provide footway/cycleway links from the site into Bridport town centre and to the surrounding areas, including the countryside and coast.**
- vi) The floodplain of the River Symene where it flows through the site and other areas prone to surface water flooding, will be kept free of buildings.**
- vii) Adequate noise mitigation measures will be provided to protect the amenity of future occupiers from vehicle and road noise generated by the A35 Bridport Bypass.**

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viii) The site should be developed in accordance with a masterplan prepared by the developer / landowner in conjunction with Symondsburry Parish Council, Dorset County Council, Bridport Town Council and the local community, and agreed by West Dorset District Council. The masterplan should ensure that:

- the design and layout relates positively to the surrounding area and does not have an adverse impact on the surrounding landscape and the setting of the town;
- an area of the site is reserved for a two-form entry primary school;
- there is adequate on-site provision of community infrastructure;
- the layout secures opportunities to provide improved access and recreational use and promote biodiversity within a network of spaces. The floodplain of the River Symene and the rising land to the south of the site will remain undeveloped and be managed appropriately for the long-term benefit of the local community and wildlife;
- good links to the wider footpath and cycle network are provided through the site;
- the layout allows for at least two points of vehicular access into the development from the public highway, and for a bus route through the site. Primary vehicular access should only be from the B3162, West Road (with the exception of emergency vehicles / public transport);
- strategic planting around the south and west perimeters of the site is carried out in advance of the site being developed. Existing hedgerows should be retained where possible and provision for their future retention and management put in place;
- an area of the site is reserved for employment uses that are less suited to being mixed with residential, and the location and layout of all uses has regard to safeguarding the residential amenity of nearby properties;
- the development is appropriately phased to ensure necessary infrastructure and mitigation measures are delivered in advance of occupation.

13-ii The supporting text to former Policy BRID₁ (now BRID₂) has been amended to clarify that the Verse Farm site has the capacity to deliver about 930 new homes (rather than 760 as originally envisaged). Do you have any comments on the changes to new Policy BRID₂?

LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPP AVENUE

- 13.4.9 This area is currently unmanaged waste ground but has good access to the strategic highway network and could be more productively used. There is an attractive row of mature beech trees and a public right of way along the southern boundary. The site lies outside the flood plain, which is also valued for its amenity, recreation and wildlife benefits, and development will also need to respond well to this green corridor. Species such as water voles and otters are currently using the bankside habitat alongside this allocation and a badger sett is found on site. The existing buffer between the development and river is ten metres wide and would provide a minimum functional wildlife corridor that will protect riverside vegetation and allow access through the site by otters, etc. However, a wider corridor would provide more space for establishing an appropriate interface between the built development and the wildlife corridor. It will also provide opportunities for improving riverside public access without compromising wildlife value. The layout of the development will therefore need to exploit opportunities to enlarge the existing buffer and provide high quality green infrastructure along the river corridor.
- 13.4.10 There are a number of heritage assets (including Scheduled Monuments) close to, and visible from, the site. For example the site is visible from the Bridport Conservation Area and opposite listed buildings. The site is in the Asker river valley which is historic floodplain pasture and is therefore considered to be a non-designated asset. The site also adjoins historic rights of way which include the continuation of Long’s Lane (on the southern boundary), which links to St Andrew’s Road within the Conservation Area. This rural route was in existence at least before the arrival of the railway in the 1850s. The setting of these heritage assets, and the impact of development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site.
- 13.4.11 Highway improvements may be needed to the right hand turn lane off Sea Road North and East Street roundabout.

BRID3. LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPP AVENUE

- i) Land to the east of Bredy Veterinary Centre, off Jessopp Avenue (as shown on the policies map) is allocated for housing.**
- ii) The development of the site will require a positive frontage onto Sea Road North and Jessopp Avenue. The boundary of the site with the river meadow areas will need sympathetic treatment, either through appropriate planting or a positive frontage. This should ensure that the riverside wildlife corridor along the banks of the Askers River is protected and enhanced with improved public access.**
- iii) The row of mature beech trees along the southern boundary of the site and public rights of way should be retained.**

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ST. MICHAEL'S TRADING ESTATE

- 13.4.12 St. Michaels Trading Estate is an area which makes an important contribution to the vitality of Bridport town centre. The site is occupied by an eclectic mix of businesses in traditional, small scale industrial buildings. The regeneration of St. Michael's Trading Estate is important to secure a viable future for both its historic (listed) buildings and the small-scale employment opportunities it provides for local businesses. The site has planning permission (subject to the signing of a legal agreement) for a scheme that includes residential development, which was necessary to make the scheme viable and cross subsidise the refurbishment and regeneration of the historic (listed) buildings.
- 13.4.13 There are a number of protected species that use the river and the bankside areas, which form part of a wider green network through Bridport. The development should not cause harm to this important corridor. Securing public access along the attractive riverside edge would also be a benefit. The riverside walk should include provision for the enhancement of habitats along the length of the river corridor, including on St Michael's Island.
- 13.4.14 Development of the site may be guided by the supplementary planning guidance for this area (adopted in 2002) which remains a material consideration.

