



# West Dorset, Weymouth & Portland Draft Local Plan



## Pre-Submission Draft

Development Plan Document for the area of West Dorset District and Weymouth & Portland Borough, including strategic policies, development management policies and development allocations. Agreed by West Dorset District Council and Weymouth & Portland Borough Council for consultation in June - July 2012.

# WEST DORSET, WEYMOUTH AND PORTLAND LOCAL PLAN

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## 1. INTRODUCTION

### 1.1 THIS LOCAL PLAN

#### 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. Nationally there is a presumption in favour of sustainable development and local councils are expected to plan positively for the needs of their area.
- 1.1.2 The local plan is the main basis for making decisions on planning applications. When adopted, planning decisions must be made in accordance with the local plan, unless material considerations indicate otherwise. And it gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. The local plan sits alongside the National Planning Policy Framework, which must also be taken into account in making decisions on planning applications and in the preparation of local and neighbourhood development plans.
- 1.1.3 Neighbourhood development plans, when adopted, will form part of the development plan. These are prepared by the local community (such as the parish or town council, or elsewhere a neighbourhood forum). These can be as simple, or as detailed, as local people want, provided that they are in line with national planning policy, and the strategic policies of the local plan. The policies contained in the neighbourhood development plan will effectively replace the non-strategic policies in the local plan for that neighbourhood, where they are in conflict.
- 1.1.4 Other development plan documents and supplementary planning documents may be produced when necessary to cover specific topics, sites or to provide more detailed guidance. These too will be taken into account in any planning decisions. All relevant planning policy documents can be seen at the council offices and on [www.dorsetforyou.com](http://www.dorsetforyou.com).

#### WHAT PERIOD DOES THIS LOCAL PLAN COVER?

- 1.1.5 The plan period extends to 2031. However it is likely to be reviewed well before the end of this plan period, in whole or in part, to ensure that there are sufficient developable sites available for future needs. It may also need to be updated to respond to unforeseen changes.

#### WHO PRODUCED THIS LOCAL PLAN?

- 1.1.6 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.
- 1.1.7 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.



## WHAT STAGE HAS IT REACHED?

	Consultation on Issues and Options	Various stages on the local plan for each council, ending in a joint consultation stage carried out in September - December 2011
	Consultation on 'submission document'	June-July 2012
	Submission to Government	February 2013
	Public Examination	May 2013
	Adoption	October 2013

1.1.8 This local plan has been informed by extensive background research and information, as well as much public consultation to identify local issues and people's views on what is important to them. For information on consultation so far you can read the consultation summary report on [www.dorsetforyou.com](http://www.dorsetforyou.com).

1.1.9 Following this period of consultation, the plan will be formally submitted, along with all the representations received and suggested changes, to the Secretary of State. It will be independently examined at a Public Examination which is expected to take place in May 2013.

1.1.10 This pre-submission draft is for public consultation from 1 June to 27 July 2012. To tell us what you think of the draft Local Plan please complete our online comments form at [www.dorsetforyou.com/newlocalplan/west/weymouth](http://www.dorsetforyou.com/newlocalplan/west/weymouth). If you are unable to use the online comments form please e-mail your comments to us at [s.policy@westdorset-weymouth.gov.uk](mailto:s.policy@westdorset-weymouth.gov.uk) or write to us at:

Local Plan Consultation  
West Dorset District Council  
Stratton House, 58/60 High West Street  
Dorchester DT1 1UZ

Local Plan Consultation  
Weymouth and Portland Borough Council  
Council Offices, North Quay  
Weymouth DT4 8TA

1.1.11 Copies of the plan and comments form are available at these offices from 8.30am to 5pm Monday to Thursday or 8.30am to 4.30pm Fridays, and also at libraries between 1 June until 27 July 2012. Drop-in events are being held so you can discuss the plan with a planning officer. Come along any time from 1pm - 7pm to these events at:

- Beaminster, Town Hall 19 June
- Bridport, Mountfield 20 June
- Lyme Regis, Woodmead Hall 21 June
- Dorchester, Corn Exchange 26 June
- Portland, St George's Centre 27 June
- Weymouth, Redlands Sports Hub 28 June
- Crossways, Youth & Community Centre 3 July
- Weymouth, Community Fire Station 4 July
- Chickerell, Willowbed Hall 5 July
- Weymouth, Pavilion Ocean Room 10 July
- Sherborne, Digby Hall 11 July

- 1.1.12 As this pre-submission draft is the version that both Councils wish to take through examination and adopt as policy, it will start to gain some weight as a material planning consideration as it progresses through these stages. The degree of weight given to each draft policy will vary, depending on whether or not the issue is contentious and to what extent it is consistent with the national planning policy framework. As such, the Councils will begin to refer to this plan when the plan is published (June 2012). Policies in the emerging plan may be given some weight in decision-taking after the consultation has closed, when the extent to which there are objections to those policies is known. Greater weight may be given to the policies when the plan has been agreed by both Councils for submission in early 2013.

## GUIDE TO USING THIS DOCUMENT

- 1.1.13 The next sections of this chapter contain an overall description of the plan area and the issues it faces (the plan's context), the overarching **VISION** and **STRATEGIC OBJECTIVES** for the plan, and the **STRATEGIC APPROACH** which provides the strategic policy direction for the plan and any related development plan documents.

- 1.1.14 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 area
- **ECONOMY** – which looks at the need to 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 sites for gypsies, travellers and travelling showpeople, and care accommodation
- **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.

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.

- 1.1.15 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 map of agreed neighbourhood areas will be published by each Council.
- 1.1.16 The plan brings together a large amount of government policy, research and evidence that have helped inform the planning policies that have been agreed. Further information can be found in the **Background Papers** on the website ([www.dorsetforyou.com](http://www.dorsetforyou.com)). And as part of the legislative requirements, a Sustainability Appraisal has also been produced which includes an assessment on equalities and health impacts.

## 1.2 THE PLAN CONTEXT

Figure 1.1: West Dorset, Weymouth and Portland plan area



- 1.2.1 The plan area covers the entire administrative area 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 and Poole to the east.
- 1.2.2 West Dorset is renowned for its outstanding environment, including a varied and beautiful landscape, stunning and geologically unique coastline, and 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.
- 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 and Wales.

## 1.2.4 The main towns in the area are

Weymouth 51,140 population	Weymouth is the largest urban area in 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 reserves.
Dorchester 17,990 population	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, West Dorset District Council and Dorset County Hospital.
Bridport area <sup>1</sup> 14,250 population	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.
Portland 12,460 population	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 over the last 15 years.
Sherborne 9,690 population	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.
Chickerell 5,290 population	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.
Lyme Regis 3,590 population	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.
Beaminster 3,100 population	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.

1.2.5 The population of the area has increased gradually over time and has been 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 1994 - 2009**

	1994	1999	2004	2009	94-99	99-04	04-09	5year average growth

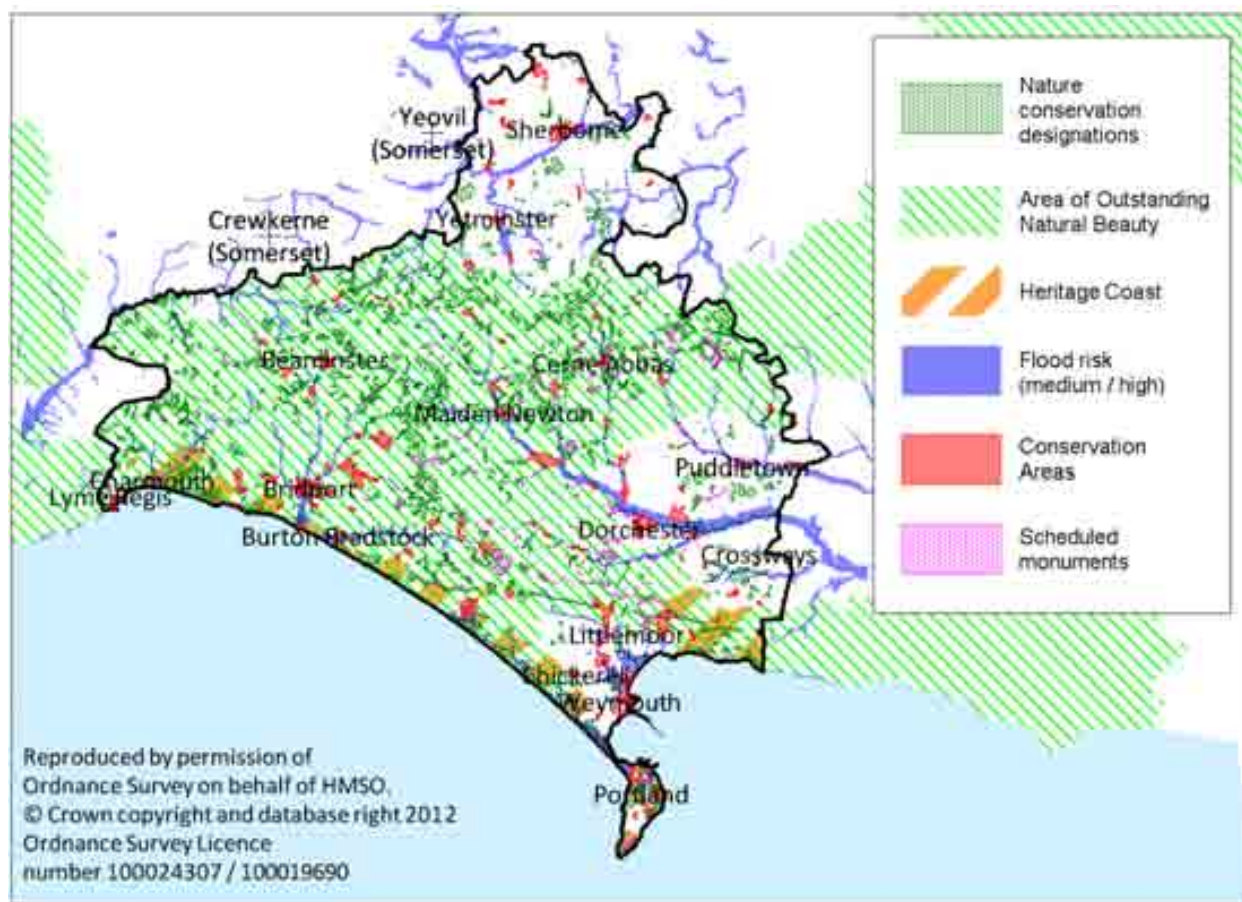
<sup>1</sup> Bridport area figures include Bridport town and the parishes of Allington, Bothenhampton, Bradpole and Symondsburry.

Beaminster	2,850	2,880	3,000	3,100	1%	4%	3%	2.9%
Bridport area	12,790	13,020	14,220	14,250	2%	9%	0%	3.7%
Chickerell	4,760	5,090	5,380	5,290	7%	6%	-2%	3.7%
Dorchester	15,210	15,700	17,170	17,990	3%	9%	5%	5.8%
Lyme Regis	3,600	3,780	3,590	3,590	5%	-5%	0%	0.0%
Portland	12,710	12,460	12,710	12,460	-2%	2%	-2%	-0.6%
Sherborne	9,358	9,490	9,460	9,690	1%	0%	2%	1.2%
Weymouth	50,390	50,040	51,390	51,140	-1%	3%	0%	0.5%
<b>West Dorset</b>	<b>88,000</b>	<b>90,800</b>	<b>94,900</b>	<b>96,500</b>	<b>3%</b>	<b>5%</b>	<b>2%</b>	<b>3.1%</b>
<b>Weymouth &amp; Portland</b>	<b>63,100</b>	<b>62,500</b>	<b>64,100</b>	<b>63,600</b>	<b>-1%</b>	<b>3%</b>	<b>-1%</b>	<b>0.3%</b>
<b>Plan area</b>	<b>151,100</b>	<b>153,300</b>	<b>159,000</b>	<b>160,100</b>	<b>1%</b>	<b>4%</b>	<b>1%</b>	<b>2.0%</b>

## ENVIRONMENTAL ISSUES

- 1.2.6 The area contains a rich and wide variety of landscape, natural and built heritage features. Much of it is within the Dorset Area of Outstanding Natural Beauty (AONB) and almost the entire coastline is a World Heritage Site in recognition of its outstanding geological interest. Over 3,200ha of land is of international importance for its nature conservation value, including coastal areas around the Fleet, and the Dorset heathlands to the east. A further 1,170ha are of national nature conservation importance. There is also a rich built heritage with many special places and buildings from all periods, with over 90 Conservation Areas, and around 8,000 Listed Buildings.
- 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 using good quality design and materials to enhance the appearance of the area.
- 1.2.8 Climate change is expected to increase flooding and coastal erosion so there is a need to ensure that both existing communities and new development are protected in the long term.

Figure 1.2: Environmental designations

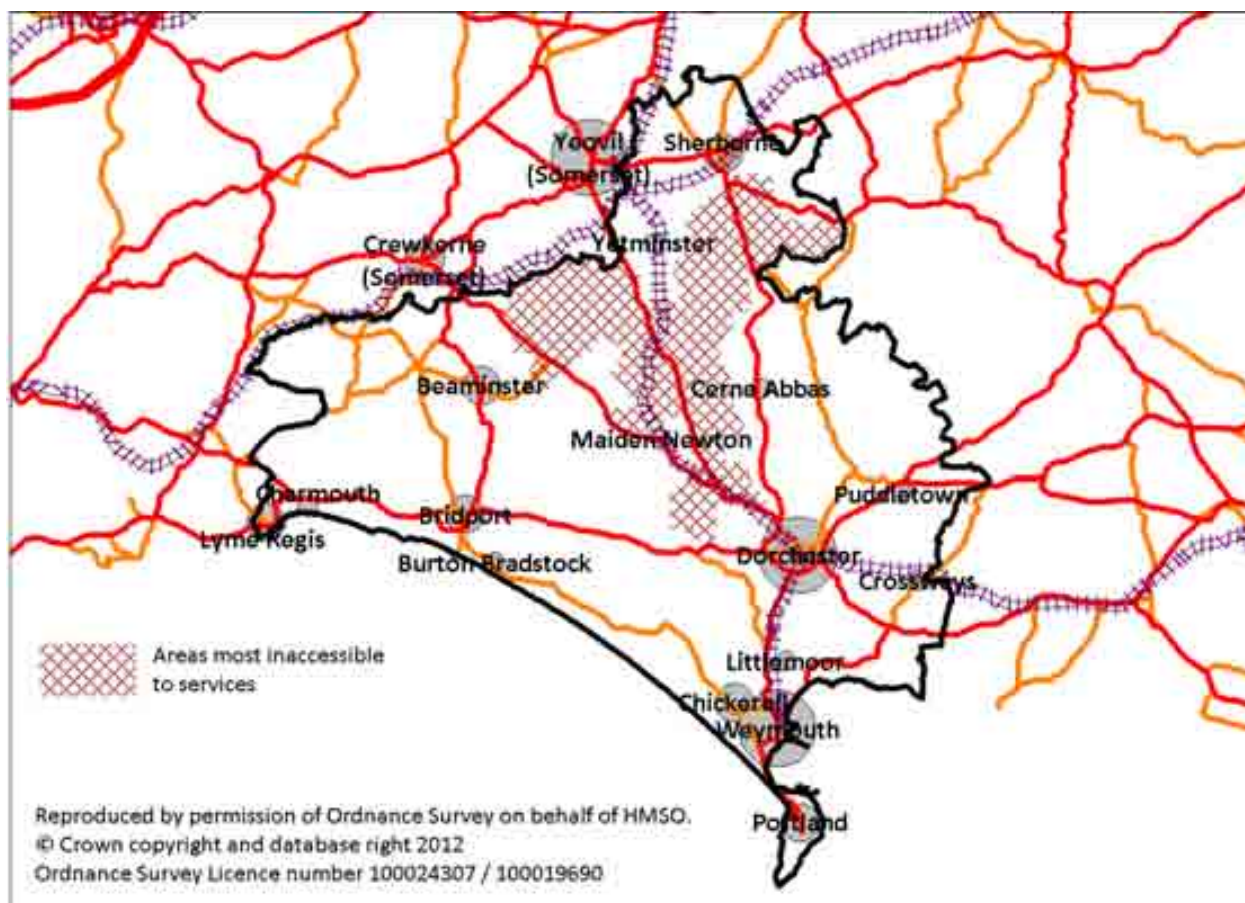


## SOCIAL ISSUES

- 1.2.9 The 2008 Place Survey showed that there was a high level of satisfaction from people living in the area. 85% of people living in Weymouth and Portland, and 91% of people living in West Dorset, said they were satisfied with their local area as a place to live.
- 1.2.10 There is a high level of affordable housing need, with over 3,000 people on the housing register in West Dorset and 4,600 in Weymouth and Portland. The average house price outstrips local wages by a factor of 11 in Weymouth and Portland, and by a factor of 12 in West Dorset. More than 1 in every 20 homes in West Dorset is either a second or holiday home, and this proportion is especially acute in some coastal resorts. Increases in fuel prices will impact on local people, particularly in those older properties that have a poor energy performance rating.
- 1.2.11 The population is becoming increasingly elderly as people live longer and also because many people who come to live in this area are close to retirement age. This imbalance is exacerbated as young people also move out of the area because of limited opportunities to get relevant employment and relatively high local house prices.
- 1.2.12 There are no motorways within the area but there are rail links to London and Bristol. The ferry terminal in Weymouth Harbour serves the Channel Islands. 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 10km, particularly from outlying rural areas. In Weymouth and 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 investment in the strategic road network has been made to relieve traffic congestion in Weymouth and improve the travel time within the Weymouth to Portland transport corridor.

**Figure 1.3: Access issues**



- 1.2.13 West Dorset has a relatively low rate of crime, however Weymouth and 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 to 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. The 2008 Place Survey indicated that about one in four residents of Weymouth and Portland felt unsafe after dark, compared to one in 10 in West Dorset.
- 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 in 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 and 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.

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#### ECONOMIC ISSUES

- 1.2.16 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 period as a large proportion of existing trades people are due to retire.
- 1.2.17 Over 12,000 premises (about 38% of all premises) in West Dorset do not have access to broadband speeds of more than 2 megabits per second, and about 1,500 premises in Weymouth and Portland. Significant investment is planned to roll out superfast broadband throughout Dorset starting in 2012. Coverage of telecommunications masts has improved significantly but is still limited in places.
- 1.2.18 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.

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#### DUTY TO CO-OPERATE

- 1.2.19 Councils and other public bodies are expected to work together across administrative boundaries to plan for the housing, transport and infrastructure that local people need. This joint plan shows how the cross-boundary issues between Weymouth and the adjoining areas of West Dorset are being addressed. West Dorset District Council is also liaising on cross-boundary working in relation to the following locations to bring forward the right development for that area:
- Lyme Regis / Uplyme working with East Devon District Council
  - Crossways / Moreton working with Purbeck District Council
  - Edge of Yeovil working with South Somerset District Council



## 1.3 VISION AND OBJECTIVES

A VISION FOR WEST DORSET	A VISION FOR WEYMOUTH & PORTLAND
<p>The spectacular landscapes of West Dorset, from the panoramic chalk ridges to the wooded valleys and undeveloped coastline, the picturesque settlements and variety of natural habitats, are something that set it apart from the rest of the country. We are proud of this, and want to be able to say the same in 20 years time.</p> <p>West Dorset has many communities of different sizes, from the small, rural villages to the larger market towns. It is important to us that we have a thriving economy, decent affordable homes and a network of community facilities, so that local people of all ages and abilities can enjoy living here and playing an active part in their community.</p>	<p>We want the next 20 years to be an exciting time for the Borough, with significant investment and regeneration of key sites and infrastructure, making this a place where people of all ages will be engaged with their local community, feel a real sense of belonging and civic pride.</p> <p>Weymouth and Portland are special places, set within the World Heritage Coast and the Dorset Area of Outstanding Natural Beauty. The relationship with the sea is key to our identity, past, present and future, from the beach to the port and harbours, the sailing opportunities, and all the related maritime industries.</p> <p>We want to keep the individual identities of the communities that make up our area, linking to our maritime heritage and the beautiful coastal and rural landscapes, but always looking to the future.</p>

## STRATEGIC OBJECTIVES

- 1.3.1 Realising the vision will rely upon many different stakeholders and service providers. Strategic objectives have been identified, which provide a concise expression of the priorities of this Local Plan.

STRATEGIC OBJECTIVES
Support the local economy to provide opportunities for high quality, better paid jobs
Meet local housing needs for all as far as is possible
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 areas of the plan 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 areas of the plan 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 and cyclists
Achieve high quality and sustainability in design, reflecting local character and distinctiveness of the area

## HOW WILL THE LOCAL PLAN MEET THE STRATEGIC OBJECTIVES?

**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, and through providing adequate mitigation to off-set any adverse impact to the landscape, wildlife and green infrastructure network.