BRID4. ST. MICHAEL'S TRADING ESTATE

- i) St. Michael's Trading Estate (as shown on the policies map) is designated for a comprehensive mixed-use development, subject to:**
- **the retention and restoration of buildings of historic interest;**
 - **ensuring the maintenance or enhancement of employment opportunities;**
 - **respecting the character of the conservation area, including the historic plot patterns;**
 - **the provision of a riverside walk; and**
 - **the provision for a wildlife corridor along the River Brit, including St. Michael's Island.**

14 Beaminster

14.1 INTRODUCTION

- 14.1.1 Beaminster is a small rural market town, located wholly within the Dorset Area of Outstanding Natural Beauty (AONB). It has a population of just over 3,000 and provides services and facilities to the surrounding rural area. It has a secondary school, a range of local shops and community facilities in its town centre, and some significant local businesses.
- 14.1.2 The historic routes and plot patterns radiate out from the small market square, and these, together with the local building materials, exert a strong influence over the character of the town. The Town Council is preparing a neighbourhood plan.

14.2 A VISION FOR BEAMINSTER

- 14.2.1 In 2036 Beaminster will:
- retain its attractive historic character and respect the beauty of the surrounding countryside whilst developing on a small scale, primarily to meet local needs for housing, employment and community facilities; and
 - improve accessibility to facilities and continue its role as a local service centre to surrounding villages.

14.3 DEVELOPMENT STRATEGY

- 14.3.1 Beaminster functions well as a small rural market town in the heart of the Dorset AONB. Future residential and employment development, primarily to the north and west of the town, presents an opportunity to maintain local services and increase economic prosperity.
- 14.3.2 Opportunities for development at Beaminster include:
- Land to the north of Broadwindsor Road, west of Beaminster, with capacity to provide around 170 homes;
 - Land at Land End Farm off Tunnel Road, north of Beaminster, with the potential to provide 0.7 ha of employment land;
 - Land to the West of Tunnel Road, north of Beaminster, with the capacity to provide around 120 homes; and
 - Land to the south of Broadwindsor Road, with the capacity to provide around 3.8 ha of employment land.
- 14.3.3 The town's setting entirely within the Dorset AONB, prominent heritage features and location within a natural bowl in the hills requires a sensitive and holistic approach to site layout and design. Landowners should consult with the Dorset AONB, Historic England and District Council to secure site layouts that minimise landscape and heritage impact.

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- 14.3.4 Beaminster is located at the sources of the River Brit and its tributaries. Environment Agency data identifies several pockets of higher flood risk associated with the river and areas susceptible to surface water flooding.

14.4 TOWN CENTRE STRATEGY

- 14.4.1 Beaminster fulfils the role and function of a 'local centre' with a relatively small number of shops and services serving the local population. The town centre boundary contains 'The Square' and extends the length of Hogshill Street also encompassing the town council offices on Fleet Street. The primary shopping area is centred on 'The Square' and extends to 18-26 Hogshill Street with primary shopping frontages defined around 'The Square' and secondary shopping frontages defined on the northern side of Hogshill Street and at 7-9 Hogshill Street on the southern side.
- 14.4.2 The centre is anchored by a Co-op store and this is supported by a number of local retailers selling food and convenience goods, which together serve the 'top-up' shopping needs of residents. There is a relatively strong comparison goods representation for a centre of its size and its offer comprises predominately independent retailers. Beaminster has an adequate provision of services. However, it is considered that there is scope, in qualitative terms, to improve leisure services provision in the town. There are also no banks in the town centre.
- 14.4.3 The retail assessment identified limited need for new retail floorspace up to 2036: 28 sqm net of new convenience goods floorspace; and 98 sqm net of new comparison goods retail. The historic nature of Beaminster and its very tightly configured centre, mean there are limited opportunities for additional retail development. However, the forecast need could easily be met through: the potential take-up of vacant units; the extension of existing stores (if viable); infill development (for example, 7-13 Hogshill Street); and / or potential change of use applications.

14.5 LAND TO THE NORTH OF BROADWINDSOR ROAD

- 14.5.1 Land to the north of Broadwindsor Road was previously a mixed use allocation in the 2015 local plan having previously been an employment allocation in the 2006 local plan. A planning application has been submitted on the south and western end of the site for up to 100 new homes and associated infrastructure. The remaining north eastern corner of the site is no longer considered suitable for employment uses as originally planned due to the recent consolidation of the Clipper Teas site and the new employment allocation proposed to the south of Broadwindsor Road. However, live-work units would be supported as part of this development.
- 14.5.2 Views into the site from the Wessex Ridgeway which runs to the south means that substantial strategic landscaping is needed. The wooded river channel to the east of the site provides a valuable linear wildlife habitat that should be protected as part of any development, by incorporating a suitably wide green buffer zone (likely to be at least 10

metres wide). Potential noise from the grain drying store to the south will need to be taken into account in the layout and design of buildings.

- 14.5.3 There are a number of heritage assets (including Scheduled Monuments) close to, and / or visible from the site. For example, the site is opposite the Grade II listed Lower Barrowfield Farmhouse. Other Grade II listed buildings could be affected to varying degrees such as Horn Park Farmhouse, Horn Park and the entrances to Horn Hill Tunnel. There is also a Roman fort on Waddon Hill and more local names such as 'Barrowfield' and 'Longbarrow Lane' suggest that there are pre-historic monuments in the locality together with other non-designated assets. The setting of these heritage assets and the impact of the development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site.
- 14.5.4 The site forms part of the approach to Beaminster from the west and should be developed with an active frontage in order to provide an attractive entrance to the town, with pedestrian links to the town centre.