High priority will be given to protecting and enhancing the area's built heritage and archaeological sites and features – including its Listed Building and Conservation Areas, and other features with local historic or cultural associations, particularly where it contributes 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

**ACHIEVING A SUSTAINABLE PATTERN OF DEVELOPMENT**

In the period 2011-2031 development should help deliver a steady supply of employment and housing land to meet projected needs (estimated to be about 60ha of employment land and about 12,600 new homes across the plan area). The distribution of development is influenced by:

- the needs, size, and roles of the area's settlements, taking into account any current imbalances of housing or jobs,
- 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,
- the availability of land, and whether it has been previously developed (brownfield);and
- the environmental constraints of the plan area.

The 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, Portland, Sherborne and Weymouth (including an area north of Littlemoor that lies partly within West Dorset), and are indicated in Table 3.2. The main towns and smaller settlements with defined development boundaries also provide a considerable supply of smaller sites through redevelopment and infill opportunities that are needed to meet projected needs.

Development opportunities in the more 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). It is expected that neighbourhood development plans and other appropriate planning tools will be used to help bring forward new development, and may allocate additional sites, or extend an existing (or add a new) development boundary to help deliver this growth.

Away from existing settlements, development opportunities will be more limited to those activities that will help continue to support the rural economy or help in the long-term management of the countryside and its unique character.

## ECONOMY

A continuing supply of land and premises suitable for employment uses is needed, of a type and scale consistent with 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 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 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 period, opportunities will be taken to secure affordable homes to meet local needs. This will include ensuring all new open market housing sites 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 are in general conformity with this strategic approach.

## 1.4 MONITORING AND REVIEW

- 1.4.1 Although the plan is written to cover 20 years to 2031, it is likely that a review of the plan will happen well before the end date of the plan. This is necessary not only to ensure a continuity of policy beyond 2031, but also to respond to unforeseen changes that are likely to occur during the plan’s lifetime.

- 1.4.2 The Councils will regularly monitor the extent to which the policies are effective and what they are delivering in terms of both new development, social and economic factors and environmental protection. And the Councils will also consider what implications changes to national policy may have on the effectiveness of the plan. 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 an early review of the plan. Otherwise a review is likely to commence by no later than 2026.

## 2. ENVIRONMENT AND CLIMATE CHANGE

### 2.1 INTRODUCTION

- 2.1.1 The area of West Dorset, Weymouth and Portland stands out from many other parts of the country for its natural environment and built heritage. We can achieve a lot through good design, in terms of promoting better places for people to live, reducing our vulnerability to extreme weather events and other potential hazards.

#### 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, and through providing adequate mitigation to off-set any adverse impact to the landscape, wildlife and green infrastructure network

High priority will be given to protecting and enhancing the area's built heritage and archaeological sites and features – including its Listed Building and Conservation Areas, and other features with local historic or cultural associations, particularly where it contributes 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

### 2.2 PROTECTING AND ENHANCING OUR NATURAL ENVIRONMENT

#### LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTERESTS

- 2.2.1 The plan area is home to a collection of diverse landscapes, each with its own characteristics and sense of place. Areas of higher ground allow uninterrupted panoramic views of the surrounding landscapes. Within the landscape are numerous individual landmarks, such as hilltop earthworks, monuments, field patterns with associated hedges, banks and stone walls, woodlands and tree clumps, that help to contribute an individuality and sense of place at a local scale. Many of the more rural parts and some of the coastal areas have an undisturbed feeling and sense of tranquillity that are hard to find in our modern world. From the rolling chalk downland to the more secluded clay vales, much of the countryside is designated as an Area of Outstanding Natural Beauty, and those areas that lie outside this national designation are not significantly less outstanding. Some of these landscapes have been captured by famous artists, such as Turner and Constable.
- 2.2.2 There are also parks and gardens that are registered by English Heritage for their heritage value, such as Abbotsbury Gardens and Athelhampton (Grade I), Kingston Maurwood and Melbury Park (Grade II\*) and Downe Hall and Dorchester Borough Gardens (Grade II).
- 2.2.3 Away from the main coastal resorts, much of the coast and a wide inland strip is defined as Heritage Coast, a designation that recognises the beauty of the largely undeveloped

coastline. In addition to this, most of the coastline is also part of the Dorset and East Devon Coast World Heritage Site. This recognises its worldwide importance. It is often referred to as the Jurassic Coast, but actually it represents a unique geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods. The changes in the cliffs and rocks, and the ongoing coastal processes, including erosion, that continue to reveal more insights into this period, are key to what is important about the coast. Its wider landscape setting is also important to its presentation and appreciation.

- 2.2.4 All these factors result in a significant contribution to the local economy by making the area an attractive place to live, work and visit. Both the Dorset Area of Outstanding Natural Beauty and Dorset and East Devon Coast World Heritage Site have management plans which set out the significance of the area and how the various partners aim to manage and promote the enjoyment of the area for now and the future.
- 2.2.5 National planning policy gives great weight to conserving the landscape and scenic beauty of Areas of Outstanding National Beauty, and states that planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. In the plan area, local housing and economic needs could not be met without major development in the AONB, creating the exceptional circumstances that justify allocating and allowing major development to take place. Such a stance is not taken lightly. Great care will be taken to ensure that such development is necessary, and that the design, location and any proposed landscaping or other mitigation measures together do not result in harm to the natural beauty of the area.
- 2.2.6 Landscape character assessments of the area have been carried out and provide information on the different landscape character types resulting from the changes in soils, topography, field and settlement patterns, local biodiversity, cultural heritage and building materials. The qualities of the coastal strip have also been considered in more detail through the Dorset Coast Land and Seascape Character Assessment. These assessments will be used as a basis to guide decisions about whether development is appropriate in the landscape.

#### **ENV 1. LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST**

- i) The plan area's exceptional landscapes and seascapes and geological interest will be protected, taking into account the objectives of the Dorset AONB Management Plan and World Heritage Site Management Plan.**
- ii) Development which would harm the natural beauty of the Dorset Area of Outstanding Beauty, including its characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness, will not be permitted.**
- iii) Development should be located and designed so that it does not detract from and, where reasonable, enhances the local landscape character. Any development that would otherwise have an adverse impact on the landscape, seascape or geological interest of the area will only be acceptable if the impact will be adequately mitigated.**
- iv) Substantial harm to or loss of a historic park or garden will not be permitted.**
- v) Regionally Important Geological and Geomorphological Sites (RIGS) will be maintained for their scientific and educational value.**

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## WILDLIFE AND HABITATS

- 2.2.7 The plan area includes a diverse range of habitats and associated species, many of which are protected through law. Some areas are of international significance, including the Fleet (an important site for breeding and overwintering birds), lowland heath areas around Crossways in the east, calcareous grasslands in the Cerne and Sydling Valleys, and ancient ash and alder woods. Coastal and marine areas are also proposed for protection at a European level. Many further areas are important at the national or local level. All of the sites designated (and those subject to consultation at the time of publication) are shown on the Proposals Map. Further sites may be designated during the lifetime of this plan. Protected species are also found in the plan area, including sand lizards, great crested newts, bats, otters and water voles.
- 2.2.8 It is important that planning takes account of the need to plan for this level of biodiversity to thrive at both a local and much larger, landscape-scale, through the appropriate protection of key sites, priority habitats and species, and the strengthening of local ecological networks. Development proposals where the primary objective is to conserve or enhance biodiversity are encouraged.
- 2.2.9 The following strategies have been adopted to safeguard important internationally designated wildlife sites that are known to be sensitive to certain types of development. As and when further issues arise that may adversely impact such sites, the approach to development will be carefully considered and if appropriate, a relevant strategy produced to guide new development.
- 2.2.10 The cumulative and indirect, as well as the direct, impacts of development need to be taken into account. For example, excessive visitor pressure can lead to trampling, erosion and disturbance. Increasing traffic can also create noise and adversely affect air quality, as well as severance of important migration routes for land animals. The protection of nationally or internationally designated wildlife sites will be given great weight in planning decisions. Consideration will be given to whether any adverse impact to such sites could be avoided through meeting the need for that development elsewhere.
- 2.2.11 Where development would cause significant harm to local biodiversity, and this cannot adequately mitigated, the application will be refused. Some habitats, such as ancient woodlands, cannot be readily replaced. Where wildlife sites are relatively isolated from each other and from the wider countryside by urban development, it will be important to protect and enhance the remaining wildlife corridors. Work is needed to identify key wildlife corridors and local nature improvement areas through the green infrastructure strategy (see policy ENV 3), giving appropriate consideration to the ecological network across the area and how it connects to adjoining areas. Locally coordinated projects such as Wild Purbeck, Pastures New and the Dorset Wild Rivers Project, the continuing enhancement and extension of the green infrastructure network, together with the development of allocated sites incorporating areas of open space and strategic landscaping, will provide the main opportunities for biodiversity gains during the lifetime of this plan.

International site	Development type / issue	Strategy
<b>Dorset Heathlands</b> important sites which represent some of the biggest and finest remaining areas of lowland heathland in the UK	Residential development involving a net increase in the local resident or staying visitor population, or other developments leading to greater recreational pressure on the heathlands causing disturbance to key species	Development will not be permitted within the 400-metre buffer zone. Between 400 metres and 5 kilometres, residential development will only be permitted where it makes provision to avoid or mitigate any adverse effects on the heathlands. Mitigation measures may include the provision of alternative open space to meet recreation needs and deflect pressure from the heathland habitats, and the management of recreational pressures on existing heathlands, for example through wardening services or the management of access and parking provision.
<b>Poole Harbour</b> important site for breeding passage and wintering birds.	Any development in the Poole Harbour catchment that may potentially contribute to an increase of nutrient loading (nitrogen) discharge into Poole Harbour, primarily through sewage treatment and disposal.	Development will only be permitted where it makes provision to avoid or mitigate any adverse effects on the water quality, either as part of the development or through a contribution towards mitigation measures elsewhere. A strategic approach to the mitigation of anticipated adverse effects on these sites is being developed in conjunction with neighbouring authorities also affected (Borough of Poole and Purbeck District Council) the Environment Agency and Wessex Water to ensure that mitigation measures are coordinated and consistent, and to secure their delivery. Mitigation measures may include solutions that tackle point sources from sewage treatment works, or those that deal with diffuse pollution from agriculture.

## ENV 2. WILDLIFE AND HABITATS

- i) **Nationally or internationally designated wildlife sites (including proposed sites and sites acquired for compensatory measures), and protected species will be safeguarded from development that could adversely affect them.**
- ii) **Development will not be permitted unless it can be ascertained that it will not lead to an adverse effect upon the integrity of the Dorset Heaths International designations. The following forms of development (including changes of use) will not be permitted within a 400m buffer around protected heathland:**
  - **Residential (C3 or C4 of the Use Classes Order) development that would involve a net increase in homes;**
  - **Tourist accommodation including built tourist accommodation, caravan and camping sites;**
  - **Sites providing accommodation for Gypsy and Traveller 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.**

**Between 400 metres and 5km of a protected heathland, new residential development (C3 or C4 of the Use Classes Order) will be required to take all necessary steps on site to avoid or mitigate any adverse effects upon the**



**internationally designated site's integrity or, where this cannot be achieved within the residential development, to make a contribution towards mitigation measures designed to avoid such adverse effects taking place. Measures will include:**

- **Provision of open space and appropriate facilities to meet recreation needs and deflect pressure from heathland habitats;**
  - **Heathland support areas;**
  - **Warden services and other heathland management;**
  - **Access and parking management measures; and**
  - **Green infrastructure.**
- iii) Development will not be permitted unless it can be ascertained that it will not lead to an adverse effect upon the integrity of the Poole Harbour International designations. New development will be required to incorporate measures to secure effective avoidance and mitigation of the potential adverse effects of nutrient loading on the ecological integrity of the Poole Harbour internationally designated sites.**
- iv) Elsewhere, development that would adversely affect nature conservation interests, including Sites of Nature Conservation Importance, Local Nature Reserves, ancient woodlands, veteran trees and hedgerows, and key wildlife corridors will be resisted.**
- v) Development of major sites will be expected to demonstrate no net loss in biodiversity, through the retention or restoration of habitats and features within the site, the planting of trees and woodlands, the management of open space for biodiversity, and taking opportunities to help connect and improve the wider ecological networks**

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#### GREEN INFRASTRUCTURE, INCLUDING IMPORTANT LOCAL GREEN SPACES

- 2.2.12 Green infrastructure refers to a network of spaces that are generally valued for their wildlife, landscape or historic importance and may also have recreational value and help reduce flood risk. Although often important in their own right, when considered as a holistic network they provide much greater benefits.
- 2.2.13 Developing a coherent green infrastructure network is a key step towards a more comprehensive and effective approach to managing these spaces, and working in partnerships with a range of organisations from landowners and local communities through to statutory consultees such as the Environment Agency and Natural England.
- 2.2.14 The Councils will work together with local communities and other relevant partners to develop a green infrastructure strategy for the plan area. This will identify those areas to be included in the green infrastructure network, which can include small open gaps which prevent neighbouring communities that have distinct and separate characters from merging into one another, areas of particular local landscape or townscape importance, historically important spaces such as those identified within Conservation Area Appraisals, and the more urban key wildlife corridors and local nature conservation sites referred to in the above policy. The reasons for their inclusion will be clearly recorded. Local communities may identify further areas of particular importance to them through neighbourhood development plans, making clear the reason/s for their designation. Such a network is intended to support, but not prevent, the long-term development of communities. The resulting green infrastructure network will be given significant protection from development.

- 2.2.15 In the interim period, until such time as the green infrastructure network is defined, the following policy will apply to:
- Areas / Land of Local Landscape Importance (as identified in the previously adopted local plans)
  - Portland Coastline (as identified in the previously adopted local plan for Weymouth and Portland)
  - Important Open Gaps (as identified in the previously adopted local plan for Weymouth and Portland)
  - Historically important spaces (as identified in adopted Conservation Area Appraisals)
  - Sites of Nature Conservation Importance, Local Nature Reserves and Ancient Woodlands, Lorton Valley and Portland Quarries nature parks.

### **ENV 3. GREEN INFRASTRUCTURE NETWORK**

- i) The Councils will work together with local communities and other relevant partners to develop a green infrastructure strategy for the plan area.**
- ii) Development that would cause harm to the green infrastructure network (in regard to the reasons for its inclusion within the network) will not be permitted unless clearly outweighed by other considerations.**
- iii) The Councils will seek to secure opportunities to provide improved access and recreational use and promote biodiversity within this network of spaces.**

## **2.3 PROTECTING AND ENHANCING OUR BUILT HERITAGE AND ARCHAEOLOGICAL REMAINS**

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- 2.3.1 Much of the area retains strong links with its past heritage, providing a sense of continuity and local identity and pride. This includes a rich historic and built heritage largely protected through Listed Building and Conservation Area status. There is also a multitude of archaeological sites and features. The South Dorset Ridgeway is a fine example of this, with a concentration of prehistoric barrows. There are also cultural associations with some of these places through the works of authors such as Thomas Hardy, William Barnes and Jane Austen and painters such as Fra Newbery.
- 2.3.2 These heritage assets cannot be readily replaced, and provide wide social, cultural and economic benefits.
- 2.3.3 Wherever possible, the Councils' strategy is to ensure that historic buildings that make a positive contribution to local character and other heritage assets are put to an appropriate and viable use that is consistent with their conservation. These assets can be harmed through development, either directly or by an indirect impact to the setting. Any harm to a designated heritage asset will require clear and convincing justification, as such harm should be exceptional. Where development is likely to impact on a built heritage asset, a statement of heritage significance must be submitted with the application. This should normally include:
- reference to the Dorset Historic Environment Record
  - information on the purpose of works / justification for the development
  - a description of the built heritage asset and its setting, including its historical context and evolution (identifying any key phases when additions or alterations have taken place). Where there is evidence of deliberate neglect of or damage to a heritage asset, the deteriorated state of the heritage asset will not be taken into account in any decision.
  - an assessment of its overall significance, and the significance of the particular element/s affected by the proposal, identifying the degree of harm if any.

- Proposals that would make a positive contribution to, or better reveal the significance of, a heritage asset will be encouraged.

## ARCHAEOLOGY

- 2.3.4 Today's archaeological remains reflect human activity over thousands of years. The plan area is particularly rich in archaeological remains, which include burial grounds, farms and field systems, defence installations and industrial sites, lime-kilns, lighthouses and older quarry workings. Archaeological sites are an important educational, recreational and tourist resource and the Councils will encourage steps to secure their appropriate management and interpretation.
- 2.3.5 Many archaeological sites are legally protected in whole or part through designation as Scheduled Monuments, in which case the granting of planning permission will be contingent on approval by the Secretary of State. There are also sites of regional or county importance.
- 2.3.6 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. This may also be required in areas of archaeological potential. Advice is available from the County Archaeologist.

## CONSERVATION AREAS

- 2.3.7 Councils have a duty to designate areas of special architectural or historic interest as Conservation Areas, and make sure that 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 their surrounding townscape or landscape.
- 2.3.8 Conservation Area designation means that greater control is exercised over new development and other matters which affect the area, including the demolition of buildings and the lopping, topping or felling of trees. In assessing proposals that may affect a Conservation Area, the Councils will have particular regard to:
- avoiding the loss of buildings and features which make a positive contribution to the character or appearance of the area;
  - the characteristics of the proposed development (including its function) and how it would harmonise with its surroundings;
  - 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;
  - 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.
- 2.3.9 Applications for total or partial demolition of an Important Local Building (as identified in the Conservation Area Appraisals) or an unlisted building that makes a positive contribution to the character and appearance of a conservation area, will be required to justify why the repair and re-use is not feasible. Where consent for demolition is granted, a planning condition will normally be imposed to prevent implementation until suitable arrangements are in place to provide an approved replacement development in keeping with the character of the Conservation Area .

## LISTED BUILDINGS

- 2.3.10 Buildings are 'listed' by the Department of Culture Media and Sport as being of special architectural or historic interest. They are protected by law. Listing covers the whole property, inside and out, and 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.
- 2.3.11 Owners of Listed Buildings should keep them in good repair. If a Listed Building is falling into disrepair and remains neglected, the Councils can serve a repairs notice on the owner specifying what work needs to be done, and may carry out works and seek to recover the costs from the owner in certain circumstances.
- 2.3.12 A Listed Building can be harmed through development, including extensions, partial or total demolition. Even minor alterations and extensions, and development within the grounds (or its setting), can potentially adversely affect the special interest of a Listed Building.
- 2.3.13 The best way to preserve Listed Buildings is to keep them in use, ideally the use for which they were originally designed. Consent will not be given for the demolition of any Listed Building without clear and compelling evidence from the applicant that the building cannot be preserved and that adequate efforts have been made to retain the building in its current use or a compatible alternative use. The evidence should include an assessment of the condition of the building, costs of repair and what alternatives have been considered and why they have been dismissed. Where consent is granted for the demolition of a Listed Building, owners will be required to make provision for the recording of details of the building.

### ENV 4. BUILT HERITAGE AND ARCHAEOLOGICAL REMAINS

- i) **The area's built heritage and archaeological remains will be protected from adverse development. The level of protection afforded will reflect the level of significance of that asset and the contribution it makes to local character and sense of place. There will be a general presumption in favour of preservation.**
- ii) **Opportunities should be taken to enhance the area's built heritage where possible.**
- iii) **Where nationally important archaeological remains and their settings are affected by proposed development, there will be a presumption in favour of their physical preservation. Development will not be permitted which would have an adverse effect upon the remains and their settings. The level of protection afforded to sites of county or regional archaeological importance will depend upon:**
  - **the intrinsic importance of the remains and their settings;**
  - **the need for the development and availability of alternative sites;**
  - **the opportunities for mitigating measures and whether the remains are preserved in situ;**
  - **the potential benefits, particularly to education, recreation and tourism.**

**Adequate provision must be made for preserving any archaeological remains, either in situ or by record.**
- iv) **Proposals for development within a Conservation Area, or outside but which would affect its setting or the views into or out of the area, will not be permitted unless they preserve or enhance the character or appearance of the Conservation Area. Adverse impacts on buildings, open spaces (including garden areas and the setting of Important Local Buildings), views or features (including trees, walls and architectural features such as windows, doors, chimneys, porches, fireplaces,**

staircases and ironmongery) which make a positive contribution to the character or appearance of the area, will not normally be permitted.

- v) Alterations or additions to, or change of use of, a Listed Building will not be permitted if they are likely to have an adverse effect on the historic or architectural special features, character or integrity of the building. The original plan form, roof construction, interior and exterior features must be retained where practicable. The replacement of doors, windows and other features with those constructed of non-traditional materials or of a non-traditional design to the building will not normally be permitted. Development that adversely affects the setting of a Listed Building will not be permitted.
- vi) The total or substantial demolition of a Listed Building will be wholly exceptional. Permission will not be granted for the total or substantial demolition of an Important Local Building or an unlisted building that singularly or collectively makes a positive contribution to the character of a conservation area, unless
- all reasonable steps have been taken to retain the benefits of that asset for the local community, and
  - its redevelopment will produce substantial planning benefits, including economic regeneration or environmental enhancement.