BEAM1. LAND TO THE NORTH OF BROADWINDSOR ROAD

- i) Land to the north of Broadwindsor Road, as shown on the policies map, is allocated for housing and public open space.**
- ii) Proposals should come forward for the whole site accompanied by a detailed masterplan but applications for parts of the site may be permitted provided that they clearly demonstrate their proposals will contribute towards the creation of a single integrated community.**
- iii) The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows within and around the boundaries of the site, should be retained where possible. The development will also ensure the protection of the wildlife interest of the wooded river channel along the eastern boundary of the site.**
- iv) The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.**
- v) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along Broadwindsor Road.**

14-i. Land north of Broadwindsor Road is now proposed just for housing, although new employment development is proposed to the south of the road under new Policy BEAM4. Do you have any comments on the changes to Policy BEAM1?

14.6 LAND AT LANE END FARM

- 14.6.1 Land to the north of Beaminster at Lane End Farm is slightly separate from the town, and as such would not be suitable for new housing. However, employment uses may be appropriate if carefully managed, and this area has the potential to deliver up to 0.7ha of employment land. There is no pavement along this section of Tunnel Road, although there is sufficient highway verge to provide a pedestrian link to the town.
- 14.6.2 The surrounding land does rise up to overlook the site and the northern part is more elevated and exposed. The farmhouse building forms a distinctive feature in the wider landscape. The site boundaries and bridleway track are defined by mature hedgerows with occasional hedgerow oak trees. There is a minor watercourse along the eastern boundary and the south-east part is within a high flood risk zone and will need to be excluded from any development. A suitably wide wildlife corridor should be retained next to the river.
- 14.6.3 If development is brought forward in phases, preference will be given to developing the southern portion of the site nearest the town first.

BEAM2. LAND AT LANE END FARM

- i) Land to the north of Beaminster off Tunnel Road at Lane End Farm, as shown on the policies map, is allocated for employment.**
- ii) The development should retain and enhance the existing hedgerows, hedge banks and streamside vegetation, and provide a riverside wildlife corridor.**
- iii) The development will need to secure the delivery of a footway link to the town.**

14.7 LAND TO THE WEST OF TUNNEL ROAD (PREFERRED OPTION)

- 14.7.1 Land to the west of Tunnel Road is located on Beaminster's north-western edge. The site is located opposite Beaminster School and a short walk from town centre facilities. The site has the capacity to provide for about 120 new homes.
- 14.7.2 The site's strategic position on the edge of the town offers several opportunities to improve connectivity and traffic flows. Road access can be achieved onto Tunnel Road but must be designed to complement the existing school access. A bus stop should be provided on the B3162 alongside a footpath / cycleway to the town centre to offer a safe route for cyclists and pedestrians. Opportunities also exist to improve connectivity to new development planned on land north of Broadwindsor Road. The development sites are currently separated by a small tributary stream of the River Brit which will need to be crossed.
- 14.7.3 The site is on gentle rising land to the north. In order to minimise landscape impact and views to and from heritage assets, principally Waddon Hill a Schedule Ancient Monument and Horn Park a registered park and garden, built development will be kept to the southern end of the site. Proposals should seek the retention of existing hedgerows to reflect existing

boundaries and maximise biodiversity opportunities. To meet leisure standards, development will be expected to provide for on-site accessible public open space.

- 14.7.4 An assessment of surface water flows concludes that water at the western end of the site flows into the tributary stream that runs parallel with Cockroad Lane and the eastern end of the site runs into the culvert at Tunnel Road. Due to existing flooding issues alongside Tunnel Road, on-site attenuation is required before water enters the water course.

BEAM3. LAND TO THE WEST OF TUNNEL ROAD (PREFERRED OPTION)

- i) Land to the West of Tunnel Road, as shown on the policies map, is allocated for housing and public open space.**
- ii) The development will need to secure the delivery of an access onto Tunnel Road, a bus stop on the B3162 and a pedestrian / cycle link to the town. A road or pedestrian access to new development at Land North of Broadwindsor Road should be explored.**
- iii) Built development should be focused on the southern part of the site and designed to minimise any impact of views to and from heritage assets, principally Waddon Hill and Horn Park.**
- iv) The development should retain and enhance the existing hedgerows.**
- v) Measures to mitigate surface water flooding are required.**

14-ii Do you agree with the proposed allocation of land for housing development to the west of Tunnel Road, as set out in new Policy BEAM₃?

14.8 LAND TO THE SOUTH OF BROADWINDSOR ROAD (PREFERRED OPTION)

- 14.8.1 Land to the south of Broadwindsor Road is located on Beaminster's western side, to the south of the B3163, between Clipper Teas and Lower Barrow Farm. To support the expansion of local businesses in the area, this land is allocated for employment uses. The site has the potential to deliver up to 3.8 ha of employment land. As an expansion to local businesses, access can be achieved through the existing Clipper Teas site. To minimise landscape impact on a sloping site, development should be kept to the northern portion of the site. In order to soften development into the landscape and provide a buffer to nearby listed farm buildings, development should include structural planting along boundaries.
- 14.8.2 To support sustainable transport opportunities, a bus stop should be provided on the B3163. The development should also provide a footpath / cycleway to offer a safe link to

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the town centre. Two public footpaths cross the site and their connectivity should be maintained.