Measures must be taken during demolition and building works to ensure structural stability of retained parts and adjoining structures. Adequate provision must be made for appropriate recording and interpretation.

## 2.4 PROTECTING OURSELVES FROM NATURAL AND MAN-MADE DISASTERS

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2.4.1 The consequences of climate change, including extreme weather events, are some of the biggest challenges facing the country. Although reducing greenhouse gas emissions is expected to help prevent the worst scenarios, we will still need to adapt to some degree of change, including

- heavy rainfall and more frequent and severe storms
- increased average sea levels
- warmer, wetter winters and hotter, drier summers
- 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

2.4.2 Flooding, coastal erosion and problems associated with land instability, building resilience into our agricultural land, and issues relating to contaminated land are all considered below. Impacts on biodiversity are covered in the previous policy on wildlife and habitats, and human health risks are considered through the policies on detailed design and amenity.

2.4.3 Site investigation information may be required as part of an application where concerns about potential hazards have been raised, This may be in the form of a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations should be carried out in accordance with established procedures (such as relevant British Standards). Please contact the Councils for further advice.

## FLOOD RISK

2.4.4 Flood risk has been mapped in the Strategic Flood Risk Assessments for the area, and updated flood risk maps are also shown on the Environment Agency website. The defined zones are:

- *Zone 1*: a low probability of flooding.
- *Zone 2*: a medium probability of flooding.
- *Zone 3a*: a greater than 1 in 100 probability of river flooding, or 1 in 200 of coastal flooding in any one year.
- *Zone 3b*: the functional flood plain.

2.4.5 Some areas are at risk from both fluvial and tidal flooding, or have the potential to exacerbate flooding elsewhere. Weymouth town centre, the Park District and the Chiswell area of Portland are particularly vulnerable. In West Dorset, Bridport is considered to be the most vulnerable area to flooding. Some uses are more vulnerable to flood risk, and this will also be taken into account in determining the level of risk and acceptability of a proposal.

<b>Highly Vulnerable</b>	<ul style="list-style-type: none"> <li>- Basement dwellings</li> <li>- Caravans, mobile homes and park homes intended for permanent residential use</li> <li>- Hazardous substances</li> </ul>
<b>More Vulnerable</b>	<ul style="list-style-type: none"> <li>- Hospitals</li> <li>- Living accommodation (including built tourist accommodation)</li> <li>- Drinking establishments and nightclubs</li> <li>- Non-residential uses for health services, nurseries and educational establishments</li> </ul>
<b>Less Vulnerable</b>	<ul style="list-style-type: none"> <li>- Buildings used for shops, offices and other businesses</li> <li>- Assembly and leisure</li> <li>- Land and buildings used for agriculture and forestry.</li> <li>- Water treatment works which do not need to remain operational during times of flood</li> <li>- Sewage treatment works (if adequate measures to control pollution and manage sewage during flooding events are in place)</li> </ul>

2.4.6 Proposals for vulnerable 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 its users, and whether there may be any potential increase or reduction in flood risk elsewhere.

### ENV 5. FLOOD RISK

- i) **New development or the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, fluvial and coastal sources) where possible. The risk of flooding will be minimised by:**
  - steering development towards the areas of lowest risk and avoiding development in the higher flood risk zones
  - ensuring development will not generate flooding through surface water run-off and/or exacerbate flooding elsewhere
- ii) **In assessing proposals for vulnerable types of development in an area with a medium or higher risk of flooding, the council 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) and**
- **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.**

**In the case of major development on unallocated sites, the development will provide wider sustainability benefits to the community that clearly outweigh the flood risk.**

- iii) **Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of a flood defence scheme.**

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#### LOCAL FLOOD ALLEVIATION SCHEMES

2.4.7 Work involving DEFRA, the Environment Agency, Dorset County Council, West Dorset District Council and the Burton Bradstock Flood Action Group has led to the outline design of a scheme to divert surface water run-off from the fields to the north and west of the village, because a number of properties in the centre of the village are liable to flood at least once every two years. Although funding is not currently available to implement the works, the land identified for the creation of a swale needs to be kept free of built development to ensure that when funding is secured the scheme can go ahead. A similar approach may need to be taken elsewhere in the plan area of as other schemes are progressed.

##### **ENV 6. BURTON BRADSTOCK FLOOD ALLEVIATION SCHEME**

- i) **Land to the north of Barrowfield Close and North Hill Close, as shown on the Proposals Map, will be reserved for the implementation of the Burton Bradstock Flood Alleviation Scheme. Any development that would significantly undermine its delivery will not be permitted.**

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#### COASTAL EROSION AND LAND INSTABILITY

2.4.8 As a first principle, new development should be directed away from areas vulnerable to coastal erosion and land instability, to avoid putting people at risk. Coastal erosion and land instability will have an impact on our existing coastal communities, as there are only limited funds available for new or improved coastal defences. And even if there were sufficient funds, we also need to consider wider impacts of coastal defences on the natural environment. The status of the World Heritage Site depends in part on allowing these ongoing coastal processes. The introduction of tidal flows in an area can also provide opportunities to re-create inter-tidal habitats, although in places this may have an adverse impact on the integrity of valuable freshwater habitats. Managing coastal erosion is about finding the right balance between the needs of local communities, the economy and the environment.

2.4.9 Although there are uncertainties regarding the extent and pace of sea level rise and coastal change, the Shoreline Management Plan defines the over-arching strategy for protecting the coast, identifying which sections of the coast 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. Marine Plans are also to be written, covering defined inshore and off-shore areas, and will help establish where planning conditions or restrictions may be placed on what developers do.

- 2.4.10 Additional coastal defences are currently planned at Lyme Regis and Weymouth town centre to continue to defend these areas. Although existing defences will continue to protect the majority of other coastal areas in the medium term, a number of smaller communities will not be defended. The coastline is expected to continue to erode in areas such as Old Castle Road in Wyke, Bowleaze Cove and Furzy Cliffs, and parts of Ringstead Bay and the river mouth at Charmouth.
- 2.4.11 As part of managing the risk from coastal change it will be necessary for further work to be undertaken to identify all the areas likely to be affected by physical changes to the coast, and what limited development may be appropriate according to local circumstances. These areas will be identified as Coastal Change Management Areas (CCMAs). The Councils will undertake more detailed studies to inform policy development in these areas. In some locations, the relocation of existing development and infrastructure will also need to be considered.
- 2.4.12 Unstable ground conditions may occur on the coast or inland, and can be caused by a variety of factors. Known land instability zones within Lyme Regis and Charmouth are shown on the Proposals Map. Where unstable ground conditions exist, landslides and subsidence may be triggered by natural processes (such as excess rainfall) or manmade processes (such as through excavation or local drainage systems). It is important that proposals for development do not trigger ground movements either within or beyond a development site.
- 2.4.13 Where there are reasons for suspecting instability (due to coastal erosion, the local geology, historic evidence of landslips, site inspection or other factors), the developer will be required to submit a ground stability or coastal erosion vulnerability report by a suitably qualified and experienced geotechnical specialist, appropriate to the local issues. 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.
- 2.4.14 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.

#### **ENV 7. COASTAL EROSION AND LAND INSTABILITY**

- i) New development will be directed away from areas vulnerable to coastal erosion and land instability, to avoid putting people at risk**
- ii) Development will not be permitted in areas where it likely to be subject to land instability or potential instability 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.**
- iii) The council will identify Coastal Change Management Areas through a supplementary planning document, based on the Shoreline Management Plan and supporting evidence. Within these areas no new development will be permitted for residential or similarly occupied uses. The replacement of properties affected by coastal change may be permitted within a defined area agreed through a community relocation strategy as an exception to normal policy.**



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## AGRICULTURAL LAND AND FARMING RESILIENCE

2.4.15 Safeguarding farmland for future local food and energy crop production is a consideration in planning. Although the area of farmland that may be built on during the plan period is unlikely to be significant, the Councils recognise the need to support community initiatives for local production of food and energy crops.

### **ENV 8. AGRICULTURAL LAND AND FARMING RESILIENCE**

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

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## WATER RESOURCES

2.4.16 The protection of groundwater supplies is critical to ensuring an adequate, safe water supply across much of our area. Groundwater feeds into both the public water supply and over 500 private water supplies (that serve the more rural and agricultural parts of the plan area). This supply may be adversely affected through pollution and may also be depleted through surface water and drainage systems that do not allow water to percolate into the soils. The most vulnerable groundwater sources have been defined as Groundwater Source Protection Areas, and are identified on the Proposals Map. See also Policy ENV 16, which considers the effects of water pollution on amenity, health and the natural environment.

### **ENV 9. WATER RESOURCES**

- i) Development within Groundwater Source Protection Areas (identified on the proposals map) or close to a private water supply, will only be permitted if there is no significant risk of pollution**
- ii) Where practicable, sustainable drainage systems should be used to collect and, if possible, re-use the water within the development, filter out pollutants and allow excess water to soak into the ground**

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## CONTAMINATED LAND

2.4.17 Past developments and processes, such as old gas works and landfill, may have resulted in contamination of land which can pose a threat to human health. 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.

2.4.18 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 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.

2.4.19 See also Policy ENV 16 which safeguards against development that is likely to result in contaminated land.

## ENV 10. CONTAMINATED LAND

- i) **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.**

## 2.5 ACHIEVING HIGH QUALITY AND SUSTAINABILITY IN DESIGN

2.5.1 Good design has a fundamental influence on our environment and the way we live our lives. It makes places that are attractive, usable, durable and which can 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’. The following principles of good design are relevant to both urban and rural settings.

QUALITY		DESIRED OUTCOME		PRINCIPLES OF GOOD DESIGN
PERMEABILITY	⇒	places are easy to get to and move around	⇒	the route network is designed to put people’s comfort and convenience above vehicles
LEGIBILITY	⇒	the design makes it clear and simple for people to find their way around	⇒	places include landmarks, routes are aligned to key views and important views are safeguarded, buildings reflect their function and importance
VARIETY	⇒	they 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 include attractive and inviting outdoor areas	⇒	public and private spaces are clearly defined, and uncluttered
SAFETY AND SECURITY	⇒	people feel safe	⇒	there is activity in, and doors and windows overlook routes and spaces
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 / building materials relevant and special to their local area
AMENITY	⇒	there is no friction between neighbouring land uses or traffic generation	⇒	there isn’t excessive overshadowing, noise or pollution in places people expect to enjoy

2.5.2 In designing new development, consideration needs to be given to many issues, including

- understanding the landscape / townscape setting,
- the importance of streets and spaces,
- the form, scale and positioning of buildings,
- the detailed design and materials used,
- what uses may take place in these areas and how they may impact on the amenity and enjoyment of the place

- 2.5.3 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.

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#### THE LANDSCAPE AND TOWNSCAPE SETTING

- 2.5.4 New development should be integrated into its setting, to ensure it is well-connected and related to the surrounding area and to help reinforce local distinctiveness. The design will therefore need to be informed by a detailed assessment of the site and its surroundings. The following is a checklist of matters that should form the basis of a site survey and be incorporated into Design and Access Statements where these are required:
- **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 those that may generate lots of activity, and those that may be sensitive to noise, disturbance or overlooking
  - **Routes** – existing and potential links to other sites and areas with streets, footpaths, bridleways and cycleways, and key views
  - **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 ‘heritage assets’ which include Conservation Areas, Listed Buildings and 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
  - **Existing servicing / infrastructure** – such as cabling, street signage, kerbs, bollards etc
- 2.5.5 Conservation Area Appraisals, Urban and Landscape Character Assessments can help provide some understanding of how previous development and land uses have contributed to this sense of place. These are a material planning consideration.
- 2.5.6 In built up areas, development should also respond to the existing built form and patterns of development in terms of the layout of buildings, streets and spaces. The road layout and construction should not dominate the development. Streets should be designed as public spaces – places in their own right. The layout should in most cases be designed to encourage low traffic speeds and include a network of interconnected spaces and routes for pedestrians, cyclists as well as vehicles.
- 2.5.7 Schemes should include landscaping / design proposals where possible incorporating locally or nationally significant features within the site layout, and ensure that the design and layout has regard to those features that lie outside but visible from the site. Any servicing or infrastructure requirements should be considered and incorporated within the overall landscape design.
- 2.5.8 Where new 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.

#### **ENV 11. THE LANDSCAPE AND TOWNSCAPE SETTING**

- i) Development should be in harmony with the site and its surroundings**
- ii) Development will provide for the retention and protection of existing trees and hedgerows, ponds and watercourses, key views and spaces and other features of merit where their removal would significantly harm the character or enjoyment of the site or surrounding area**
- iii) Development should provide sufficient hard and soft landscape treatment before or within a reasonable timescale of its implementation, to successfully integrate with the character of the site and its surrounding area**
- iv) Opportunities to incorporate features that would enhance local character, including public art and/or relating to the historical, ecological or geological interest of a site, should be taken where practicable and appropriate.**

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#### **THE IMPORTANCE OF STREETS AND SPACES**

- 2.5.9 In built up areas, proposals should help to create layouts of buildings and spaces with a clear identity (such as a street or a squares), having regard to the character of the area and relationship with nearby buildings.
- 2.5.10 Where practicable and beneficial, new developments should include cycle paths and footways linking through the area and linking to areas beyond. Consideration should be given to how these relate to the wider route network in terms of an overall hierarchy, and how key routes and junctions are defined through their scale and enclosure, use of views, spaces and stopping places, and local landmarks. Adequate parking provision should be made, and designed so as not to dominate the street scene.
- 2.5.11 Where development will alter the street pattern, this should be justified in terms of improved legibility, permeability or local character.
- 2.5.12 Where a development would create a new public space, information should be provided on how the spaces are to be laid out, indicating:
- surveillance from development
  - key routes and stopping places, and how these relate to local landmarks
  - provision for recreation and social interaction in open spaces, including disabled users
  - surface water run-off treatment
  - lighting
  - biodiversity benefits
- 2.5.13 In terms of proposed boundary treatments fronting onto public spaces, information should be provided on how these will help define the street or space and maintain and enhance local character.
- 2.5.14 Pavements should be sufficiently wide and free of obstructions. Specific provision for bins may need to be accommodated at the kerbside where groups of properties do not front onto the highway, to avoid waste collections cluttering the pavement.

#### **ENV 12. THE PATTERN OF STREETS AND SPACES**

- i) Within and adjoining existing settlements, development should where practicable ensure that:**

- **streets and spaces are well-defined, safe and pleasant to use, with active and overlooked public areas and secure private areas. In residential areas, or where pedestrian activity is high, the design of new vehicular routes should aim to keep traffic speed below 20mph**
- **places are well-connected and do not unduly limit opportunities for future growth. Bus routes and bus stops, and strategic cycle and pedestrian routes, should be planned for (even if they are not immediately used or built)**
- **the design of routes reflects the likely levels of use, and key routes will be easily identifiable through their alignment and use of vistas**

## THE DESIGN AND POSITIONING OF BUILDINGS

### FORM, SCALE AND POSITIONING

- 2.5.15 Applications for new development should include information on the form, scale and positioning of proposed buildings or extensions in relation to their surroundings.
- 2.5.16 The scale and positioning of buildings, and how they relate to surrounding patterns of development, has a bearing on the character of an area and how it functions. Historically, the scale of individual buildings reflected their public function or importance, with more important buildings (such as town halls and places of worship) built at larger scales than other uses. Such buildings might deviate from the general building line to emphasise their importance, either to dominate the street scene or stand apart in a defined space. Corner plots (where roads or pathways meet) are often key sites which, if developed close to the front of the plot, help visually define the layout of an area. Buildings on such plots are usually visible from a number of vantage points and provide good sites for landmark buildings, especially where such buildings perform an important function. Sites that terminate a view also need careful consideration and may provide a good location for landmark buildings. Where development would differ from the local form, scale and positioning, this should be justified in terms of improved legibility or local character.
- 2.5.17 The scale and design of extensions can have a positive or 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.

### DETAILED DESIGN AND USE OF MATERIALS

- 2.5.18 Historically, the design of individual buildings was influenced by local crafts, traditions and materials, leading to a degree of visual harmony in older settlements. 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. However, with volume building providing economies of scale, the close association of local builders with suppliers of local materials has been lost. This has produced “placeless” buildings and estates which have no connection to the local area and use the same, repeated designs over large sites, resulting in areas which provide little visual interest or real sense of place and fail to integrate well into the local landscape. This is greatly at odds with the subtle, localised, historic evolution of designs and use of materials over time found in many of our Dorset settlements.

- 2.5.19 The type and variety of designs and materials used, the amount and type of decoration and functional elements such as flues, gutters, flashings, the position and type of doors and windows all influence local identity in an area. All new development should respond to its local context and be visually attractive as a result of good architecture and appropriate landscaping. Opportunities should be taken to create or reinforce local distinctiveness. 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. 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).

#### DESIGNING OUT CRIME

- 2.5.20 The detailed design of buildings also needs to 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; 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.
- 2.5.21 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.

#### HIGH STANDARDS OF ENVIRONMENTAL PERFORMANCE

- 2.5.22 The construction, subsequent use and maintenance of buildings represent a major use of resources and materials. The energy used in the construction and use of buildings is estimated to account for about 50% of greenhouse gas emissions in the UK. The landform, layout and landscaping, building orientation, massing and design can all have a bearing on energy consumption. Building to a good standard of environmental performance is much more cost-effective and achievable if considered before the building is designed.
- 2.5.23 New development will be expected to contribute toward the cutting of carbon emissions through energy efficiency measures at least in line with the most up-to-date national targets for sustainable construction. Similar consideration will be given to impact on water resources. Building Regulations will play a major role in securing the more demanding standards in environmental performance. The Code for Sustainable Homes is a performance standard framework for measuring the performance of new homes (refurbishments and non-domestic buildings are assessed by the Building Research Establishment Environmental Assessment Method (BREEAM)) which currently go beyond building regulations. Similarly the 'Lifetime homes' standard (which is linked to the Code) relates to the design of adaptable and inclusive homes. New development will be expected to comply with the relevant Code for Sustainable Homes or BREEAM targets set out below, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable.
- 2.5.24 New buildings which promote high levels of sustainability should not be incompatible with an existing character, if they have been designed with both objectives in mind. In considering improvements for energy conservation it is important to remember that many traditional (historic) buildings perform very differently from modern buildings. The types of improvement that are most likely to be effective and compatible with a Listed Building include:
- improved draught proofing

- increased roof insulation
- installation of secondary glazing
- installation of an energy efficient boiler
- installation of a ground heat source pump

The installation of solar panels or photovoltaics within the curtilage of a 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 is advised to obtain expert advice from a suitably qualified architect or surveyor.

### **ENV 13. THE DESIGN AND POSITIONING OF BUILDINGS**

- i) Development is expected to achieve a high quality of design and will only be permitted where the siting, alignment, design, scale, mass and materials used complements and respects the character of the surrounding area or would actively improve the legibility or character of the area. This means that:**
  - The general design should be in harmony with the adjoining buildings and the area as a whole
  - The position of the building on its site should respect its relationship with adjoining buildings, routes, open areas, rivers, streams and other dominant features
  - The scale and mass of the building should respect, and be in harmony with, the adjoining buildings and the area as a whole, and reflect the purpose for which the building is proposed (unless this would detract from the character of the surrounding area)
  - Materials should be sympathetic to the natural and built surroundings.
  - The quality of the architecture should be appropriate to the type of building with particular regard to its architectural elegance, symmetry and rhythm, and richness of detail
  - Any alterations to or extensions of buildings should be well related to, and not overpower, the original building or neighbouring buildings.
- ii) Development should be designed to reduce opportunities for, and fear of, crime. Major development should achieve full Secured by Design Certification unless this would conflict with other planning policies.**
- iii) New buildings and alterations / extensions to existing buildings are expected to achieve high standards of environmental performance, unless this would significantly compromise other policies contained in this plan. New homes to be delivered in the period 2013 – 2015 should meet Code for Sustainable Homes level 4, and those delivered from 2016 onwards should meet level 6. Other built development should be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) standard of at least ‘very good’. Where this is not possible, reasonable steps should be taken to ensure that, as far as is practicable:**
  - opportunities for the passive solar heating of buildings and the spaces between and around them are optimised,
  - southerly facing roof slopes are used for solar thermal and/or photovoltaic installations, which where possible should be integrated into the roof design
  - opportunities for natural lighting and ventilation to buildings are maximised,

- **the amount of unnecessary overshadowing is minimised, including impact on existing renewable energy generators dependent on sunlight**
- **likely needs for storage are accommodated, including sufficient space for storing refuse bins and recycling containers and space for storing cycles or electric buggies**
- **the needs of people with disabilities are generally met**
- **new homes provide outside drying space and have systems in place for composting garden waste**
- **systems are in place to collect rainwater for use**
- **those materials that are the most harmful to the environment are not used**

## SHOP FRONTS AND ADVERTISEMENTS

- 2.5.25 Shop fronts and advertisements are essential to commercial activities. They affect the appearance of the building or 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 can be particularly noticeable in historic settlements, and in the countryside. The cumulative impact of such development will also be considered.
- 2.5.26 The Councils will encourage high quality design and materials in shop front development. In some cases it may be desirable to reinstate traditional shop fronts or features. Good quality contemporary shop fronts can have a positive affect 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.

### ENV 14. 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; and**
  - **they are compatible with and respect the building’s surroundings in terms of size, proportions, form, design, materials and use of colour; and**
  - **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 with regard to amenity (including its impact on the local landscape and historic character) and public safety (including its impact on road safety).**

## EFFICIENT AND APPROPRIATE USE OF LAND

- 2.5.27 Development should make efficient use of land, and not create wasted or leftover land that has no real function. However this does not mean that every private garden should be developed, as large gardens may be an important characteristic of an area and provide local wildlife and landscape benefit.



- 2.5.28 Proposals for development of new buildings or change of use within settlements should, where practicable, contribute towards an appropriate mix of uses, aimed at increasing the level of self-containment and reducing the need for car-based travel, 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. Open spaces within new developments will be expected, where practicable, to perform a number of functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production).
- 2.5.29 The density of development will differ across the plan area, as the scale and positioning of buildings should be in harmony with the local character of the area (see Policy ENV 13).

#### **ENV 15. EFFICIENT AND APPROPRIATE USE OF LAND**

- i) Development should optimise the potential of the site and make efficient use of land, subject to the limitations inherent in the site and impact on local character**

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#### **AMENITY**

- 2.5.30 Impact on amenity is one of the most important determining considerations within the planning application process, as it can impact greatly on the quality of life for those affected. Noise, light and overlooking are key factors affecting amenity, together with issues such as disturbance and pollution.
- 2.5.31 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 amenity reasons will rule out the provision of a development at a particular location; in others, it may be possible for the impact on amenity to be made acceptable through appropriate design, layout and distribution of uses within the development. 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.
- 2.5.32 While recognising that many developments will create some noise, the level of noise 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 recreational areas particularly valued for their tranquillity, no significant increase will be allowed.
- 2.5.33 Air pollution may be caused by industrial processes (including the use of biomass boilers and combined heat and power plants) or through local traffic generation, and may be exacerbated by local microclimatic factors. The Councils may ask for an air quality assessment if there is reason to believe that the 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, and due regard 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.
- 2.5.34 The potential pollution of bathing water will be considered under this policy.
- 2.5.35 Lighting schemes can affect the amenities of occupiers and have wider visual impacts on a landscape scale through increasing light pollution and loss of 'dark skies' (particularly in more rural areas). The glare from lighting schemes can also have an adverse effect on local residents, vehicle users, cyclists, equestrians and pedestrians. 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 potential light pollution from glare and spillage. Where such schemes are likely to have a significant adverse impact on local landscape character, policy ENV 1 will apply.

#### **ENV 16. 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 the development and close to it. As such, development proposals will only be permitted provided:**
  - They do not have a significant adverse effect on the amenity of likely occupiers of residential properties through loss of privacy;
  - They do not have a significant adverse effect on the amenity of the likely occupiers of properties through inadequate daylight or excessive overshadowing or diminished outlook;
  - They do not generate a level of activity or noise that will detract significantly from the character and amenity of the area or the quiet enjoyment of residential properties;
  - They do not generate significant pollution, vibration or detrimental emissions unless it can be demonstrated that the effects on amenity, health and the natural environment will be made acceptable.
- ii) Development which is sensitive to noise 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.**

## 3. ACHIEVING A SUSTAINABLE PATTERN OF DEVELOPMENT

### 3.1 INTRODUCTION

3.1.1 Sustainable development can be described as ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’. There is a presumption in favour of sustainable development as a cornerstone of national planning policy, and this is reflected through the policies in this plan. For plan-making, this means that the plan needs to seek the right balance of economic, social and environmental benefits. To do this, we need to:

- understand local circumstances and resource limits, and what impact failing to meet needs or exceeding these limits may have on existing and future generations,
- develop opportunities to meet social and economic needs while protecting and enhancing the environment,
- make sure we have good community ownership and participation in the planning process.

3.1.2 Influencing the pattern of development is a crucial element in seeking to achieve development that is more sustainable. It is about providing opportunities for people to make sustainable choices (although people will inevitably have the freedom to choose how they live their lives).

3.1.3 Localism is about encouraging communities to make decisions for their local area and take an active role in achieving their goals. This plan aims to maximise these concepts while making sure that we do ultimately achieve the growth we need.



### STRATEGIC APPROACH

In the period 2011-2031 development should help deliver a steady supply of employment and housing land to meet projected needs (estimated to be about 60ha of employment land and about 12,600 new homes across the plan area). The distribution of development is influenced by:

- the needs, size, and roles of the area’s settlements, taking into account any current imbalances of housing or jobs
- 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,
- the availability of land, and whether it has been previously developed (brownfield); and
- the environmental constraints of the plan area,

The 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, Portland, Sherborne and Weymouth (including an area north of Littlemoor that lies partly within West Dorset), and are indicated in Table 3.2. The main towns and smaller

settlements with defined development boundaries also provide a considerable supply of smaller sites through redevelopment and infill opportunities that are needed to meet projected needs.

Development opportunities in the more 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). It is expected that neighbourhood development plans and other appropriate planning tools will be used to help bring forward new development, and may allocate additional sites, or extend an existing (or add a new) development boundary to help deliver this growth.

Away from existing settlements, development opportunities will be more limited to those activities that will help continue to support the rural economy or help in the long-term management of the countryside and its unique character.

## 3.2 A SUSTAINABLE LEVEL OF ECONOMIC AND HOUSING GROWTH

- 3.2.1 Councils are expected, where possible, to identify a supply of specific, developable sites or broad locations for growth for a 15 year period. This plan looks beyond the 15 year period to 2026 to cover the period up to 2031. Planning for a 20 year period allows flexibility with respect to land supply. It allows for a greater degree of strategic thinking and long term planning and also provides opportunities to amend the supply of land towards the latter part of the plan period dependent on revised demand forecasts and build rates, and if necessary bring forward development earlier than anticipated. The amount of economic and housing growth we can accommodate is constrained by our duty to protect the environment.

### ECONOMIC DEMAND

- 3.2.2 The economy is constantly changing, and its needs may well differ during the plan period. However based on predictions of the likely changes to the local workforce (by looking at how the population is aging and likely in and out-migration), and the type of sectors that may grow, it is possible to predict future demand.
- 3.2.3 Economic forecasts indicate that, to achieve any economic growth, an additional 16,100 full time equivalent jobs will need to be planned for in the period up to 2031. To achieve this growth, the plan should ensure that there is **43.6 ha** of additional employment land available in West Dorset and **16.7 ha** of additional employment land in Weymouth and Portland for offices, light industrial, general industrial, storage and warehousing (covered by the B use classes).

### HOUSING DEMAND

- 3.2.4 The amount of new housing delivered in the plan period will have an effect on the economy (as it will house the local workforce) and also our communities (helping provide decent, affordable homes and potentially reducing the need for young people to move away from the area).
- 3.2.5 The Office of National Statistics' population projections predict that the population of West Dorset will increase by 11% in the next 20 years, and that the population of Weymouth and Portland will increase by about 3%. The projections also suggest that within the population, there will be large increases in the number of older persons. Household size is likely to drop from an average of 2.17 people per household to 2.0, mainly due to this factor. Deaths are likely to exceed births, but this loss will be outweighed by people moving into the area to live and work,

- 3.2.6 In terms of households, catering purely for this level of growth and the changes in household sizes means that there will be a need for around **470** new homes in West Dorset and **160** new homes in Weymouth and Portland every year on average over the 20 year plan period. This level of growth is consistent with what has been delivered in the past 20 years in West Dorset but is significantly lower than what has been delivered in the past in Weymouth and Portland. Sites with existing permissions will be counted towards this target.

NEED	West Dorset	Weymouth & Portland
HOMES	Land for about 470 new homes each year 9,400 new homes in total over the 20 years	Land for about 160 new homes each year 3,200 new homes in total over the 20 years
EMPLOYMENT	43.6ha of land in total	16.7ha of land in total

- 3.2.7 It is accepted that this level of growth cannot cater for the predicted level of demand for affordable housing. At the beginning of the plan period there were about 3,000 people on the housing register in West Dorset and 4,600 in Weymouth and Portland. Putting aside any backlog, there is an estimated future requirement for over 600 new affordable homes each year in West Dorset and nearly 750 new affordable homes each year in Weymouth and Portland, if all housing need were to be eradicated.

#### SUS 1. THE LEVEL OF ECONOMIC AND HOUSING GROWTH

- i) **In the period 2011-2031 provision should be made for a deliverable supply of**
- **employment land of 43.6 ha in West Dorset and 16.7ha in Weymouth and Portland.**
  - **housing land to accommodate in the region of 2,350 dwellings every 5 years in West Dorset and 800 dwellings every 5 years in Weymouth and Portland.**

### 3.3 THE NEED FOR NEW HOUSING AND EMPLOYMENT LAND ALLOCATIONS

#### EXISTING SUPPLY AND UNMET DEMAND

- 3.3.1 In deciding the amount of land that will need to be allocated for development, existing permissions and likely development on small sites (informed by the strategic housing land availability assessment, employment land review and further studies) are taken into account. Allocating the remaining shortfall (and over-allocating) provides an opportunity to redress imbalances and provide development where it will best meet local need.
- 3.3.2 The following table outlines the existing supply (and factors in that not all permissions will be implemented and not all minor sites will come forward) and from this estimates how much land needs to be allocated for development in each Council's area to achieve the proposed level of economic and housing growth.

SUPPLY (2011)	West Dorset	Weymouth & Portland
HOMES	1,340 homes with permission at April 2011 and likely to come forward. Outline permission has now been granted for Poundbury Phases 3 and 4 which will	1,130 homes with permission at November 2011 and likely to come forward. 1,030 minor sites identified over the first 15 years and likely to

	contribute a further 1,200 homes. 1,330 minor sites identified over the first 15 years and likely to come forward, a further 470 (minimum) estimated for the remaining 5 years to 2031.	come forward, a further 360 (minimum) estimated for the remaining 5 years to 2031.
EMPLOYMENT	16.9ha with permission (not all will come forward)	21.6ha with permission (not all will come forward)
<b>UNMET DEMAND</b>	<b>West Dorset</b>	<b>Weymouth &amp; Portland</b>
HOMES	Land for 3,180 new homes needed to 2026 (excluding Poundbury) A further 1,880 in the period 2026 to 2031.	Land for 240 new homes needed to 2026. A further 440 homes needed in the period 2026 to 2031.
EMPLOYMENT	At least 26.7 additional hectares needed.	No additional land needed.

#### THE APPROACH TO DISTRIBUTING UNMET DEMAND

- 3.3.3 Throughout the consultation that informed this plan recurrent themes were meeting local need and enabling local decision making. The settlement policy aims to meet local needs, and enable economic growth, whilst safeguarding our special environment. Localism is an important part of the new strategy encouraging communities to take responsibility for their own areas.
- 3.3.4 The proposed distribution of development takes account of:
- the needs, size, and roles of the area’s settlements, taking into account any current imbalances
  - 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;
  - the availability of land, and whether it has been previously developed (brownfield);
  - the environmental constraints of the plan area (including landscape and nature conservation designations and areas of flood risk and coastal erosion).
- 3.3.5 The development strategy therefore focuses the majority of new development on the larger settlements, which have more existing jobs and services, broadly in line with the local demand for that area, taking into account current imbalances, the current supply and existing constraints.

#### IMBALANCES IN THE EXISTING PATTERN OF DEVELOPMENT

- **Weymouth** is an important seaside resort, dominated by lower-paid employment, which currently has a significant amount of outward commuting to Dorchester for jobs.
- **Dorchester** is the County Town and an important service area, and relies on a much wider area (including both nearby villages and Weymouth to the south) for its workforce and economic success.
- **Portland** has historically had a good balance of housing and employment, with islanders working predominantly in the numerous quarries, or at the Ministry for Defence and Naval establishments. With the closure of the latter establishments many islanders 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.
- **Bridport** is relatively well self contained with a good balance between housing and employment.
- **Sherborne** has a close relationship economically with the neighbouring town of Yeovil, in Somerset. Sherborne has become an increasingly expensive place to live although many of the jobs within the town itself are relatively low paid, meaning that a significant proportion of the higher-skilled workforce commute out of the town, and there is an inward flow of lesser-skilled workers who cannot afford the local house prices.
- **Chickerell**, which includes the Granby and Lynch Lane industrial estates, provides employment opportunities which serve both Chickerell town and neighbouring Weymouth.
- **Lyme Regis** is a small coastal town on the boundary with East Devon. Due to its location and constraints, including land instability, there are few opportunities for growth within the district.
- **Beaminster** is relatively well balanced in terms of employment and housing.

#### STRATEGIC ALLOCATIONS AND PHASING

3.3.6 Strategic allocations have the potential to provide for a more comprehensive and planned approach to development, with housing and employment and related facilities such as new schools, brought forward in balance. Such allocations also allow for better control over the phasing and release of development, ensuring that there is a steady supply of land with the necessary infrastructure for that area.

ALLOCATIONS	West Dorset	Weymouth & Portland
HOMES	Land allocated for about 4,540 new homes Shortfall in plan period: 520 (for the period 2026-31)	Land allocated for about 1,620 new homes Shortfall in plan period: none
EMPLOYMENT	43ha of additional land allocated for employment Shortfall in plan period: none	29ha of additional land allocated for employment Shortfall in plan period: none

**Table 3.1 – Summary table, housing supply and demand**

	West Dorset		Weymouth and Portland	
	2011-2026	2011-2031	2011-2026	2011-2031
<b>Housing demand</b>	<b>7,050</b>	<b>9,400</b>	<b>2,400</b>	<b>3,200</b>
Housing supply permissions	1,340	1,340	1,130	1,130
minor sites	1,330	1,800	1,030	1,390
(Poundbury)	1,200	1,200		
allocations	4,540*	4,540	1,615*	1,615
<b>Housing supply Total</b>	<b>8,410*</b>	<b>8,880</b>	<b>3,775*</b>	<b>4,135</b>

\* includes sites that are planned for 2026-2031, but could be brought forward if needed

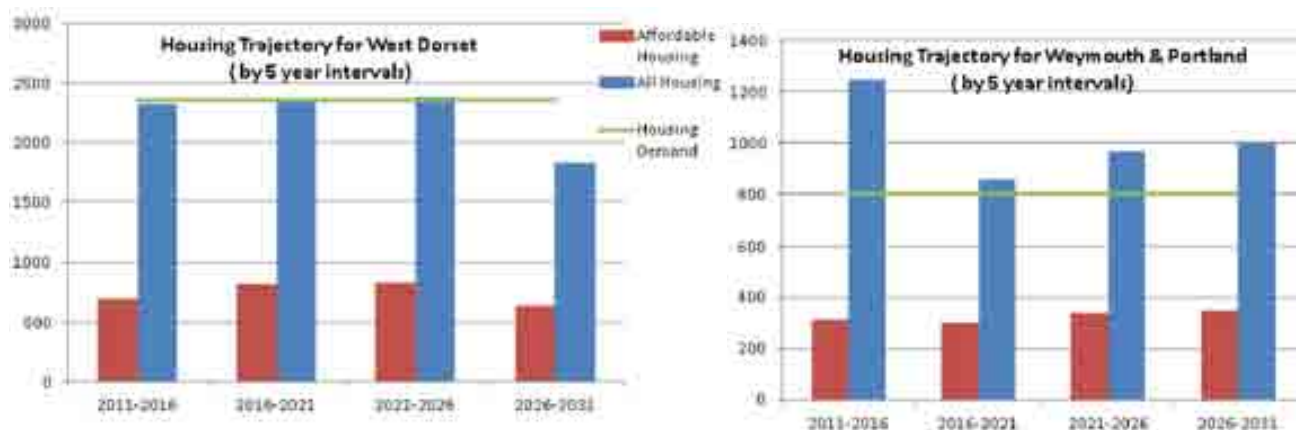
- 3.3.7 The following tables set out strategic allocations for employment and housing within the plan period.
- 3.3.8 Many of the larger sites are promoted for mixed use developments. The housing allocations table (Table 3.2) includes previously allocated strategic sites where development has not yet been completed. Additional allocations at the towns are also included that are not of a sufficient scale to be strategic to the overall delivery of the plan, if other alternative development in that area were to come forward. The table gives an indication, within five year periods, of when all these sites are likely to be developed. The total numbers of homes on the sites will depend on the mix of house types and sizes, and also the proportions of housing and employment, and may be higher or lower than those indicated. The approximate phasing is indicative and may need to vary between sites to ensure a reasonably continuous land supply throughout the plan period. Where planning permission has been granted but a site-specific policy has been included (in case their development is reconsidered through a new application), these are included in the existing supply figures and therefore have been marked in grey.
- 3.3.9 The shortfall of approximately 520 homes in West Dorset is particularly relevant to the last five years of the plan period. The figures however do not include potential development that may come through Neighbourhood Development Plans, which could deliver a significant level of growth to make up and potentially exceed this shortfall. This will be kept under review. The plan also includes reference to further work with existing landowners / developers and local communities to explore options to support the long-term growth in the Dorchester area.
- 3.3.10 Housing trajectories, showing the approximate delivery of housing over the plan period, are shown in Figures 3.1 and 3.2. The delivery of affordable housing as a proportion of the overall housing delivery is not expected to increase until the second five year period, as the first five years relates primarily to completions on sites where permission has been granted under the previously adopted plans.



**Table 3.2: Housing Allocation Sites (including large sites with current planning permission) with approximate phasing and estimated supply**

Location	Housing Supply	Approximate phasing				Employment land	Strategic Allocation	Policy Ref
		2011-16	2016-21	2021-26	2026-31			
<b>WEYMOUTH</b>								
<i>Weymouth Town Centre</i>	400+		⇒	⇒	⇒	(possible)	✓	WEY1
<i>Markham and Little Francis</i>	500		⇒	⇒	⇒	(possible)	✓	WEY10
<i>Land south of Louviers Road</i>	100	⇒	⇒			--	✓	WEY11
<i>Land at Wey Valley</i>	400			⇒	⇒	(minimal)	✓	WEY12
<i>The Old Rectory, Lorton Lane</i>	50	⇒				--		WEY13
<i>Land to the south of Lorton Lane</i>	15	⇒				--		WEY14
<i>Littlemoor Urban Extension (part)</i>	150		⇒	⇒	⇒	✓	✓	LITT1
<b>PORTLAND</b>								
<i>Former Hardy Complex</i>	384	⇒	⇒			--	✓	PORT3
<b>CHICKERELL</b>								
<i>Putton Lane Area</i>	220	⇒	⇒				✓	CHIC1
<i>Chickerell Urban Extension</i>	850		⇒	⇒	⇒	(minimal)	✓	CHIC2
<i>Land off Rashley Road</i>	50				⇒			CHIC3
<b>LITTLEMOOR (West Dorset)</b>								
<i>Littlemoor Urban Extension (part)</i>	350		⇒	⇒	⇒	✓	✓	LITT1
<b>DORCHESTER</b>								
<i>Poundbury Phases 3 and 4</i>	1200	⇒	⇒	⇒		✓	✓	DOR1
<i>Weymouth Avenue Brewery Site</i>	560	⇒	⇒			(retain)	✓	DOR6
<i>Red Cow Farm</i>	54	⇒				(minimal)		DOR7
<i>Land South of St George's Road</i>	50		⇒			(possible)		DOR8
<i>Land off Alington Avenue</i>	50		⇒			--		DOR9
<b>CROSSWAYS</b>								
<i>Land at Crossways</i>	1,200+		⇒	⇒	⇒	✓	✓	CRS1
<b>BRIDPORT</b>								
<i>Vearse Farm</i>	760		⇒	⇒	⇒	✓	✓	BRID1
<i>Land off Skilling Hill Road</i>	40				⇒			BRID2
<i>Land east of Bredy Vet's Centre</i>	40	⇒				--		BRID3
<i>St Michael's Trading Estate</i>	40	⇒				(retain)		BRID5
<b>BEAMINSTER</b>								
<i>Land north of Broadwindsor Road</i>	120	⇒	⇒			✓	✓	BEAM1
<i>Land off Hollymoor Lane</i>	70			⇒	⇒	--		BEAM2
<b>LYME REGIS</b>								
<i>Woodberry Down</i>	90	⇒	⇒			(retain)	✓	LYME1
<b>SHERBORNE</b>								
<i>Barton Farm</i>	800	⇒	⇒	⇒		✓	✓	SHER1
<i>Former gasworks site</i>	30	⇒				(possible)		SHER4

**Figures 3.1 and 3.2: Housing Trajectories for West Dorset and Weymouth and Portland**



3.3.11 Table 3.3 below lists the employment allocation sites, some of which will become key employment sites. The figures shown are approximate and further employment opportunities may come forward as part of mixed use schemes.