- 14.8.3 To prevent off-site flooding downstream at Broadwindsor Road and Clay Lane, flood mitigation measures should be provided.

BEAM4. LAND TO THE SOUTH OF BROADWINDSOR ROAD (PREFERRED OPTION)

- i) Land to the South of Broadwindsor Road, as shown on the policies map, is allocated for employment.**
- ii) Access should be provided from Broadwindsor Road. Development should also secure the delivery of a bus stop on the B3163 and a pedestrian / cycle link to the town centre.**
- iii) Built development should be focused on the northern part of the site and provide structural planting along boundaries.**
- iv) Measures to mitigate surface water flooding are required.**

14-iii Do you agree with the proposed allocation of land for employment development south of Broadwindsor Road, as set out in new Policy BEAM4?

15 Lyme Regis

15.1 INTRODUCTION

- 15.1.1 The historic coastal town of Lyme Regis lies wholly within the Dorset AONB at the westernmost edge of West Dorset. It has a resident population of around 3,600 with about 1,700 people living in the adjoining village of Uplyme in East Devon. It is one of Dorset's principal tourist resorts and an important centre for visitors to the Jurassic Coast World Heritage Site. As a result, the town has an issue with second homes: in 2011 more than 20% of the housing stock in Lyme Regis was second homes.
- 15.1.2 One of the key constraints in Lyme Regis is land instability mainly caused by coastal erosion. The 2013 Shoreline Management Plan identifies the town as a location that should continue to be defended and additional coastal defence works have recently been completed to 'hold the line'.
- 15.1.3 The town is relatively self-contained in terms of employment, with approximately 1,500 economically active residents and 1,300 people working in the town. Employment is predominantly in the accommodation and food service sectors with major employers being Dorset County Council and Lyme Regis Community Care Ltd.
- 15.1.4 Challenges for the local plan review include taking advantage of the economic benefits of tourism and the World Heritage Site location, while meeting the local needs for affordable housing and jobs, and protecting the town's unique character and environment.

15.2 A VISION FOR LYME REGIS

- 15.2.1 In 2036, Lyme Regis will:
- retain its unique coastal character while developing to meet local needs (as far as is possible within the various constraints on development), with a focus on affordable housing, so as to retain a viable mixed-age community;
 - develop its role as a visitor and educational centre on the Jurassic Coast, with a strong identity based on its geological heritage and fossil interests;
 - tackle access issues in the town including transport issues through effective traffic management, and improve pedestrian access in and around the town centre;
 - adapt to the effects of global warming, due to the town's position on an unstable coastline;
 - have a positive relationship with the nearby village of Uplyme, with the two communities working together to meet their needs.

DEVELOPMENT STRATEGY

- 15.2.2 Development opportunities in and around Lyme Regis are limited due to: the lack of sites close to the town centre; land instability; highway and landscape constraints. The

continuation of an extant permission on land south of Colway Lane will provide a further 45 houses, but otherwise sites on the edge of the town, further from services and facilities, have had to be considered. Development opportunities include:

- Woodberry Down – which is being developed and nearing completion;
- Woodberry Down Extension – a continuation of the current development site able to provide up to 40 units.

15.3 TOWN CENTRE STRATEGY

- 15.3.1 Lyme Regis is classified as a 'Town Centre' as defined in the NPPF. It is tightly configured with the majority of the primary shopping area concentrated along Broad Street, with a small area including Bridge Street and Silver Street. The primary shopping frontage is concentrated purely along Broad Street.
- 15.3.2 Vacancy rates are much lower than average in the town centre indicating a healthy performance. However, access to the town centre is difficult with narrow roads and pavements causing congestion on the roads at busy times. There are also limited numbers of pedestrian crossings throughout the centre.
- 15.3.3 The types of shops / amenities in the town centre are very much geared towards the tourism industry with the proportion of leisure services, restaurants, cafes and pubs being higher than average. However, the town centre is lacking in services for local residents, for example there are no retail banks, no opticians, laundrette / dry cleaners, mobile phone store etc. It would benefit from a broader range of goods being sold to readjust the balance between tourist and local needs.
- 15.3.4 Lyme Regis also lacks a major food store, resulting in residents having to travel to Seaton, Bridport and Axminster for the majority of their bulk food shop. Overall Lyme Regis is sufficient as a 'top-up' centre, however residents do need to travel to surrounding centres for additional services.
- 15.3.5 Although a new larger food store in Lyme Regis would benefit local residents, there is limited quantitative need for new convenience goods floorspace over the plan period; 17 sqm net by 2021, increasing to 48 sqm net by 2033 and to 69 sqm net by 2036. The need for new comparison goods floorspace, is also limited, being forecast as 45 sqm net by 2021, increasing to 170 sqm net by 2031 and 245 sqm net by 2036.
- 15.3.6 The forecast quantitative need could be met through: the potential take-up of vacant units, such as the Three Cups Hotel; the extension of existing stores (if viable); and / or potential change of use applications. A larger food store would be more difficult to accommodate and although the retail assessment examined four possible sites, it concluded that all were highly constrained in terms of location and access, and none were suitable for retail development at this time.