**Table 3.3: Employment Allocation Sites (not including town centre schemes)**

Town	Site Allocated For Employment	Employment (ha)	Key site	Notes	Policy Ref
Weymouth	Littlemoor urban extension	15	✓	primarily in West Dorset	LITT1
	Land at Icen and Weyside Farms	2		in West Dorset	LITT2
Portland	Land at Portland Port	30.3	✓	part with permission	PORT1
	Osprey Quay	8.6 (minimum)		part with permission	PORT2
Chickerell	Putton Lane	0.7 (minimum)		with outline permission	CHIC1
Dorchester	Poundbury Urban Extension	6 (approximate)		with outline permission	DOR1
	Poundbury Parkway Farm	0.9	✓	site extension	DOR2
	Weymouth Avenue Brewery	1.7 (approximate)		with outline permission	DOR6
Crossways	Land at Crossways	7.2	✓		CRS1
Bridport	Vearse Farm	4	✓		BRID1
	St. Michael's Trading Estate	up to 2.5		mixed use scheme	BRID5
Beaminster	Broadwindsor Road	0.5		mixed use scheme	BEAM1
	Lane End Farm	0.7	✓		BEAM3
Lyme Regis	Woodberry Down	1 (retention)			LYME1
Sherborne	Barton Farm	6	✓	mixed use scheme	SHER1
	Sherborne Hotel	2.2			SHER3
	Former Gasworks Site	up to 0.8		mixed use scheme	SHER4

## DEFINED DEVELOPMENT BOUNDARIES

3.3.12 Defined development boundaries have been carried forward from the previously adopted local plans, defining the areas within which development will generally be accepted.

3.3.13 Although a lot of demand for new housing exists in the rural areas, allocations or extensions to defined development boundaries have not made in these locations. Although there are suitable sites, there are problems associated with providing development in locations that have few facilities and where people tend to commute to the towns. It is more difficult to provide cost-effective local services for a more dispersed

<b>Settlements with Defined Development Boundaries</b> <i>This list may be expanded through Neighbourhood Plans</i>	
Beaminster	Grove
Bishops Caundle	Lyme Regis
Bradford Abbas	Maiden Newton and Higher
Bridport	Frome Vauchurch
Broadmayne and West	Mosterton
Knighton	Piddletrenthide
Broadway	Portesham
Broadwindsor	Puddletown
Buckland Newton	Salwayash
Burton Bradstock	Sherborne
Cerne Abbas	Southwell
Charlton Down	Sutton Poyntz
Charminster	Thornford
Charmouth	Trent
Chickerell	Upwey
Crossways	Weston
Dorchester	Weymouth
Easton	Winterbourne Abbas and
Evershot	Winterbourne Steepleton
Fortuneswell	Yetminster

pattern of development, without putting greater reliance on potential unworkable public transport solutions which will inevitably increase carbon emissions and disadvantage those who don't have a car (usually the more vulnerable groups in our society), which is why it makes sense to try to focus development at the towns. And each village will be different in terms of its needs, opportunities and constraints. As such a more enabling approach is proposed for rural communities – working with those that want to see development take place, to help identify suitable sites to meet their local needs. Using neighbourhood development plans and other planning tools, communities can allocate sites, introduce or extend a development boundary, or develop a criteria-based policy to allow development to take place, where they consider this is the right approach for them. This plan does not include targets for development in these areas, and as part of the monitoring process the Councils will examine to what extent this approach is delivering growth.

### SUS 2. DISTRIBUTION OF DEVELOPMENT

- 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 of Littlemoor form outlying parts) will be the highest priority locations for new development.**
  - **Elsewhere in the plan area, the market and coastal towns of Beaminster, Bridport, Lyme Regis, Portland and Sherborne and the village of Crossways will be a focus for future development.**
  - **Development in rural areas will be directed to the settlements with defined development boundaries, and will take place at an appropriate scale to the size**

**of the settlement. Settlements with no defined development boundary may also have some growth to meet their local needs.**

- iv) Within the defined development boundaries residential, employment and other development to meet the needs of the local area will normally be permitted.**
- v) Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside, 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, recreational or leisure-related development**
  - **new homes restricted to affordable housing, rural workers' housing, sites for gypsies, travellers and travelling showpeople or 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**
  - **specific allocations in a development plan document**

### 3.4 NEIGHBOURHOOD DEVELOPMENT PLANS AND ORDERS

3.4.1 In 2012 the government provided a number of new planning tools for local communities, including neighbourhood development plans, neighbourhood development orders and community right to build orders. These tools provide a genuine opportunity for local people to influence what is built in their area, which in turn should foster greater trust in the planning process, as well as deliver development that is in tune with local people's wishes. The tools are meant to enable development to happen, for example by allocating sites for development, or allowing the type of development that local people would want.

3.4.2 This new planning approach has the potential to bring together communities (including those that live, work or visit the area), landowners and developers and service providers to build a consensus about the future of their area, and should help create lasting partnerships both within and outside the community.

3.4.3 A neighbourhood development plan becomes part of the development plan, and its policies will work alongside, and where appropriate, replace the policies in the local plan where they overlap. Neighbourhood development orders and community right to build orders will give permitted development rights to the types of development specified in that order, allowing developments that are consistent with the development plan to proceed without



unnecessary delay. The policies will only apply to the specific area covered by that neighbourhood development plan or order (rather than the local plan area).

- 3.4.4 Neighbourhood development plans have the potential to deliver a step-change in the level of growth in the plan area. West Dorset District Council and Weymouth and Portland Borough Council will support communities that wish to use these new planning tools, by providing advice and assistance. As a minimum this will include advice on the area that the plan or order should cover (as this will need to be approved), and help identifying the extent to which their proposals are in general conformity with national planning policy and the strategic objectives and approach of this local plan. A greater level of support will be directed at those communities that can help in the delivery of sustainable growth in the plan area.

### **SUS 3. NEIGHBOURHOOD DEVELOPMENT PLANS**

#### **i) Neighbourhood Development Plans should:**

- **show how they are contributing towards the strategic objectives of this plan and be in general conformity with its strategic approach**
- **clearly set out how they will promote sustainable development in their area at the same level or over and above that which would otherwise be delivered through the local plan**
- **have due regard to information on local need for new homes, jobs and facilities, for their plan area and any outlying areas which they may serve**
- **demonstrate that they are credible, justifiable and achievable. This can be assisted by involving landowners, developers and service providers in their preparation.**

### **3.5 THE RE-USE AND REPLACEMENT OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES**

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- 3.5.1 Existing rural buildings that are no longer needed for the original purpose for which they were built, provide an opportunity for development without the impact that new buildings would have on the surrounding landscape. The re-use of an existing building may therefore be allowed in situations where new build for the same use would not. It is however important to consider the impact on the surroundings that may arise from the changes necessary to enable the re-use, and to also consider what impact the use may have on the local transport network.

- 3.5.2 The replacement of rural buildings will normally be permitted where their continued use (either for the existing use or an agreed alternative use), alteration or extension would be acceptable, although consideration should be given to whether it would be more practicable to re-use the existing building. The replacement of a farm building that makes a positive contribution to the local character (such as the many stone barns and farmhouses) will be resisted.

### **SUS 4. RE-USE AND REPLACEMENT OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES**

#### **i) The replacement or adaptation and re-use of rural buildings will be permitted where:**

- **the buildings are of permanent and substantial construction and would not need to be substantially rebuilt in order to be re-used**
- **the buildings do not need to be substantially extended; and**

- **their form, bulk and design, both existing and proposed, are in general keeping with their surroundings**

**and where development is for one of the following uses:**

- **employment;**
  - **affordable housing, where the proposal is capable of meeting an identified, current, local need which cannot otherwise be met;**
  - **essential rural workers' dwellings;**
  - **community uses, where the buildings are accessible and immediately proximate to the community served;**
  - **tourism uses (other than tourist accommodation), where there is a justifiable need for a rural location; or**
  - **built tourist accommodation where employment, affordable housing and community uses have all been considered as the first preference but have been demonstrated not to be viable, practicable or needed**
- ii) The replacement of a building will only be permitted where its continuing use would otherwise be consistent with other policies in this plan. Where this would involve the loss of a farm building that makes a positive contribution to the local character, its replacement must be shown to produce substantial planning benefits, such as economic regeneration or environmental enhancement.**

## 4. ECONOMY

### 4.1 INTRODUCTION

- 4.1.1 Employment should be focused in places where it will provide people with the opportunity to work locally, helping to reduce the need to travel and promote social inclusion. The type and scale of new employment development should also be appropriate to its location.
- 4.1.2 Economic development is a key priority for both Councils. The Dorset Local Enterprise Partnership (LEP) has identified sectors where there is the need and scope to improve the performance of already significant sectors, and/or the opportunity to enhance environmental performance. Accordingly, the Councils will work with the Local Enterprise Partnership to encourage and support the development of:
- Tourism, leisure, hospitality and international education
  - Marine-related businesses and research
  - Food and drink industry
  - Environmental goods and services, including support for the renewable energy sector
  - Precision engineering
  - Creative industries
  - Health and social work
  - Finance and banking.

### AN ECONOMIC VISION FOR THE AREA

The local plan will play a key role in:

- Providing the necessary flexibility to support businesses through the recession and recovery
- Facilitating inward investment to create better paid jobs
- Improving infrastructure to enable businesses to grow
- Regenerating the area's vibrant town centres

### A BROAD DEFINITION OF EMPLOYMENT

- 4.1.3 Employment uses have previously been defined as offices, light industrial, general industrial, storage and warehousing, often referred to as B class uses. However there are a number of sectors in the plan area other than these 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 this local plan.

#### **Employment**

For the purposes of this plan 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 class development which provides direct, on-going local employment opportunities such as tourism and retail. It does not apply to development that indirectly benefits the local economy (such as housing), and businesses such as farming and tourist accommodation providers, which are covered in other policies of the plan.

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

- 4.1.4 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 this plan's definition of employment.

### STRATEGIC APPROACH

A continuing supply of land and premises suitable for employment uses is needed, of a type and scale consistent with 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 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 If future economic growth is to be successfully delivered it is vital that enough land, and the right kind of land, is provided for these uses. A flexible approach and a ready supply of employment sites in suitable locations are fundamental to the economic performance of the area. The larger settlements have a key role to play because of their accessibility to labour, support services and infrastructure.
- 4.2.2 To help meet the anticipated demand for employment land, sites for employment uses have been identified and allocated at the main towns (see Table 3.2 for where these are set out in the site specific chapters). Flexible policies for the rural areas have been included instead of specific allocations in and around the smaller settlements. Further employment allocations may come forward through neighbourhood development plans.
- 4.2.3 The expansion of existing employment sites and premises, and sensitive small scale development in and around suitable settlements, can help bring about economic activity and local job opportunities. Live-work developments provide an opportunity for people to adopt more flexible working practices, and therefore are also encouraged where housing would otherwise be acceptable. While the plan generally seeks to concentrate development in the areas which are most accessible, it is recognised that small-scale employment development in rural areas, through well-designed new buildings on the edge of existing settlements, the re-use and adaptation of existing buildings, or farm diversification schemes, is of value even though such development is unlikely to be served by public transport.

### ECON 1. PROVISION OF EMPLOYMENT

- i) **Provision of land for employment uses will generally be supported:**
- **within or on the edge of a settlement,**
  - **through the expansion of existing sites,**



- as part of a farm diversification scheme,
- through the re-use or replacement of an existing building, or
- in a rural location where this is essential for that type of business.

ii) Proposals for live-work developments will be supported in locations considered suitable for open market residential development.

### 4.3 PROTECTING EMPLOYMENT SITES

- 4.3.1 Existing employment sites and premises provide valuable opportunities for jobs close to where people live, and benefit the local economy. However there is increasing pressure for change of use from employment to non employment generating uses. The loss of employment uses can impact negatively on local access to employment and the economic competitiveness of local areas. This in turn would potentially undermine economic growth.
- 4.3.2 “Key employment sites” are the larger employment sites that contribute significantly to the employment land supply for B class uses. These are safeguarded for B class uses and other employment uses which would achieve economic enhancement without detrimental impact to the site or wider area. In considering economic enhancement, regard will be given to issues such as wage rates, achievement of higher level skills, job numbers, and key sectors identified by the Local Economic Partnership.

**Table 4.1: Key Employment Sites**

Town	Site	Status
Weymouth	Littlemoor urban extension	Proposed
	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
Crossways	Land at Crossways	Proposed
	Hybris Business Park	Existing
Bridport	Vearse Farm	Proposed
	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

Town	Site	Status
Beaminster	Broadwindsor Road	Existing
	Horn Park Quarry	Existing
	Danisco Site	Existing
	Lane End Farm	Proposed
Lyme Regis	Lyme Regis Industrial Estate / Uplyme Business Park	Existing
Sherborne	Barton Farm	Proposed
	Hunts Depot	Existing
	Coldharbour Business Park	Existing
	South Western Business Park	Existing
Broadmayne	Roman Hill Business	Existing
Charminster	Charminster Farm	Existing
Piddlehinton	Enterprise Park	Existing

## ECON 2. PROTECTION OF KEY EMPLOYMENT SITES

- i) Within key employment sites (as identified on the proposals map) applications for B1 (light industrial), B2 (general industrial), B8 (storage and distribution) and other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses.
- ii) The use of key employment sites for employment purposes other than B1, B2 and B8 may be appropriate if it can be proven that the use provides on-site support facilities or demonstrates an economic enhancement over and above B1 / B2 / B8 uses. Such development should not prejudice the efficient and effective use of the remainder of the employment area.
- iii) Retail uses will not generally be supported. Exceptionally, uses which have trade links with employment uses or are un-neighbourly in character (such as car showrooms, tyre and exhaust centres, or trade counters) may be permitted on employment sites which have good access to a range of transport options.
- iv) Other uses that do not provide direct, on-going local employment opportunities will not be permitted.

4.3.3 Other employment sites are also valued for the job opportunities that they provide, but a more flexible approach will be taken on these to help facilitate a broad range of economic development, which is vital for the future sustainability and development of the area's economy. The policy also recognises that some existing employment sites may be causing significant environmental or amenity problems that cannot be overcome. In some circumstances there may not be a need for that site to remain in employment use, if there are sufficient alternatives available in the local area, and it would not benefit the local economy for it to remain vacant. And 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 use. 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 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
  - Expected job numbers (full time and part time) by job type, and how this is justified
- 4.3.4 Where there is no reasonable prospect of an employment site being used for employment purposes, alternative uses may be considered. Where an application is made for an alternative use other than employment, the following information will 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
  - Any other reasons why the site is thought unsuitable for employment uses
  - 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
  - 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)
- 4.3.5 The Councils will require applicants to demonstrate that real effort has been undertaken to achieve alternative employment uses on that site. In assessing this information, consideration will be given to current market trends and the future land needs in that location.

### **ECON 3. PROTECTION OF OTHER EMPLOYMENT SITES**

- i) Outside key employment sites, the redevelopment of existing employment sites to an alternative employment use will normally be permitted.**
- ii) The redevelopment of employment land and premises for non employment uses will be permitted where:**
  - **the present (or where vacant or derelict, the previous) use causes significantly harm to the character or amenities of the surrounding area and it has been demonstrated that no other appropriate viable alternative employment uses could be attracted to the site; or**
  - **it can be proven to the satisfaction of the council that an adequate supply of suitable alternative employment sites is locally available; or**
  - **mixed use redevelopment of the site would offer important community benefits with no significant loss of jobs / potential jobs, and the proposed mix of uses would be in accordance with other planning policies.**

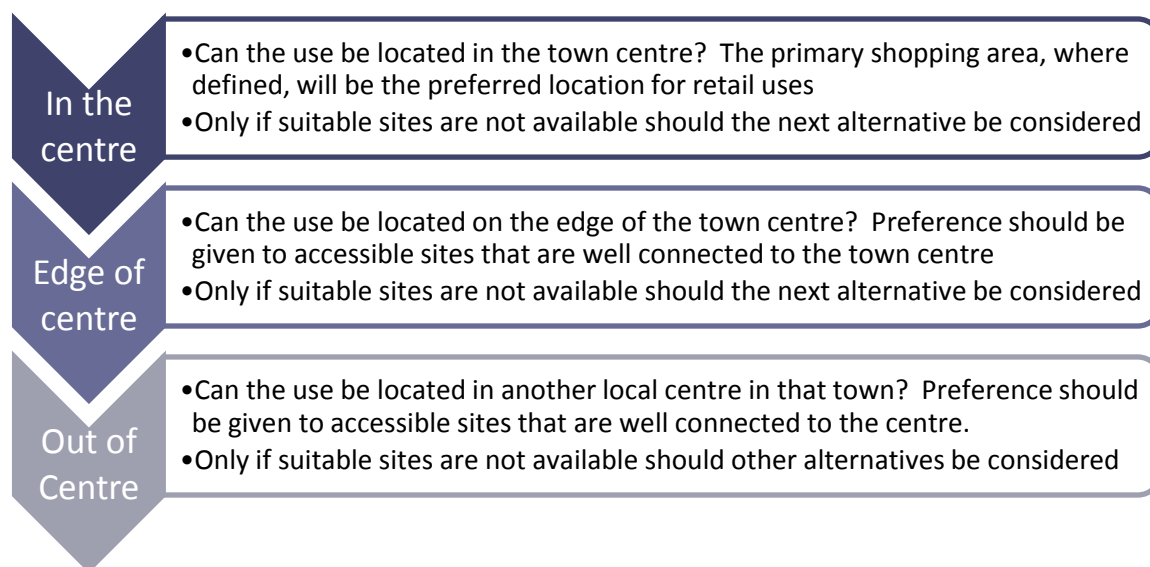
## **4.4 RETAIL AND TOWN CENTRE DEVELOPMENT**

- 4.4.1 Town centres 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.
- 4.4.2 The concentration of a variety of shopping and other services within a town centre is a major component of maintaining its vitality and viability. Arts, creative and cultural development can also contribute to healthy and vibrant centres and communities. Buildings that open later in the evening, such as theatres, pubs and restaurants, can complement retail uses and prolong the activity and vibrancy of a centre into the evening.

The use of upper floors for offices or residential uses adds vitality to town centres without fragmenting the retail and services on the ground floors.

- 4.4.3 Supporting the vitality and viability of town 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, offices and the arts). 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.
- 4.4.4 Town centre areas have been defined in Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis where the retail shops are concentrated, together with leisure, business and other main town centre uses. The main shopping frontages and secondary shopping frontages are also shown, reflecting the main streets and passages onto which the shops face. In the larger centres of Weymouth and Dorchester, the primary shopping area has also been identified where the concentration of retail is particularly high.
- 4.4.5 Sites that may provide suitable locations for future expansion to the town centre 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.
- 4.4.6 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.
- 4.4.7 Planning applications for main town centre uses will be considered through the sequential approach.

**Figure 4.1 The Sequential Approach**



- 4.4.8 Where the proposed use could be accommodated in a preferred location, then the application should be refused because of the likely impact on the vitality and viability of an existing centre. Some larger settlements may have more than one centre. In such settlements, where development can not 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.

- 4.4.9 Proposals for retail or other town centre uses exceeding 1,000m<sup>2</sup> floorspace in locations outside of the town centre areas, and proposals for smaller-scale retail developments in locations outside of any existing centres, will be required to submit an impact assessment including the following information:
- The availability, suitability and viability of potential alternative town centre sites, and where appropriate, edge of centre sites
  - 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
  - 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

The sequential approach does not apply to applications for employment trade related uses on key employment sites or for small scale rural development.

- 4.4.10 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. The impact on the number and frontage length of retail (and in the case of secondary frontages, other town centre uses) in that stretch (from junction to junction) should be submitted with the proposal.

#### **ECON 4. RETAIL AND TOWN CENTRE DEVELOPMENT**

- i) Development proposals for retail and town centre development should be appropriate in type and scale to the particular centre and its catchment population.**
- ii) Small scale development of shops, financial and professional services, food and drink, office, leisure and community uses will be permitted in local centres. Small scale rural offices or other small scale rural development may be permitted outside defined development boundaries. Employment trade related uses may be permitted on key employment sites. In all other cases a sequential approach will be taken to planning applications for new (or major extensions to) retail and town centre uses, to ensure that development does not undermine the functioning of, or adversely affect the vitality or viability of, existing centres.**
  - Retail uses will in the first instance be directed to the town centre area (or, in the case of Weymouth and Dorchester, the primary shopping area) as shown on the proposals map. The next preference is for adjoining areas (in the case of Weymouth and Dorchester, the remainder of the town centre area), giving preference to any identified sites for the expansion of the town centre / primary shopping area, followed by local centres.
  - Other town centre uses will be directed to the town centre area. The next preference is for the edge of the centre (giving preference to any identified sites for the expansion of the town), followed by local centres.
  - Development of major retail and other town centre uses away from these locations will be resisted.
- iii) Development will be expected to maintain an appropriate concentration and mix of retail and other town centre uses in the centre, to protect its vitality and viability. Retail uses should normally make up about 75% or more of the nearby**

**ground floor primary shopping frontage. Retail and other main town centre uses should make up about 75% or more of the nearby ground floor secondary shopping frontage. Development in these locations will be expected to have its main access and windows onto the primary (or secondary) frontage.**

- iv) The use of upper floors of premises in the town centre areas for residential or commercial uses will be supported subject to the ground floor use not being undermined and, where possible, separate access to the upper floors being provided.**

## 4.5 TOURISM

### Tourism

For purposes of this plan 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 Tourism is very important for the area's economy. The Councils will look favourably on investment in new and improved attractions and facilities so that the tourism industry can continue to be vibrant and competitive. However it is also important to make sure that the environment and those features that are so important to visitors, such as the coastline and outstanding landscapes, is not damaged by this development. Whatever the location, development should fit well with its surroundings and be in harmony with the local environment.
- 4.5.2 Allocating specific sites for tourism-related development is not considered to be a pragmatic approach, as the right location will vary depending on the particular market and niche being targeted. For example, accommodation catering for those seeking to enjoy the natural environment through walking and outdoor recreation may be better located in a more rural area, rather than in a major town centre some distance away from the attractions it serves. Therefore the approach taken is to make sure that the general policies will support the right types of tourism in the most appropriate locations.

### TOURIST ATTRACTIONS AND FACILITIES

- 4.5.3 There are many different tourist attractions within the plan area, including places like 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 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.
- 4.5.4 Tourism development should be as sustainable as possible in transport terms. Town centres, followed by adjoining sites, are the preferred location for major new attractions compatible with urban areas, as they provide greater opportunity for more people to access these locations other than by car. In turn, the tourist attractions and accommodation can help to support the economy of the town centres. Outside the towns, the preference is for development to be located within or close to a settlement, as this is likely to provide more local benefits and be more accessible by means other than the car. But some tourist attractions, by their nature, will not lend themselves to a town or village location. Such a choice may be determined by a functional need, such as a visitor centre for

a specific site. In considering such proposals, the benefits of the tourism development will be weighed up against any disadvantages arising from its location. In these cases it is recognised that there may be limited opportunities to make the development accessible by sustainable modes of transport or to reduce the number or proportion of visits made by car, and although the transport impacts will be taken into account, access by public transport is unlikely to be a determining factor.

4.5.5 The information required is likely to vary greatly depending on the nature of the proposal, its scale and location. Proposals for major attractions and attractions located 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
- The 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 or local centres.

#### **ECON 5. TOURISM ATTRACTIONS AND FACILITIES**

**i) Enhancement of existing attractions and facilities will be encouraged and supported, particularly where they would:**

- **enhance an existing attraction**
- **provide wider environmental benefits, such as helping maintain an historic building**
- **provide wider community benefits, such a new recreational facility that will be used by the local community as well as visitors**
- **increase the quality and diversity of the tourism offer in the local area**

**ii) Town centres areas (as shown on the proposals map), followed by adjoining sites, are the preferred location for major new built attractions. In other locations new or enhanced facilities and attractions should, where possible and practicable, be located within or close to established settlements, or make use of existing or replacement buildings.**

**iii) Major tourism attractions will be expected to provide adequate visitor facilities, such as parking and toilets, rather than relying on community facilities in the area.**

4.5.6 The retention of tourism attractions is covered under the general policy on the protection of other 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 – such sites have been identified at Lodmoor and Bowleaze Cove, and site specific policies for these have been included within the Weymouth chapter.

4.5.7 In certain cases, staff accommodation may be needed to provide 24 hour supervision on site in a rural location. This may be allowed as an exception to normal policy, under policy HOUS 6.

#### **BUILT TOURIST ACCOMMODATION**

4.5.8 The tourism sector needs good quality built tourist accommodation, to cater for the range of visitors and reflecting their needs, so as to continue to be vibrant and competitive.

**Built tourist accommodation**

For purposes of this plan 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 chalets and 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.

- 4.5.9 The most appropriate locations for large new hotels and guest houses are within the town centres, as tourist attractions are concentrated in these locations and public transport provision is greater. However visitors to the area also come to visit the many attractive rural areas and coastline, and smaller-scale serviced accommodation and self-catering accommodation will also be appropriate within settlements with defined development boundaries, for those businesses targeting tourists who are seeking such an experience. In addition to new built development, tourist accommodation from the conversion and change of use of existing buildings outside defined development boundaries will increase the stock and variety of accommodation the area has to offer and can help maintain historic buildings.
- 4.5.10 Accommodation provides critical support to tourist attractions and facilities, and therefore it is important to ensure that the loss of stock is carefully considered, particularly with regard to the hotels and larger guesthouses in the area (as a guide this means those that have at least 6 guest bedrooms). However it is also important to recognise that changes in the market will mean that some types of built tourist accommodation may become less attractive to visitors, and if the offer cannot be improved, falling profits would result in poorly maintained and ultimately failing accommodation, neither of which is a desirable outcome. As such a flexible approach will be needed in assessing to what extent the loss of such facilities should be resisted. Applicants 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 as tourist accommodation
  - Details of how the property has been marketed as tourist accommodation, 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.

**ECON 6. BUILT TOURIST ACCOMMODATION**

- i) **New built tourist accommodation, and extensions to existing premises, will be encouraged within the defined development boundaries of settlements. Larger hotel developments will preferably be located within the town centre areas. Outside the defined development boundaries, extensions to existing serviced accommodation will be supported where they are proportionate to the size of the original building and their location. New tourist accommodation from the alteration or replacement of existing rural buildings will also be permitted.**
- ii) **Proposals that would result in the permanent loss of hotels and larger guesthouses will be resisted unless it can be demonstrated that their tourist accommodation use is no longer viable and there is no market for the business as a going concern.**



## CARAVAN AND CAMPING SITES

- 4.5.11 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 this plan caravan and camping sites are those which primarily provide accommodation in temporary and mobile units such as chalets, static caravans, pitches for touring caravans, cabins, 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.

- 4.5.12 Proposals for new caravan and camping sites where possible should be well located in relation to existing facilities. However there will be circumstances where a more flexible approach is appropriate. Some larger sites are relatively self-contained with on-site facilities, which can also be used by the local community. New sites and facilities may be provided as part of a farm diversification project. However, sites in more rural locations tend to increase traffic on the nearby rural roads and impact on the general amenity and character of the countryside. 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.
- 4.5.13 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.
- 4.5.14 There is some demand from site operators for enhanced facilities, especially on the larger holiday parks, for example to provide better entertainment and indoor facilities on site so as to encourage use through a longer season. By improving facilities in this way, existing sites can attract visitors for a longer part of the year, providing a greater economic benefit to the area. However such improvements often involve a greater amount of built development, the visual impact of which needs to be carefully assessed, particularly in coastal areas and other landscapes with an open character.
- 4.5.15 A site operator may wish to change the use of a site, either wholly or in part, from touring accommodation to static accommodation. This could have a greater impact on the local landscape. The Councils also wish to retain a balance of different types of accommodation to appeal to a wide range of visitors. Applicants will therefore be required to demonstrate that development of this type will not significantly reduce the range of tourist accommodation available.
- 4.5.16 Internal reorganisation to reduce the visual impact of existing sites and improve their attractiveness to visitors will be encouraged. In some cases such improvements can only be achieved by an increase in the overall site area, if existing pitch numbers are not to be reduced. Where such a situation occurs, proposals will be given careful consideration and the increase in site size balanced against any benefits that could be achieved in appearance.

**ECON 7. CARAVAN AND CAMPING SITES**

- i) New caravan and camping sites should be well located in relation to existing facilities or make appropriate provision for facilities on site.**
- ii) All schemes should not, individually or cumulatively, harm the landscape character or rural amenity of the countryside.**
- iii) Extensions to existing sites should clearly demonstrate that the proposal forms part of a long term management, layout and landscaping plan to improve the quality and appearance of the site and reduce its visual impact on the landscape.**
- iv) Development involving the change of use of a site (wholly or in part) from touring accommodation to static accommodation will not be permitted where this would significantly reduce the range of tourist accommodation in the locality.**
- v) Proposals involving the provision of new site facilities, internal reorganization, or intensification must include landscape improvements relevant to the development and a scheme for their maintenance.**

**4.6 FARMING AND FARM DIVERSIFICATION**

4.6.1 A significant proportion of the plan area is in agricultural use. Farming and other land-based rural businesses have a great influence on the landscape and character of the area, although they now employ a relatively small proportion of the population. It is important to support the farming industry as vital part of the rural economy, and so that farmers can continue to actively manage the countryside.

4.6.2 Agriculture has undergone significant changes over the last half century. Many modern farming processes are less labour-intensive, reducing employment and resulting in additional redundant buildings (some of which make a significant contribution to local character). An increasing number of farmers are seeking to diversify in order to supplement their incomes. Policies in this plan are therefore intended to promote the development and diversification of agricultural and other land-based rural businesses, where this will help support the ongoing good management of the land. Development may be required to be tied by legal agreement to the agricultural unit.

**ECON 8. FARM DIVERSIFICATION**

- i) Farm 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 or replacement of an existing building or buildings; or
  - New ancillary development immediately adjoining an existing farm building or groups of buildings (provided that there are no redundant buildings capable of re-use or conversion and the proposed new development is of a size appropriate to the project's functional requirements).
- ii) The proposed diversification must make a long term contribution to sustaining the agricultural enterprise and demonstrate that it will not result in a one off capital receipt.**

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## NEW AGRICULTURAL BUILDINGS

- 4.6.3 The Councils recognise the need to support modern farming practices. However the trend towards larger agricultural buildings, which have a more industrial appearance, can have a significantly adverse impact on the local landscape character and also result in more traditional farm buildings falling into disrepair. New agricultural buildings can be allowed under 'permitted development rights', but where this is controlled under the planning system applicants will be encouraged to locate development where it won't impact on the openness and attractive character of the countryside, for example by re-using existing buildings or locating new ones close to existing buildings or on areas of existing hard standing. The impact on residential amenity, including that arising from farm traffic movements, will also be a consideration.

### **ECON 9. NEW AGRICULTURAL BUILDINGS**

- i) The development of new agricultural buildings, or extension of existing 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 or conversion. The scale, siting design and external appearance of the buildings should be designed to minimise adverse impact on the landscape character and residential amenity as far as practicable.**

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## EQUESTRIAN DEVELOPMENT

- 4.6.4 Riding and horse keeping are popular leisure activities which generally require a rural location. Equestrian businesses can contribute to the rural economy, and provide opportunities for farm diversification. Equestrian development can range from field shelters and domestic stables to livery yards, riding schools, stud farms and racing stables and can also include all-weather training areas and gallops. These uses vary in their impact on the surroundings, and in the numbers of people visiting them, and these factors need to be taken into account in assessing proposals. Possible adverse impacts include fragmentation of agricultural land, and harm to the character of the countryside through poor land management the proliferation of stables and other related equipment.

### **ECON 10. EQUESTRIAN DEVELOPMENT**

- i) Equestrian developments, including extensions to existing premises, will be permitted where:**
- **The scale of development is appropriate to the proposed use and the number of horses to be kept; and**
  - **Adequate supervision can be provided without the need for new or additional on-site residential accommodation; and**
  - **In the case of substantial built development proposals, a satisfactory independent assessment is submitted regarding the long term economic viability of the enterprise.**
- ii) New buildings should relate well to existing buildings, and make use of existing buildings where possible.**
- iii) 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.**

## 5. HOUSING

### 5.1 INTRODUCTION

5.1.1 There are a number of important reasons why we need more homes. These include:

- to provide affordable homes both for those in the greatest need and for those that need help getting on to the housing ladder,
- to keep and attract people of working age with a range of skills in order to sustain economic growth, particularly as there is likely to be a dramatic increase in the population of those aged over 60 in the plan area,
- to cater for the demand created by the way in which we live our lives which has contributed towards a reduction in household size. For example, the increase in life expectancy of older people, young people leaving their parent's home earlier and an increase in the incidence of marital breakdown.
- to allow for people moving into the area to live and work, which is likely to continue and would otherwise increase house prices further.

5.1.2 At the beginning of the plan period there were 3,000 people on the housing register in West Dorset and 4,600 in Weymouth and Portland. The house price to wage ratio in West Dorset and Weymouth and Portland is significantly higher than national and regional comparisons. The housing implementation strategy for the plan 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 period, opportunities will be taken to secure affordable homes to meet local needs. This will include ensuring all new open market housing sites 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

Affordable housing must be provided at a cost low enough for local people to afford whose needs are not met by the open market. It should remain at an affordable price (if it is practicable to apply suitable restrictions).

There are three main types of affordable housing; social rented, affordable rented and intermediate housing. Housing available for social or affordable rent is rented housing normally provided by registered providers and regulated by the Homes and Communities Agency. Intermediate housing can include shared equity products and leasehold shared-ownership schemes, discounted sale (with future sales restricted to the same discount).  
continued...

Low cost market housing, aimed at first time buyers, is not considered to be affordable housing as it does not remain affordable in the longer term.

#### AFFORDABLE HOUSING ON OPEN MARKET HOUSING SITES

- 5.2.1 One way of achieving affordable housing delivery through the planning system is by requiring that a proportion of open market housing on a development site is developed as affordable housing instead. There is no evidence to suggest that affordable housing cannot be delivered to some degree on all sizes of development, from one unit upwards. And having a 'threshold' under which a contribution need not be made can distort the number of units that would otherwise come forward on a site.
- 5.2.2 On-site provision will always be sought, unless this would not deliver a whole unit, or there is compelling evidence why off-site provision or a financial contribution of equivalent value would be of greater all-round benefit.
- 5.2.3 Setting the level of affordable housing to be delivered on open market housing sites is very much dependent on site viability. Setting the level too high will mean that some sites, particularly brownfield sites (that are likely to have a higher existing use value and may also have clean-up costs), are unlikely to come forward. And setting the level too low will mean that we fail to deliver as much affordable housing as we could. The wider infrastructure needs that are expected to be met by the development, either through planning obligations or the community infrastructure levy, will also have an impact on viability, and need to be considered at the same time.
- 5.2.4 A minimum target for affordable housing provision on open market housing sites has been set at the start of the plan period, in what are very challenging economic times. This varies across the plan area, with Portland having a lower target due to the financial viability of development in that area. There will be future opportunities to amend this target if the economic situation changes sufficiently, which should be done alongside the review of the community infrastructure levy, as the two are intrinsically linked to viability. Where applying the target would result in a fraction of an affordable home, a financial contribution will normally be sought for that fraction. The level of financial contribution sought and how it can be calculated will be published at the same time as the community infrastructure levy charging schedule, so that its impact on viability can be fully tested through the community infrastructure levy examination.
- 5.2.5 No affordable housing provision will be required from rural workers dwellings or homes restricted to holiday use. However, if the restriction is lifted at a later date, a contribution will be required at that time. There may be other instances where certain developments are not able to make such provision, particularly if the existing land has a significant market value and will not generate many additional units. The Councils will have regard to issues such as this when assessing proposals, and in such cases a development appraisal should be submitted by the applicant (where possible, in advance of the planning application), together with full supporting information concerning site constraints, costs (including any abnormal costs) and projected income. The Councils will supply the latest version of the viability appraisal toolkit used for this purpose.

#### TENURE SPLIT, SIZE, TYPE AND MIX

- 5.2.6 The analysis in the Strategic Housing Market Assessment, based on housing need across the whole of plan area, indicates that 79% of affordable housing demand is likely to be for social or affordable rents. These findings point towards a high level of social or affordable

rented housing provision. However intermediate affordable housing enhances mixed communities and assists economic viability.

- 5.2.7 The greatest demand for affordable housing at the beginning of the plan period was for two bedroom homes, with a significant demand for one and three bedroom homes. However larger homes with three or more bedrooms can provide more flexible housing to cater for different needs and the scope for newly forming and growing small families. The size of housing needed will vary locally, and both current needs and flexibility to meet likely future needs will be taken into account in determining the right mix.
- 5.2.8 Disabled people often have particular design requirements over and above those currently required under building regulations. Where there is an identified need for 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.

#### **HOUS 1. AFFORDABLE HOUSING**

- i) Where open market housing is proposed affordable housing will be sought, unless the proposal is for the replacement or subdivision of an existing home. The level reflects the viability of development land in the local area, and will be:**
  - a minimum of 25% in Portland
  - a minimum of 35% in Weymouth and West Dorset
- ii) 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. A lower level of provision will only be permitted if there are good reasons to bring the development forward and the assessment shows that it is not economically viable to make the minimum level of provision being sought.**
- v) Affordable housing provision tenure should meet identified local needs and on strategic allocations should be split to provide a minimum of 70% for social and/or affordable rent and a maximum of 30% for intermediate affordable housing.**
- vi) The type, size and mix of affordable housing will be expected to address the identified and prioritised housing needs of the area and be proportionate to the scale and mix of market housing, 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 disabled people 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.**

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#### **AFFORDABLE HOUSING EXCEPTION SITES**

- 5.2.9 Another way of providing affordable homes is through ‘Exception Sites’ which are just for affordable housing on sites that would not be granted planning consent for open market housing. This allows small sites adjoining villages and towns, with relatively low land value, to provide for 100% affordable housing, without a fundamental policy objection. Large sites of 100% affordable housing are more likely to result in a unbalanced community mix, and are therefore not encouraged under this approach.

- 5.2.10 Because this is an exception, it is important that it is in response to a clearly identified need arising from a local community, which cannot otherwise be met. Future occupancy will also be prioritised for people with a local connection (for example those living or working in the local area, or with close family in that area).

#### **HOUS 2. AFFORDABLE HOUSING EXCEPTION SITES**

- i) **Small scale sites for affordable housing adjoining settlements may, as an exception to normal policy, be permitted provided that:**
- **the council is satisfied that the proposal is capable of meeting an identified, current, local need within the town, local parish or group of parishes, which cannot otherwise be met;**
  - **the scheme is of a character and scale appropriate to the location;**
  - **there are secure arrangements to ensure that the benefits of affordable housing will be enjoyed by subsequent as well as initial occupiers.**

### 5.3 OPEN MARKET HOUSING MIX

- 5.3.1 A variety of housing sizes are necessary to meet the needs of local people and to create more mixed communities. The Strategic Housing Market Assessment indicates a greater need for two and three bedroom homes, however this will vary according to location and will change over the plan period.

#### **HOUS 3. 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 that locality.**

### 5.4 RESIDENTIAL CARE ACCOMMODATION

- 5.4.1 The increasing number of older people within the plan area is a key issue and accordingly, care accommodation will be vitally important during the plan period. Care accommodation can take a number of different forms. The County Council is moving away from the development of traditional and sometimes institutional models of accommodation and care (e.g. traditional residential care homes), towards the development of more flexible models of accommodation and support that offer vulnerable adults increased opportunities for maintaining independence, choice and control over their lives. 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.
- 5.4.2 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.

#### **HOUS 4. RESIDENTIAL CARE ACCOMMODATION**

- i) **Applications for 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; and**
- **Meet with the strategic aims and objectives of Dorset County Council and NHS Dorset; and**
- **Have a robust supporting needs analysis that demonstrates a need for the service in the locality.**

## 5.5 SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 5.5.1 The Housing Act 2004 requires Councils to assess the accommodation needs of Gypsies and Travellers and to provide accommodation based on the findings of that assessment. Local authorities in Dorset are working together to produce a joint Gypsy and Traveller Development Plan Document, which will identify sites throughout Dorset to meet the needs of these groups.
- 5.5.2 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 the interim period prior to the adoption of the Gypsy and Traveller Development Plan Document, the following policy will apply. 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 also be taken into account under the relevant policies.

### HOUS 5. SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- i) **The following considerations will be taken into account in the determination of locations for gypsy and traveller and travelling showpeople sites:**
- **Sites should be well located to the highway network, and enable access to schools, shops and healthcare;**
  - **Sites should provide for adequate on site facilities for parking storage, play and residential amenity.**

## 5.6 OTHER RESIDENTIAL DEVELOPMENT OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

- 5.6.1 Residential development in the countryside outside defined development boundaries is not generally considered sustainable. Exceptions in relation to affordable housing and sites for gypsies, travellers and travelling showpeople have been outlined above. There will be other circumstances when it makes economic and environmental sense, for example in the case of the replacement or subdivision of existing buildings. And sometimes the viability of an agricultural, forestry or other enterprise for which a rural location is essential, depends upon a worker being resident on site to oversee the essential operation of the enterprise 24 hours a day.
- 5.6.2 Care has to be taken that the extension or replacement of existing buildings does not simply lead to a significant increase in less affordable, larger dwellings at the expense of cheaper, smaller properties. It is important to ensure that a range of dwelling types and sizes is available in rural areas, and a healthy social mix in the community. The extension, replacement or subdivision of an existing home is subject to the existing use being lawful.
- 5.6.3 There is some demand for new low impact dwellings and self build projects. Although it is accepted that some elements of this type of dwelling are more sustainable, access to essential services such as school and health services need to be considered. These schemes would be, in principle, acceptable within defined development boundaries. If schemes meet



the definition of 'affordable' then there is the possibility of the exception site policy catering for these types of homes in more rural locations and, in addition, if schemes meet the criteria for rural workers' dwellings then there is the potential for this to be allowed.