15.4 WOODBERRY DOWN EXTENSION (PREFERRED OPTION)

- 15.4.1 This site would form an extension to the Woodberry Down development, which is currently nearing completion, and could link into existing infrastructure and services.
- 15.4.2 The site is located within the Lyme Regis and Charmouth Land Instability Zone 2 and will require an appropriate ground stability report to be prepared by a suitably qualified and experienced engineer to demonstrate that the development can be carried out safely. The report should identify any mitigation and stabilisation measures required to ensure there would be no adverse effect on slope stability both on and surrounding the site.
- 15.4.3 The site has a number of drainage issues, which may have implications both for surface water flooding and land instability. These issues will require further assessment and an appropriate mitigation strategy.
- 15.4.4 The site is located wholly within the AONB and needs to be sympathetically designed with appropriate landscaping and screening to ensure that the landscape and scenic beauty of the AONB are not harmed.
- 15.4.5 Although the site is located away from services and facilities in the town and may result in additional car trips, the option of walking should be available through the provision of a footway linking into the existing footway network.

LYME1. WOODBERRY DOWN EXTENSION

- i) Land to the west of Woodberry Down, as shown on the policies map, is allocated for housing and associated public open space.**
- ii) It must be demonstrated that the site is stable or could be made stable, and that the development would not trigger landsliding, subsidence, or exacerbate erosion within or beyond the boundaries of the site.**
- iii) Viable and deliverable drainage strategies will need to be factored into any development scheme on the site.**
- iv) The development will require tree and hedge planting along the edges of the site in advance of the site being developed, and existing trees and hedgerows on the site should be retained where possible.**
- v) Provision of a footway is required to link with current footways into the centre of Lyme Regis.**

15-i Do you agree with the proposed allocation of land for housing to the west of the current Woodberry Down development, as set out in Policy LYME1?

16 Sherborne

16.1 INTRODUCTION

- 16.1.1 The historic market town of Sherborne, with a population of 9,645, is the main centre for the northern part of the district. The town has a wide range of facilities including a large number of small specialist businesses.
- 16.1.2 Sherborne has strong links with Yeovil (in South Somerset) to the west, Wincanton (also in South Somerset) to the north but also good connections with Dorchester to the south, and Sturminster Newton and Shaftesbury (both in North Dorset) to the east. The town also plays host to a number of private schools which are significant local employers.

16.2 VISION FOR SHERBORNE

- 16.2.1 In 2036 Sherborne will:
- be a place where the outstanding historic and cultural character of the town and its landscape setting are conserved and enhanced;
 - have a thriving arts and cultural offer;
 - use the historic interest, arts and cultural activities as a basis for tourism, with the town becoming a key inland visitor destination;
 - have a better balance of housing and jobs;
 - have improved accessibility to public transport with enhanced traffic management;
 - be a place where residents of all ages are given the opportunity to use a wide range of community facilities;
 - continue to benefit from the nationally and internationally important educational establishments in the town;
 - support high quality design in the built environment; and
 - continue to maintain a physical and visual separation from Yeovil.

DEVELOPMENT STRATEGY

- 16.2.2 Although Sherborne is not within the AONB like a number of the other towns in West Dorset, the high number of heritage assets in the town including Sherborne Castle and Sherborne Abbey and the surrounding topography, restrict development opportunities. Development sites in Sherborne include the following:
- Land at Barton Farm - the continued development of the site allocated in the 2006 Local Plan for housing, employment and community uses. Phase 1 has been completed with Phase 2 currently under construction;
 - Land at Sherborne Hotel - allocated in the 2006 Local Plan for employment development, the site remains relevant as an important gateway site to the town. The

site now benefits from planning permission for a 24 bedroom hotel and 119 extra care units;

- Former gasworks site, Gas House Hill –The site is well located, close to the town centre and railway station. It has not been developed for a number of reasons linked to viability and access. Some of the remediation work is now complete and a mixed use development is considered the most feasible solution to redeveloping this brownfield site.

16.2.3 The longer term growth of Sherborne will be delivered through development focused to the west of the town. Three areas are allocated for development, delivering housing and employment land. These areas will be master planned together to coordinate their delivery. The areas will deliver highway improvements and will continue to be developed beyond the end of the plan period (i.e. beyond 2036).

- Further land at Barton Farm - to the northwest of the current Barton Farm site delivering a link between the A30 and the B3148 Marston Road.
- Land North of Bradford Road – between the A30 and Bradford Road, enabling a new access route off of the A30 to deliver an alternative route to The Abbey Primary School and onto Bradford Road
- Land South of Bradford Road – to deliver additional homes, primary school provision and employment land with direct access onto the A30 through the North of Bradford Road development. Access to The Abbey Primary School through this site would relieve some traffic pressure on Lenthay Road.

16.3 TOWN CENTRE STRATEGY

16.3.1 Sherborne town centre is an accessible centre with good bus, rail and road links. The town centre has a good provision of retail and financial services in the town with low levels of retail vacancies. The town benefits from a high concentration of independent non-food retailers which make up the vast majority of the town centre adding to the diversity, vitality and viability of the centre as a whole. There is however a below average provision of leisure uses (including cafes and restaurants) within the town centre.

16.3.2 The town has a good convenience provision with larger shops including Waitrose and Sainsbury's supported by other smaller providers including a number of grocers, delicatessens and bakers. There are also several markets which provide additional diversity including the Sherborne Vintage market and Sherborne Farmers' Market which are both held at regular intervals each month.

16.3.3 The centre of Sherborne is classified as a 'Town Centre' within the hierarchy of centres in the plan area. Sherborne's primary shopping area is located in the centre of the town and is concentrated mainly along Cheap Street with a small amount extending into Half Moon Street, Long Street, Newland and The Green. The primary shopping frontages include all of Cheap Street with the secondary frontages including Half Moon Street, Longstreet and The Green. These town centre boundaries are shown on the policies map.

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- 16.3.4 The retail capacity assessment identified a need for 1,245 sqm net of new comparison goods floorspace in the town by 2036. There was however limited need identified for additional convenience floorspace with a requirement for only 54 sqm net by 2036.
- 16.3.5 Overall the historic nature of the town centre provides a good, well maintained environmental quality. However, there is a lack of public open space and seating within the centre which if improved could attract more people to the town centre.
- 16.3.6 The historic character of the town is a significant asset to the town however it does also restrict large scale development opportunities. Within the town centre there are a number of opportunities for enhancement through the redevelopment of redundant or underutilised sites. The redevelopment of the former tennis courts as a new arts centre with access off the Old Market Place (to the rear of Cheap Street) is one example which currently benefits from planning consent.

TOWN CENTRE EXPANSION

- 16.3.7 Although large scale opportunities for town centre development are limited, the car park areas to the rear of Cheap Street are the most suitable location for the future expansion of the town centre. The provision of public car parking close to the town centre is also important to its continuing success, and therefore any development will need to take this into account.
- 16.3.8 Due to the significance of the heritage assets within the town centre any proposals for development will need to be sensitively designed to minimise impact. Where possible, development proposals should look to enhance the public appreciation of heritage assets within the centre.
- 16.3.9 Any development should be well-integrated with the existing primary shopping area with adequate connections to Cheap Street.

SHER1. FUTURE TOWN CENTRE EXPANSION

- i) Land at Newland Car Park North and Newland Car Park South, as identified on the policies map, is the most suitable site for future expansion of the town centre area.**
- ii) Any development proposals for the site should offer improved linkages to the existing primary shopping frontage and will need to retain the existing level of public car parking.**
- iii) Development of the site should result on an overall enhancement of the historic core of Sherborne.**
- iv) Once completed, the area will form part of the primary shopping area of the town.**

16-i The Town Centre Strategy for Sherborne focuses expansion of town centre uses at Newland North and South car parks. Do you agree that this is the most appropriate location for town centre expansion?

16.4 LAND AT SHERBORNE HOTEL

- 16.4.1 This site was previously allocated in the 2006 Local Plan for employment uses including the retention of a hotel on the site. The hotel is considered to be important locally in sustaining tourism and accommodating visitors to the local schools and businesses. This is relevant to the town vision of becoming a key inland visitor destination. The site was granted planning permission in November 2017 for a 24 bed hotel and 119 unit Extra Care facility.
- 16.4.2 The development of the site will require improvements to the existing vehicular access with Horsecastles Lane to improve highway safety. In addition pedestrian and cycle paths links from the site to the A30 Yeovil Road and the existing network of cycle and foot paths will be required.
- 16.4.3 The site is visually prominent in the street scene and therefore any development will need to be designed to a high specification to reflect the gateway status of this location.

SHER2. LAND AT SHERBORNE HOTEL

- i) Land at Sherborne Hotel, as shown on the policies map, is a key gateway site allocated for the retention and or expansion of the hotel and other appropriate business uses.**
- ii) The development will include pedestrian and cycle links to facilitate ease of access to existing services and amenities**
- iii) The development should be designed sympathetically to take into account the close proximity of the site to the Sherborne Conservation Area and its location at a 'gateway' to the town.**
- iv) The development will retain the existing mature trees and hedgerows and include additional tree/shrub planting to prevent overlooking into the existing properties on the southern boundary of the site and to soften the northern boundary to the A30.**

16.5 FORMER GASWORKS SITE, GAS HOUSE HILL

- 16.5.1 The former gas works site was previously allocated in the 2006 Local Plan for employment. The site is well located, close to the town centre and railway station, however further connectivity for pedestrians and cyclists would be beneficial.

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- 16.5.2 Although remediation work has been undertaken to address on-site contamination issues the site has not been developed for a number of reasons primarily linked to viability. A mixed use allocation for both housing and employment should provide greater flexibility to allow this site to be redeveloped effectively and reduce the potential impact on the amenity of the existing homes on Gas House Hill.
- 16.5.3 The access arrangements will need to be improved, as the current arrangements are narrow and partially within the flood plain. The site slopes steeply down from New Road, and has a thick boundary of mature trees to the north, west and south which should be retained to minimise impact on wider views. There may be structural problems with the retaining wall along the southern boundary which would need to be resolved.
- 16.5.4 The site is relatively close to the important heritage assets of Sherborne Castle and associated park and garden and the Sherborne Conservation Area. The development of the site will need to be designed to minimise impact on these heritage assets and include appropriate screening to achieve this.