#### **HOUS 6. OTHER RESIDENTIAL DEVELOPMENT OUTSIDE DEFINED DEVELOPMENT BOUNDARIES**

- i) **The extension of an existing lawful dwelling-house located outside the defined development boundaries will be permitted provided that the extension is subordinate in scale and proportions to the original dwelling, and does not harm the character of the locality or its landscape setting.**
- ii) **The replacement of an existing lawful dwelling-house located outside the defined development boundaries will be permitted on a one-for-one basis, provided that**
  - **the new building can be accommodated within the existing curtilage,**
  - **the new building is not significantly larger than the original and does not detract from the character and appearance of the locality or its landscape setting.**
- iii) **The subdivision of an existing home, located outside the defined development boundaries, will be permitted provided that**
  - **the development can be accommodated within the existing building,**
  - **the resulting changes are compatible with the character of the area.**
- iv) **New housing for rural workers (full time workers in agriculture, horticulture, and other rural businesses which require essential 24 hour supervision), located outside the defined development boundaries, will be permitted provided that it can be demonstrated that:**
  - **the dwelling is essential to the requirements of the business**
  - **the business is financially sound**
  - **there is no alternative accommodation on the holding or nearby that exists or could be made available**
  - **a dwelling on the holding has not recently been sold on the open market without an agricultural or other occupancy condition**
  - **the dwelling is of modest scale in keeping with the business and is, wherever possible, close to the existing buildings to meet the functional needs of the business**
  - **the dwelling is of an appearance that is in keeping with its rural surroundings and is well landscaped**
  - **In the case of new businesses that cannot yet show they are financially sound a temporary dwelling may be acceptable provided that the other criteria are met.**
- v) **The location of low impact dwellings or self build dwellings will be allowed in line with other residential policy in the Local Plan.**

#### **5.7 DEVELOPMENT OF FLATS, HOSTELS AND HOUSES IN MULTIPLE OCCUPATION**

- 5.7.1 The demographic trend towards smaller households means that there is likely to be a continuing market for flats, apartments and similar properties. Well managed hostels and houses in multiple occupation can provide an important role in housing vulnerable groups – for example, providing supported accommodation for homeless young people. These types

of accommodation may be provided through new development or the conversion of large residential properties.

- 5.7.2 High density development provides very efficient use of land, but requires careful consideration of the mass, bulk and height of the proposed development and loss of large gardens, character of the local area, potential impact on the amenity of future residents, the management of communal areas and also likely traffic generation, as these factors can make such developments unacceptable.

#### **HOUS 7. DEVELOPMENT OF FLATS, HOSTELS AND HOUSES IN MULTIPLE OCCUPATION**

**i) Proposals for flats, hostels and houses in multiple occupation will:**

- **be compatible with the character of the area and does not result in a cramped form of development;**
- **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.**

## 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 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 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, daycare centres, hospitals and other healthcare/social service facilities
- community halls, including places of worship
- cultural facilities, such as arts centres; libraries and museums
- sports facilities and public recreational open space
- roads, rail and bus services and pedestrian and cycle routes, 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 and maintained, 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. But it won't 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, also known as section 106 agreements, have played an important role in providing the infrastructure necessary to support new development. The establishment of the Community Infrastructure Levy (CIL) will transform the current method of collecting and distributing developer contributions, and after April 2014 there will be a limit on the pooling of section 106 contributions.
- 6.2.3 The following table provides guidance on the level of provision of some of the key community infrastructure that is generally expected across the plan area. On-site provision is likely to be sought for housing developments of 200 or more units or where the site area is 4 hectares or more, and may be triggered at a lower threshold of 50 or more units, for example in relation to young people's play areas, if the standard would not otherwise be achieved in that locality. Otherwise a financial contribution will be collected.

**Table 6.1: Guidance on expected standards of community infrastructure provision**

Type	Main towns (2,500+ population)	Large villages (500+ population)
<b>Parks, gardens and recreation grounds</b>	All areas within 600m of a local park or 1,200m of large park.	
<b>Outdoor sports provision</b>	Provision for football, cricket, rugby, hockey, bowling and tennis within 2km of the town centre, sufficient to demonstrate a minimum of 2ha hectares per 1,000 population or that local teams are able to play at relevant times.	Provision of adult and junior pitches and tennis court / MUGA within 2km of the neighbourhood centre.
<b>Community venue / Indoor sports halls</b>	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.	
<b>Leisure centres</b>	Indoor leisure centre with multi-purpose sports hall within 15 minutes drive time of most of the population	n/a

Type	Main towns (2,500+ population)	Large villages (500+ population)
Swimming pools	Swimming pool within 15 minutes drive time of most of the population	n/a
Young people's play areas	At least one Neighbourhood Equipped Area for Play and facilities for teenagers, such as a skate park and MUGA, within 1km of the centre. A Local Equipped Area for Play within 600m walking distance of the remaining areas	At least one Local Equipped Areas for Play within 400m walking distance from the centre.
Allotments and community gardens	Sufficient provision of sites to meet minimum standard of 0.20 hectares per 1,000 population (or higher where there are waiting lists), located within 1km walking distance of most people's homes.	
Natural and semi natural greenspace	One 20ha natural greenspace within 2km of the town. A natural greenspace of at least 2ha in size within 1km walking distance of most people's homes	A natural greenspace of at least 2ha in size within 1km of the area

6.2.4 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. Guidance on how, when and what planning obligations will be sought will be provided for those sites that will fall outside the Community Infrastructure Levy.

**COM 1. MAKING SURE NEW DEVELOPMENT MAKES SUITABLE PROVISION FOR COMMUNITY INFRASTRUCTURE**

- ii) **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.
- iii) **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.**
- iv) **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.**

**INFRASTRUCTURE DELIVERY PLAN**

6.2.5 An Infrastructure Delivery Plan provides an overview of the range of infrastructure projects required to support the growth in the Local Plan. It is a 'live' document, and will be

updated and reviewed when required to keep track of infrastructure delivery during the plan period. The Infrastructure Delivery Plan:

- identifies the infrastructure and services required to support the growth targets set out in the Local Plan;
  - 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 Community Infrastructure Levy to help finance the critical infrastructure to support growth.
- 6.2.6 Key components of the Infrastructure Delivery Plan include coast protection and flood risk management. The cost of coast and flood protection schemes at Weymouth Town Centre and Lyme Regis will have a significant bearing on the amount of levy sought from new development and how it is distributed.
- 6.2.7 The Community Infrastructure Levy will also be used to provide necessary mitigation for development on European nature conservation sites, where development in a wide catchment area would otherwise cause cumulative harm to the integrity of that site. Without this mitigation such development could not go ahead.
- 6.2.8 The Infrastructure Delivery Plan will also consider the provision and maintenance of strategic leisure, open space and recreational facilities as well as education, waste management and transport infrastructure. There are no strategic highway schemes proposed in the Local Transport Plan for the period up to 2026, but funding will be needed towards the provision of local infrastructure such as park & ride, traffic management and support for the operation of public transport initiatives.

### 6.3 LOCAL COMMUNITY BUILDINGS AND STRUCTURES

#### Local Community Buildings and Structures

- local neighbourhood shops;
- 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, daycare centres, hospitals and other healthcare/social service facilities
- meeting places such as community halls and places of worship
- cultural facilities, such as arts centres; libraries and museums

*Sports facilities and public recreational 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 period due to growth in homes and employment. Local shops, facilities and services should be able to develop and modernize 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.

#### **COM 2. NEW OR IMPROVED LOCAL COMMUNITY BUILDINGS AND STRUCTURES**

- i) **Proposals for new 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 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) **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.**

#### **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.

#### **COM 3. 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**
  - **that an appropriate alternative community use to meet local needs is not needed or likely to be viable.**

## 6.4 PUBLIC OPEN SPACE, SPORT AND RECREATION FACILITIES

- 6.4.1 The provision of public 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.

### Public Open Space, Sport and Recreation Facilities

- Parks, gardens and recreational grounds
- Young peoples' play areas
- Allotments
- Outdoor sports pitches / grounds (including school playing fields)
- Amenity open space
- Natural or semi-natural greenspace to which the public have open access
- Sports centres

- 6.4.2 These facilities range from small play areas and recreation grounds to large complexes such as 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.

- 6.4.3 The responsibility for public open space and sports provision differs across the plan area. In West Dorset the responsibility is shared by the district and local town or parish council. 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 and 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 commercial business or through community trusts, but they still play a vital role in sport and recreation provision.

## NEW AND IMPROVED PUBLIC OPEN SPACE AND LOCAL RECREATIONAL FACILITIES

- 6.4.4 The need for additional recreation facilities is likely to arise through the plan 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.
- 6.4.5 Where its 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.
- 6.4.6 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 COM 1.

### COM 4. 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 in the coast or 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 RECREATIONAL OPEN SPACE AND RECREATIONAL BUILDINGS

- 6.4.7 Some development on recreational 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 recreational open space and buildings 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.
- 6.4.8 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.
- 6.4.9 Marine-based recreational facilities are given the strongest protection due to the limited opportunities for alternative facilities along the coast.
- 6.4.10 Some areas of local green space may also be protected due to their contribution towards a wider green infrastructure network, as outlined in Policy ENV 3.

#### COM 5. THE RETENTION OF RECREATIONAL OPEN SPACE AND RECREATIONAL FACILITIES

- i) **Development on, or change of use of recreational open spaces 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**
  - **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, 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 or recreational uses which could reasonably take place at the site.**
- ii) **Existing marine based recreational facilities should be retained.**

## 6.5 EDUCATION AND TRAINING FACILITIES

### **Education and Training Facilities**

For the purpose of this plan, 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 also includes cultural learning is provided through libraries and museums.

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

- 6.5.1 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.
- 6.5.2 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.
- 6.5.3 Museums are at the heart of communities capturing local experience and history, fostering shared community identity and understanding. They also have a role in supporting local tourism.
- 6.5.4 Where new homes are built, any additional demand for education and training will need to be catered for through the expansion of existing education provision. In some cases this may trigger the need for substantial changes in how the service is provided. 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.

### **COM 6. 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.**


## 6.6 LOCAL TRANSPORT NEEDS

- 6.6.1 People depend on local transport to get to work, to school, to 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.
- 6.6.2 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.

- 6.6.3 Proposals for future road improvements across the plan 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 for the next 15 years. It covers all modes of transport, and the relationships between transport and wider policy issues such as the economy, environment, health and social inclusion.
- 6.6.4 A reduction in funding sources, particularly for capital (infrastructure type) schemes, means the Local Transport Plan identifies little in the way of major road improvements during its plan period to 2026. Should the need for new roads arise in the last phase of this plan (2026 to 2031) the route(s) will need to be determined. Instead, it 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.

### CREATING SAFE ENVIRONMENTS

- 6.6.5 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 should be applied where appropriate.

	<b>Consider FIRST</b>	Pedestrians
		Cyclists
		Public transport users
		Specialist service vehicles – eg emergency services, waste etc
	<b>Consider LAST</b>	Other motor traffic

- 6.6.6 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 ENV12). The needs of people with disabilities will also be carefully considered. Proposals which are likely to generate a significant amount of travel demand should submit a transport assessment setting out the transport issues relating to a proposed development. 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.

### STRATEGIC ROAD ACCESS

- 6.6.7 Nearly all journeys made in Dorset require the use of the highway network, whether by car, lorry, bus, bicycle or on foot. It is therefore essential that the overall highway network is managed in an efficient and effective manner and does not have an adverse impact on local communities.

### PUBLIC RIGHTS OF WAY NETWORK

- 6.6.8 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 area including

parts of the National Cycling 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.

- 6.6.9 There are opportunities to improve route connectivity, particularly in Dorchester, Weymouth and Portland, 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 in West Dorset there is a project to develop a multi-user route for walking, horse-riding and cycling along the redundant Maiden Newton to Bridport railway line. Where possible, we need to provide multi-user routes (those that can be used by walkers, 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.

#### **COM 7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK**

- i) Development should be located where the volume of traffic likely to be generated can be accommodated on the local highway network without causing road safety problems or exacerbating community severance. Development will not be permitted where the residual cumulative impacts on the efficiency of the transport network are likely to be severe.**
- ii) Development will not be permitted unless it can be demonstrated that it would not have a detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions. Transport Assessments and Travel Plans should be provided in accordance with the requirements of the Local Highway Authority published thresholds.**
- iii) 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 of existing or proposed routes. 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.**

#### **IMPROVING TRANSPORT INTERCHANGES**

- 6.6.10 A lack of quality interchange facilities presents a barrier to using public transport. Existing interchanges exist within the main towns of Dorchester, Weymouth and Bridport and will be safeguarded. There is also the potential to bring about substantial improvements to both services and connectivity, such as by improving connections between the main pedestrian and bus networks in town centres, and making them more welcoming to visitors. Development proposals that involve the improvement of the public realm in these areas will be encouraged and supported.
- 6.6.11 The continued contraction of rural (and some suburban) commercial bus services, coupled with increasing financial constraints, means that alternative, innovative and flexible solutions must be sought to maintain and where possible improve levels of accessibility. In such places, a Community Travel Exchange may provide the best solution to deliver mobile services (such as mobile banking and libraries) and co-ordinate outbound travel (for example through demand responsive transport, car clubs, and car sharing). This approach would mean communities having more responsibility in transport initiatives, with appropriate support from the public, private, community and voluntary sectors, and should also bring economic benefits for local businesses. A typical exchange facility could utilise an existing community hall. The Councils will encourage schemes that incorporate facilities for charging plug-in and other ultra-low emission vehicles.

## COM 8. TRANSPORT INTERCHANGES AND COMMUNITY TRAVEL EXCHANGES

- i) **Proposals which involve the improvement of the public realm around public transport interchanges will be encouraged and supported as long as there is no detriment to the function of the interchange.**
- ii) **Proposals for community travel exchanges in urban and rural areas will be supported, provided that:**
  - **it can provide safe access to the public right of way network, cycle network and highway network and can accommodate and provide safe access and egress for large vehicles,**
  - **it has space to accommodate sufficient car and cycle parking, and**
  - **it will support existing community facilities located in the local area.**

## PARKING PROVISION

- 6.6.12 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.
- 6.6.13 The Bournemouth Dorset & Poole Residential Car Parking Study provides evidence on the optimum number of parking spaces needed for new residential developments, specific to that 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 ([www.dorsetforyou.com](http://www.dorsetforyou.com)) 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.

## COM 9. 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 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)****Cycle parking facilities should be provided where suitable private storage is not provided, at a ratio of one cycle space per 2 dwelling units.**
- ii) **Parking standards for non-residential development should be agreed through joint discussions between the local Highway Authority, Local Planning Authority in accordance with published local parking guidelines.**

## 6.7 UTILITIES

- 6.7.1 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.

#### TELECOMMUNICATIONS AND RADIO MASTS

- 6.7.2 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 area, there are currently a number of sites that accommodate transmitters, masts and antennas.
- 6.7.3 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.
- 6.7.4 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

- 6.7.5 The provision of broadband and electronic communications in some villages and rural areas remains very poor, particularly in terms of capacity and coverage. However 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 first priority is to improve broadband connectivity and speeds for businesses, particularly those in rural areas. The ultimate goal is to achieve 100% superfast broadband coverage at speeds in excess of 30 megabits per second for all premises in Dorset.

#### COM 10. 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, sewage, 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 the landscape, nature conservation and townscape importance, or**
  - **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) The provision of infrastructure to support superfast broadband technology will be a requirement on all new site specific allocations and on all other housing development of 50 or more units and on commercial premises where the site area is 0.5 hectares or more.**

#### LOW CARBON, DECENTRALISED AND RENEWABLE ENERGY SCHEMES

- 6.7.6 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.
- 6.7.7 There is considerable potential to generate renewable energy from within the plan 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 area is a major asset and presents challenges in ensuring that renewable energy systems are carefully planned. Their 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, and potential impacts of any large scale project is likely to require an Environmental Impact Assessment (EIA). Smaller-scale renewable energy proposals across the plan 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”.

#### COM 11. RENEWABLE ENERGY DEVELOPMENT

- i) Proposals for generating heat or electricity from renewable energy sources will be permitted providing that the technology is suitable for the location and the scale, form, design and materials can be satisfactorily assimilated into the local landscape, townscape or areas of historical interests and minimise harm to residential amenity by virtue of noise, vibration, overshadowing, flicker, or other detrimental emissions, taking into account the extent to which that development will contribute towards the national target.**

## 7. WEYMOUTH

### 7.1 INTRODUCTION

- 7.1.1 Weymouth is the largest town in the plan 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 (some areas within the top 10% of deprived areas in the country), 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 ferry terminal 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 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 parish of Chickerell in West Dorset (the Granby and Lynch Lane industrial estates) and in Dorchester, so that there is a high level of out-commuting.

### 7.2 VISION FOR WEYMOUTH

- 7.2.1 In 2031 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 its outstanding built and natural environment. There will be better access to a network of green spaces of wildlife, landscape and amenity value.
  - 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.



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## MAIN DEVELOPMENT OPPORTUNITIES

7.2.2 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 a significant level of 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 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 Destiny Fields which has planning permission for 176 homes, and further land to the south
- **Land in the Wey Valley**, west of the A354 Dorchester Road – provides an opportunity for housing growth close to the employment opportunities at Littlemoor and Mount Pleasant
- **Land off Lorton Lane** – provides further small-scale options for housing growth close to key employment sites
- **Mount Pleasant Business Park** – is a major employment site that has some land remaining for employment use

7.2.3 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.

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

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## 7.3 WEYMOUTH TOWN CENTRE AREA

7.3.1 Weymouth town centre is an important place for a number of reasons. 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. However without a clear strategy for development, it runs the risk of failing to meet its potential and falling into decline. There is also a significant and increasing risk of flooding in the area.

7.3.2 It is expected that the town centre regeneration will deliver at least 400 new homes and significant retail and business opportunities over the plan period.

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## MAIN PROBLEMS AND ISSUES TO BE ADDRESSED

7.3.3 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 both high sea levels, seawater percolating through the underlying ground, surface water run-off and fluvial flooding from the river. 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.
- **Potentially contaminated land and other abnormal costs creating potential problems for redevelopment of some key sites.** For example, there are known contamination issues in relation to the gasworks site. And the seawater percolating through the underlying ground can also add to the 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 rail 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. 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 also 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.

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#### SPECIFIC QUALITIES AND PRIORITIES

7.3.4 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 ferry terminal and bustling inner harbour, to the tranquillity and green spaces within the Radipole Lake nature reserve
- 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)

7.3.5 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 improve the first impressions of the area - especially the Swannery car park, railway station and ferry terminal.
- 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.
- To fill the gap in activity between 5pm – 8pm by introducing more family friendly activities in the right locations, supported by appropriate car park management and bus timings etc...

#### **WEY 1. WEYMOUTH TOWN CENTRE STRATEGY**

- i) Development within the Weymouth Town Centre Strategy area (as shown in the proposals 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**
  - **To maximise the public benefits from and environmental quality of the waterfront locations**
  - **To support a thriving town centre with a range of national and independent traders 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 – 8pm, 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 vulnerable uses on the ground floors or raising floor levels, securing good access arrangements, and using flood resilient construction methods**

**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 a masterplan prepared by Weymouth and Portland Borough Council as a supplementary planning document. The masterplan will include 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.**

KEY SITES

**Figure 7.1: Key sites within the town centre strategy area**

The following diagram shows the indicative areas for the following policies WEY 2 through to WEY 9, however the precise boundaries will be determined through the development of the strategy and masterplans



TOWN CENTRE CORE AND COMMERCIAL ROAD AREA

- 7.3.6 The main focus for the town centre is to provide the primary shopping area. 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.
- 7.3.7 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. 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.

7.3.8 The main objective for this area is to enable the expansion of the retail sector of the town centre, both through the more effective use of upper floors, and also through development westwards to the harbour frontages along Commercial Road. This part of the town is currently under-utilised in terms of both development of land and pedestrian footfall. This should include provision of some larger comparison retail units and "family-friendly" food-led operations that are otherwise difficult to achieve in the historic buildings along the main high streets and in the area around the town bridge. And 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 – 8pm.

7.3.9 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.

#### **WEY 2. TOWN CENTRE CORE AND COMMERCIAL ROAD AREA**

- i) Land to the west of the main retail core will be developed as an extension to the primary shopping area, with a similar mix of uses. Development should:**
  - create an active waterside frontage with shopping, 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
- ii) Any proposals should not significantly increase the number of late night entertainment uses in the area.**

#### **STATION AREA AND SWANNERY CAR PARK**

7.3.10 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.