SHER3. THE FORMER GASWORKS SITE, GAS HOUSE HILL

- i) The Former Gasworks Site, as shown on the policies map, is allocated for housing and employment land.**
- ii) The development will include pedestrian and cycle access to link the site to existing services and amenities.**
- iii) The development of the site will need to minimise impact on nearby heritage assets including Sherborne Castle, park and garden and Sherborne Conservation Area.**
- iv) A landscape strategy will be required to minimise impact on wider landscape views.**
- v) To mitigate potential flood risks, only the area outside the flood risk zone at the former Gasworks on Gas House Hill, is allocated for housing and employment.**

16.6 BARTON FARM

- 16.6.1 Land at Barton Farm was allocated in the 2006 Local Plan to meet the development needs of Sherborne up until 2016. Phase 1 has now been completed and Phase 2 of the site is now underway. The existing permission for the site would deliver around 170 new homes along with 4.2 ha of employment land and community, leisure and recreation facilities. Within the allocated site, additional capacity has been identified which could deliver additional new homes although a new planning permission would be required to facilitate this additional capacity.

SHER4. LAND AT BARTON FARM

- i) Land at Barton Farm, Sherborne, as shown on the policies map, is allocated for a comprehensive mixed use scheme for employment and residential development together with public open space. Development will be phased in accordance with the adopted Barton Farm Development Brief 2007, and will include the following:
- comprehensive landscape treatment to the boundaries of the site and within the development or enhancement of the site;
 - the land should be developed comprehensively in association with employment uses and the provision of public open space;
 - the phased development of the land to ensure that the employment facilities and the public open space are brought forward ahead of or in association with the housing development;
 - the completion of junction improvements to the Sheeplands Lane/ Yeovil Road A30/ Horsecastles Lane (A352) junction and the widening of Sheeplands Lane to allow for two way traffic along part of its length;
 - the provision of pedestrian access routes and cycle ways to the town centre, schools and other local facilities such as bus stops and the train station; and the provision of public transport infrastructure;
 - the housing development should include a range of sizes, types and tenures including affordable housing to meet local need;
 - the provision of community infrastructure where appropriate to include open space and educational facilities.

16.7 DEVELOPMENT TO THE WEST OF SHERBORNE

- 16.7.1 The future long term growth needs of Sherborne will be met through the development of three areas to the west of the town. These sites will be master planned to enable the coordinated development of the three sites and the delivery of new homes, employment land and infrastructure for the town.
- 16.7.2 As part of the development, new junctions and road linkages will be necessary to serve the development areas and to help relieve traffic congestion on the existing road network. Further school provision will be necessary including expanded primary provision at Sherborne Abbey Primary School and further provision at the Gryphon School.

BARTON FARM EXTENSION (PREFERRED OPTION)

- 16.7.3 The existing development site at Barton Farm will be extended to the north and west. The development of this site will deliver around 470 new homes with the primary access

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achieved directly from the A30 via the road installed for the existing Barton Farm site. The site will form part of the wider development area to the west of Sherborne with the area being master planned to coordinate development and to offer enhanced benefits for the town.

- 16.7.4 As part of the development of this site, a road will be required linking the A30 to the B3148 Marston Road. This route will relieve traffic at the junction of Marston Road with the A30 at Newell. This link route should be developed to function as the priority route for traffic travelling along Marston Road. Further junction improvements may be necessary at Newell once the link route has been developed.
- 16.7.5 The site rises to higher ground towards its northern limits. To minimise the impact on local landscape, the higher ground will need to incorporate landscaping and be sensitively designed. In this area, building heights should be lower and further tree planting could help to minimise landscape impact. The development will create a new entrance to Sherborne for traffic travelling from the west and therefore will need to be designed with this in mind.
- 16.7.6 Due to the sloping nature of the site, there is the potential for significant surface water runoff which will require mitigation. As the existing storm water drainage in this part of the town is already stretched at times of heavy rainfall, significant attenuation of surface water flows from the site will be necessary as part of a viable and deliverable drainage strategy.
- 16.7.7 The site is also partly within the Mineral Safeguarding Area and the prior extraction of sand and gravel may be required.

SHER5. BARTON FARM EXTENSION (PREFERRED OPTION)

- i) Land north and west of Barton Farm, as shown on the policies map, is allocated for residential development.**
- ii) The development of the site will deliver a new road linking the A30 with the B3148 Marston Road as part of the built form. Further junction improvements at the Marston Road junction with the A30 at Newell may also be necessary.**
- iii) To enable ease of access to the town centre and other facilities, pedestrian and cycle links to the town are required. The scheme should be designed to provide a positive frontage along the new link road and the existing Marston Road.**
- iv) Development will need to include sufficient landscaping to reduce impact on views from the south including retention of existing mature trees and hedgerows.**
- v) Impact on important heritage assets within the town will also need to be given careful consideration. This includes the impact on the setting of Sherborne Castle and associated park and garden.**

vi) The development of the site should be in accordance with a master plan covering this site and the two other allocated sites to the west of Sherborne.

16-ii Policy SHER₁ in the current local plan allocates land at Barton Farm for housing development. New policy SHER₅ proposes further housing development to the north and west of this site. Do you have any comments on new Policy SHER₅?

LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)

- 16.7.8 Land to the north of Bradford Road will be developed to provide about 220 new homes for the town. A new junction on the A30 will be necessary to serve the development with the route connecting through the development to Bradford Road. With the provision of a new access onto the A30, the junction onto the A30 via Low's Hill Lane will be closed to remove a highways safety issue.
- 16.7.9 Currently, the junction of Bradford Road and Horsecastles Lane can be problematic at peak times. Provision of the new access onto the A30 will help to alleviate this however, there maybe a need for further improvements to this junction as a result of any additional traffic that may use Bradford Road.
- 16.7.10 The site will form part of the wider development area to the west of Sherborne with the area being master planned to coordinate development and to offer enhanced benefits for the town.
- 16.7.11 The development site is adjacent to a number of existing residential properties and would therefore need to be sympathetically designed to lessen impacts on the current residents. In addition, the site's location adjacent to the A30 will require careful treatment to ensure that the amenity of future residents is not adversely affected by traffic travelling along the A30.
- 16.7.12 The site will be required to provide pedestrian and cycle links to the town centre and other facilities to improve the connectivity of the site by means other than by car and to aid in its integration within the town.
- 16.7.13 Due to its prominent location on the main route into the town, the design of the development on this approach will require careful treatment. Enhanced tree screening along the northern edge of the site will help to minimise impact.
- 16.7.14 The site is partly within the Mineral Safeguarding Area and the prior extraction of sand and gravel may be required.

SHER₆. LAND NORTH OF BRADFORD ROAD (PREFERRED OPTION)

i) Land north of Bradford Road, as shown on the policies map is allocated for

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residential development.

- ii) The development will be served via a new junction on the A30 with a connection made through the development and to Bradford Road. The junction of Low's Hill Lane and the A30 will be closed. Further improvements at the junction of Bradford Road and Horsecastles Lane may also be necessary.**
- iii) To enable ease of access to the town centre and other facilities, pedestrian and cycle links to the town are required.**
- iv) The development will need to be sympathetically designed to limit impacts on existing residents adjacent to the site and take into account the proximity of the site to the A30. A landscape buffer along the A30 should be provided.**
- v) The development of the site should be in accordance with a master plan covering this site and the two other allocated sites to the west of Sherborne.**

16-iii New Policy SHER6 proposes housing development on land north of Bradford Road. It also proposes the creation of a new junction on the A30 to serve the sites North and South of Bradford Road and the closure of the junction of Low's Hill Lane and the A30. Do you have any comments on new Policy SHER6?

LAND SOUTH OF BRADFORD ROAD (PREFERRED OPTION)

- 16.7.15 Land south of Bradford Road will be developed to provide around 490 new homes and at least 5 Ha of employment land. The main point of access for the site will be via the development to the north of Bradford Road giving direct access to the A30. A road will be provided through the development connecting to Lenthay Road as an alternative access to Sherborne Abbey Primary School.
- 16.7.16 As employment uses are often within larger buildings, the new employment land to be provided as part of the development of this site will be in the north western corner within the screening provided by the existing mature tree belt. This location also gives an opportunity for vehicles serving the new employment area to access directly onto the A30 via the new junction thus minimising the impact on existing and new dwellings. Further pedestrian and cycle links to the town centre and other facilities will also be required.
- 16.7.17 To facilitate the growth of Sherborne, an additional 1.5 to 2 forms of entry at primary school level will be necessary. This will be provided through the expansion of Sherborne Abbey Primary School within or adjacent to the site boundary.
- 16.7.18 The development site is, in its south west edge, adjacent to Lenthay Common. The interaction between the development site and Lenthay Common will need to be carefully

treated. This area may be more appropriate for the provision of open space associated with the development or for a significant buffer to be provided. An alternative approach maybe to relocate the existing allotments in the south east corner of the site to the edge adjacent to Lenthay Common.

16.7.19 The impact on the existing properties on the eastern edge of the site will need careful consideration as will the relationship with Sherborne Abbey Primary School and Lenthay Dairy Farm. Proposals should retain the existing hedgerows and mature tree screen within the site to maximise opportunities for biodiversity enhancement and to break up the development form within the landscape.

16.7.20 The site is also partly within the Mineral Safeguarding Area and the prior extraction of sand and gravel may be required.

SHER7. LAND SOUTH OF BRADFORD ROAD (PREFERRED OPTION)

- i) Land south of Bradford Road, as shown on the policies map is allocated for residential and employment development delivering at least 5 hectares of employment land.**
- ii) The employment land provision will be within the existing mature tree belt in the north west of the site. The relationship between this employment land and Lenthay Dairy Farm will need careful treatment.**
- iii) The development will be served primarily via the new junction with the A30, proposed to be delivered as part of the development of the land north of Bradford Road. A link will also be provided between Bradford Road and Lenthay Lane to reduce traffic issues at Sherborne Abbey Primary School. In addition, pedestrian and cycle links to the town's centre and other facilities will be necessary.**
- iv) The expansion of Sherborne Abbey Primary School will be required as part of the development of the site.**
- v) The relationship between Lenthay Common and the development site will need to be sensitively designed through the provision of a buffer to the Common boundary or the relocation of the existing allotments adjacent to the Common boundary.**
- vi) Development will need to be sympathetically designed to limit impacts on existing residents adjacent to the site. Existing trees and hedgerows should be retained within the development.**
- vii) The development of the site should be in accordance with a master plan**

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covering this site and the two other allocated sites to the west of Sherborne.

16-iv New Policy SHER7 proposes housing and employment development on land south of Bradford Road. Do you have any comments on new Policy SHER7?