7.3.11 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. Large-scale retail development in this location could potentially undermine the town centre and its expansion, and therefore is not proposed.

#### **WEY 3. 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 to help improve the first impressions of the area without undermining the vitality of the town centre.**

#### CUSTOM HOUSE QUAY AND BREWERY WATERFRONT

- 7.3.12 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.
- 7.3.13 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.
- 7.3.14 The planned Brewers Quay development will include an enlarged town museum, retail and restaurant facilities and an 85 bed hotel, and reflects the variety of uses in the area. 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.

#### **WEY 4. CUSTOM HOUSE QUAY AND BREWERY WATERFRONT**

- i) **The area around Custom House Quay and the Brewery, and its waterfront, will retain a mix of small scale restaurants, bars, cafes and retail uses with a hotel and museum in the old brewery. Development should enhance the active waterfront area. The public realm will be upgraded by removal of unnecessary street furniture, signage etc and creation of areas for sitting out.**

#### THE ESPLANADE

- 7.3.15 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.
- 7.3.16 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 (ie between 6 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. And licensing should be used to bring about a deliberate and concerted wind-down during the early hours of the morning (ie: 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.

- 7.3.17 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.

#### **WEY 5. THE ESPLANADE (SOUTH)**

- i) **The area of the Esplanade to the south 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 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**
  - **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 (ie between 6 to 9pm) are encouraged.**

#### **FERRY PENINSULA**

- 7.3.18 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, and is the home of the ferry terminal linking Weymouth to the Channel Islands. This ferry service provides many economic benefits to the town.
- 7.3.19 The area is run-down and requires significant investment to deliver a scheme that is appropriate for its setting and function.
- 7.3.20 A comprehensive approach to development will be needed in this area. 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. Although a leisure / tourism attraction would be supported, including a hotel, costs indicate that a scheme is unlikely to be economically deliverable without a significant element of housing. A range of solutions that would ensure the future of a thriving theatre for Weymouth and Portland will need to be considered.
- 7.3.21 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.

#### **WEY 6. FERRY PENINSULA**

- i) **The Ferry Peninsula should be re-developed to include leisure / tourist-related uses, supported by complementary uses which may include housing, and including provision for the continued operation of the ferry service.**
- 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

- 7.3.22 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.
- 7.3.23 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.
- 7.3.24 Landowners will need to work together to make sure the most effective approach is taken on complex issues, including contamination around the gas site and the potential provided through reclaiming land from the inner harbour.

### **WEY 7. WESTWEY ROAD AND NORTH QUAY AREA**

- i) The Westwey Road and North Quay site 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 may be implemented in phases. This should 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.**

## LODMOOR GATEWAY AREA

- 7.3.25 Although some distance from the town centre commercial area, this site is linked to it. It provides a key gateway to the built up seafront in the approach to the town centre from the east, is important to the tourism economy, and adjoins the area where the Lorton Valley Nature Park meets the seafront. It is also complicated due to its history as a landfill site, with areas used for parking and the household recycling centre, and risk of flooding / coastal erosion.

### **WEY 8. LODMOOR GATEWAY**

- i) Land at Lodmoor will be permitted for tourism, recreation and ancillary uses appropriate to its gateway location, and taking into account its proximity to sensitive sites. The development will be expected to be of a high quality design and relate positively to the adjoining highway and car parking areas. A comprehensive approach may be required to ensure that development complies with the aims of the Weymouth Town Centre Strategy.**

## BINCLEAVES

- 7.3.26 The redevelopment of the QinetiQ site at Bincleaves Cove has been discussed for a number of years, and in 2008 permission was given for a mixed use development of flats, an hotel and employment.
- 7.3.27 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.

- 7.3.28 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.

#### **WEY 9. BINCLEAVES COVE**

- i) The redevelopment of this former employment site is supported. This may either be through an alternative employment use appropriate to a marine 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 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 or have an adverse impact on the management and enjoyment of the World Heritage Site.**

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#### **7.4 LAND AT MARKHAM AND LITTLE FRANCIS**

- 7.4.1 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. It has the potential to deliver up to 500 homes on lower ground to the north, whilst providing public access and enjoyment of the open green spaces on the rising land and 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. The existing hedgerows and track along Cockles Lane are important local features which should be maintained and incorporated into the layout of the site. There is an ordinary water course within the site, and areas that are subject to surface water flooding, which should be carefully considered in the layout and design.

- 7.4.2 The site should accommodate a mix of housing types, particularly family housing, and could include some limited, small-scale employment uses appropriate to a residential area. 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. A master plan for the whole area will be agreed by the Borough Council to guide the phasing and design of this site.

#### **WEY 10. LAND AT MARKHAM AND LITTLE FRANCIS**

- i) Land at Markham and Little Francis as shown on the proposals map is allocated for residential development and public open space, and may include an element of employment use appropriate to a residential neighbourhood.**
- ii) Rising land to the south of Cockles Lane and the ridge further south will remain undeveloped and be managed as public open space for the long-term benefit of the local community and wildlife, to become a designated local greenspace.**

- iii) **The site should be developed in accordance with a master plan prepared in conjunction with the local community and agreed by Weymouth and Portland Borough Council. This will seek to 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 will be maintained where practicable and adequate provision is made for surface water run-off**
  - **good links to the wider footpath and cycle network are provided through the site**
  - **the development is appropriately phased.**

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## 7.5 LAND OFF LOUVIERS ROAD

7.5.1 Land at Destiny Fields off Louviers Road has been granted planning permission for 176 new homes. An application has also been submitted for outline permission for approximately 100 new homes on land to the south of Louviers Road.

7.5.2 Both sites abut a large tract of open and 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.

### **WEY 11. LAND OFF LOUVIERS ROAD**

- i) **Land off Louviers Road (as shown on the proposals 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.**

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## 7.6 LAND AT WEY VALLEY

7.6.1 Land west of the A354 Dorchester Road to the south of Nottingham Lane in the Wey Valley has the potential to deliver in the region of 400 new homes over the plan period, and should provide development in the latter half of the plan period.

7.6.2 The site is within a sustainable location close to facilities including schools, sport and recreation facilities, shops and employment sites.

7.6.3 It is important that development in this location does not result in the physical or visual convergence of the urban area of Weymouth and more rural Nottingham, and a substantial green buffer will be 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 will be needed to mitigate this impact. The retention of hedgerows will also be important to provide wildlife corridors through the site.

- 7.6.4 The layout should include at least one access point from the A354 in addition to an access from Nottingham Lane 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.
- 7.6.5 Any employment uses should generally be grouped together rather than dispersed throughout the scheme. Small workshops or live-work units using existing buildings or reproducing the layout of former employment uses such as old farm complexes can provide variety and links with historic uses of the site.

#### **WEY 12. LAND AT WEY VALLEY**

- i) Land at Wey Valley as shown on the proposals map is allocated for residential development and should include an element of employment use appropriate to a residential neighbourhood.**
- ii) Development will be phased to provide steady growth over the period from 2021 to 2031.**
- iii) Substantial landscape planting will be required 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.**
- iv) A network of road, footpath and cycle routes through the site and connecting to the A354 and Nottingham Lane will be required to ensure that the development is well integrated into the wider route network.**

#### **7.7 LAND OFF LORTON LANE**

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- 7.7.1 Two sites off Lorton Lane provide potential for new housing.
- 7.7.2 Land at the Old Rectory is within Broadway Conservation Area and surrounds the listed Old Rectory building. The site could deliver about 50 new homes, but will need to be carefully designed to ensure that it is in character and does not detract from the Old Rectory building and the historic character of the Conservation Area. The main vehicular access would be via the existing access off Dorchester Road and the possibility of footpath /cycle / bridleway links with the wider area should be explored.
- 7.7.3 Land to the south of Lorton Road is of limited size and could accommodate about 15 new homes. The trees and hedges are considered to have special amenity and wildlife value, and provide a wildlife corridor linking the Lorton valley to the west with the Wey valley to the east which will need to be incorporated into the layout. The impact on the amenity of adjoining occupiers also requires careful consideration.

#### **WEY 13. LAND AT THE OLD RECTORY, LORTON LANE**

- i) Land at The Old Rectory, Lorton Lane, as shown on the proposals map, is allocated for residential development. Any development must enhance the setting of the Old Rectory and preserve or enhance the character of the Broadway conservation area.**

#### **WEY 14. LAND TO THE SOUTH OF LORTON LANE**

- i) Land to the South of Lorton Lane, as shown on the proposals map, is allocated for residential development. Existing trees and hedgerows should be maintained and**

**enhanced to maintain the character of the site, and any development must ensure that the wildlife corridor function of the site is maintained and enhanced.**

#### 7.8 MOUNT PLEASANT BUSINESS PARK

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- 7.8.1 Consent was given in 2007 for a 14ha 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.

#### 7.9 RETENTION OF TOURIST ATTRACTIONS AND FACILITIES AT BOWLEAZE COVE

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- 7.9.1 Tourism is an important part of the local economy in Weymouth and the retention of attractions and facilities or sites available for this use will maintain the attractiveness of the area to tourists. Sites within the town centre such as Lodmoor and Brewers Quay will be protected through policies in the Town Centre Strategy, however development at Bowleaze Cove would not be within this area.
- 7.9.2 Any proposals will need to be appropriate to the sensitive coastal landscape and nature conservation and geological importance, and will only be permitted if they would not be at risk from, or exacerbate, coastal erosion or flooding.

##### **WEY 15. BOWLEAZE COVE**

- i) Development at Bowleaze Cove (as shown on the proposals map) will be restricted to tourist and leisure related development.**

#### 7.10 LAND AT TUMBLEDOWN FARM

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- 7.10.1 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 site are designated as a Site of Specific Scientific Interest.
- 7.10.2 There is the potential to use part of the site to provide space for significant number of allotments, which would reduce current waiting lists and also potentially enable the existing cemetery at Quibo Lane / Abbotsbury Road to be extended. 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.

##### **WEY 16. LAND AT TUMBLEDOWN FARM**

- i) Land at Tumbledown Farm (as shown on the proposals map) is allocated for cemetery uses, allotments/ community food provision and ancillary office / workshop / storage space. Development of these uses will only be permitted if the important open gap function, nature conservation interests and the landscape character of the site is maintained.**

## 7.11 LORTON VALLEY NATURE PARK

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- 7.11.1 The proposal for the Lorton Valley Nature Park is very much a partnership project involving Weymouth and Portland Borough Council, Dorset Wildlife Trust, RSPB, Dorset Countryside Service and Natural England.
- 7.11.2 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 Sites of Special Scientific Interest) 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 and 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. Additional agricultural land to include the Southdown Ridge should also to be included to provide a more comprehensive network.
- 7.11.3 This land will be incorporated into the Green Infrastructure Network and protected under policy ENV 3.

### **WEY 17. LORTON VALLEY NATURE PARK**

- i) Land between Preston Beach Road and Southdown Ridge, as shown on the proposals 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.**

## 8. PORTLAND

### 8.1 INTRODUCTION

- 8.1.1 The Isle of Portland has a population of about 12,700. It has a unique coastal character with very distinct villages and settlements separated by wide open spaces, parts of which are marked by the presence of the quarrying industry.
- 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 and 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, 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. Three of the most deprived areas in Dorset are on Portland. There has been a considerable amount of regeneration over the past 15 years by the Regional Development Agency (now the Homes and Communities Agency) at Osprey Quay which will be further enhanced by the hosting of the 2012 Olympic and Para-Olympic sailing events. However there remains a miss-match between the available employment and skills and experience of some of the population.

### 8.2 VISION FOR PORTLAND

- 8.2.1 In 2031 Portland:
- Has maintained the unique character of the island in terms of its built and natural assets, whilst thriving economically and socially for the benefit of residents and visitors.
  - Is 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.
  - Has a broad tourist offer including activity based on sustainable tourism such as water sports, climbing, walking and bird watching, that capitalises on its unique location
  - Has reduced the levels of multiple deprivation and has good education and skills provision.

### MAIN DEVELOPMENT OPPORTUNITIES

- 8.2.2 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. The improvements to high speed broadband secured as part of the Olympic legacy offer considerable opportunities to encourage more knowledge-based and creative businesses. However it is not suited to those industries that need to rely on swift access to the motorway network. In order to ensure that there is an adequate supply of employment

land to accommodate future growth and job creation, development sites have been identified at Portland Port and Osprey Quay.

- 8.2.3 Over the previous local plan period a significant amount of housing growth was identified on Portland, mainly on previously developed brownfield sites. Not all of these sites have been completed and so there are over 450 homes with permission that should still be built as a result. Sites will also come forward within existing development boundaries and further opportunities for affordable housing may arise from rural 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. Additional housing growth could however be progressed through the preparation of a neighbourhood development plan.
- 8.2.4 The following developments all have consent and are expected to play a major part on delivering the vision for Portland, some associated with the hosting of the Olympic and Para Olympic Sailing events, others related to the ongoing regeneration.
- **Portland Port** – is a major employment site with planning consent for Port-related uses.
  - **Osprey Quay** – has various planning consents for a mix of uses, including employment, leisure, retail and housing development
  - **Former Hardy Complex** – is a site comprising conversion of former Navy accommodation with planning consent for housing
- 8.2.5 There is also scope for further employment uses within **Southwell Business Park**, **Inmosthay** and **Trade Croft Industrial Estates**. These sites still have considerable scope for new employment on underused land, and will be protected for B class uses and other employment uses that offer economic enhancement.
- 8.2.6 **Portland Quarries Nature Park** is proposed to secure the long term future of Portland’s most important disused quarries, ensuring public access, long term management and interpretation of these culturally important sites.
- 8.2.7 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. 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.

### 8.3 PORTLAND PORT

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- 8.3.1 Portland Port is a port of national and international importance and is a vital part of the local economy and the south west region. It is a key employment site. The Port attracts employment and investment to the area and is a major asset to the local community. It is important that there is sufficient land available to support port related uses. However because the location of the site in an area designated for its national and international nature conservation interest, care will need to be taken to ensure it complies with the relevant legislation. Proposals for this area must not have a significant adverse impact upon the international wildlife designations, either alone or in combination with other projects.

#### **PORT 1. PORTLAND PORT**

- i) Land within Port jurisdiction will be safeguarded for potential port operational and ancillary uses.**

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#### 8.4 OSPREY QUAY

- 8.4.1 In 2001 a master plan 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. Significant regeneration has taken place, some of which is associated with the National Sailing Academy and the hosting of the 2012 Olympic 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, Coastguard Helicopter base, restaurant/café, residential and a new school (to be opened 2013). There are existing commitments that have not yet been come forward which include further employment uses a hotel, retail and residential use. A new master plan is being developed with the Homes and Communities Agency to attract further investment and employment opportunities within the site.

#### **PORT 2. OSPREY QUAY**

- i) Land at Osprey Quay, as shown on the proposals map, is allocated for development as part of a mixed use development scheme to include housing, employment, tourist and leisure related uses. Any development should be in accordance with the most recent approved Osprey Quay Master Plan**

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#### 8.5 FORMER HARDY COMPLEX

- 8.5.1 The Former Hardy complex was previously Navy accommodation. Planning permission for 554 new homes was granted 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 384 homes, have not progressed due to economic downturn. There are access issues associated with this level of development, which will be addressed through the completion of a link road..

#### **PORT 3. FORMER HARDY COMPLEX**

- i) The Former Hardy Complex as shown on the proposals map is allocated for housing development. Development in this location will need to provide for the completion of the Castletown Link Road.**

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#### 8.6 SOUTHWELL BUSINESS PARK, INMOSTHAY AND TRADE CROFT INDUSTRIAL ESTATES

- 8.6.1 Southwell Business Park is an ex-Ministry of Defence site. It has been used to create flexible workspaces for businesses and start-ups. The businesses are mainly micro-businesses from a wide range of service sectors, but the site also includes 350 storage units, a fitness centre, hotel and conference venue. It is a key employment site. Additional land is available to provide around 3,000m<sup>2</sup> of light industrial units. It is in a sensitive location and 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.
- 8.6.2 Inmosthay and Trade Croft 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.



## 8.7 PORTLAND QUARRIES NATURE PARK

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- 8.7.1 The proposal for the development of a Portland Quarries Nature Park has been under consideration for a number of years and is being 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 and restored land within Inmosthay Quarry. 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 important sites. This land will be incorporated into the Green Infrastructure Network and protected under Policy ENV 3.

### **PORT 4. PORTLAND QUARRIES NATURE PARK**

- i) Land at Kingbarrow Quarry, Tout Quarry, Verne Yeates and Inmosthay Quarry as shown on the proposals 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.**

## 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 period and potentially beyond. It lies at the gateway of the Weymouth Relief Road and opposite the existing service centre at Littlemoor, and is close to the station at Upwey, and as such 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 of Weymouth and Portland Borough and West Dorset District Councils. Both Councils will cooperate in bring 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 LITTLEMOOR URBAN EXTENSION.

- 9.2.1 The urban extension is within the Dorset Area of Outstanding Natural Beauty, 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 strategic planned approach to development in this location allows landscape improvements 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 provides an important north / south wildlife corridor and good footpath links to the open countryside.
- 9.2.2 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. Opportunities for district heating networks between the employment and residential uses should be explored to fulfil the renewable energy requirements within the development.
- 9.2.3 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 neighbourhood 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.

#### LITT 1. LITTLEMOOR URBAN EXTENSION

- i) Land to the north of Littlemoor as shown on the proposals map will be developed as an urban extension to include at least 15ha of employment land, up to 500 new homes, an extended local service centre, public open space and land for a new first school.
- ii) The site shall be developed in accordance with a Master Plan prepared jointly by West Dorset District Council and Weymouth and Portland Borough Council, working with the local community.

- iii) **The 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, practicable 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.**
- iv) **The use of district heating networks will be examined and if practicable made a requirement of the development.**
- v) **A landscape and design strategy will be included in the masterplan, based on the following principles**
  - **All built development should be contained within the 40m contour**
  - **The development should create a positive out-facing edge when viewed from the Ridgeway and provide a positive enhancement of the AONB**
  - **Development relating to Littlemoor Road should create a strong, positive image appropriate to this key gateway site**
  - **The development should incorporate green corridors connecting to adjoining green spaces and ensure a net gain in biodiversity.**
  - **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.**

### 9.3 LAND AT ICEN AND WEYSIDE FARMS

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9.3.1 Land at Icen and Weyside Farms has been developed and used for a variety of employment and related uses 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 Area of Outstanding Natural Beauty and relationship to the relief road and urban extension to the east.

#### LITT 2. LAND AT ICEN AND WEYSIDE FARMS

- i) **Land at Icen and Weyside Farms (as shown on the proposals map) will be re-developed as an employment site subject to the implementation of an agreed landscape and design strategy and the cessation of residential uses on the site.**
- ii) **Development should not be of such a height or design to be visually intrusive in the Dorset AONB, 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 parish) lie the Granby industrial estate, Lynch Lane industrial estate, the 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 and the Heritage Coast, and also 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 5,300. 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 2031 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
  - Have an increased range of local facilities, although it will still look principally to Weymouth for some of its larger community infrastructure needs.

### MAIN DEVELOPMENT OPPORTUNITIES

- 10.2.2 There are a number of developments due to take place that will help achieve this vision. Chickerell has the potential to develop further to meet its own needs and some of the needs of Weymouth and the south-eastern part of West Dorset. These opportunities include:
- **Land at Putton Lane and Floods Yard** – planning permission has been given to develop the site for housing, employment and community uses on land off Putton Lane, and for housing at Floods Yard
  - **Link Road Business Park** – the site has planning permission for B class employment uses
  - **Land to the North of the Police Headquarters** – the site has outline permission for B1 class employment uses
  - **Chickerell urban extension** – provides scope for considerable development to the north and east of the town. The provision of a new school as part of this development would also potentially release the current school site for re-development.

### 10.3 LAND AT PUTTON LANE AND FLOODS YARD

- 10.3.1 Land off Putton Lane has recently been given outline planning permission for 220 new homes, B1 business floor space, a veterinary surgery, doctors' surgery, and community facilities to include open space, allotments, a multi-purpose community building and multi-use games area.

### **CHIC 1. LAND AT PUTTON LANE**

- i) Land at Putton Lane as shown on the proposals map is allocated for a mixed use development including residential, employment, community facilities and open space.**

10.3.2 Land at Floods Yard and the adjoining area has permission for 58 new homes.

### **10.4 LINK ROAD BUSINESS PARK**

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10.4.1 Planning permission has been granted for a new business park for B1, B2 & B8 uses off the Chickerell Link Road. As a key employment site, uses will be restricted to B classes and other employment uses that offer economic enhancement.

### **10.5 LAND TO THE NORTH OF THE POLICE HEADQUARTERS**

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10.5.1 Outline planning permission has been granted for a new business park for seven B1 (light industrial or office) units on land to the north of the Police Headquarters. The site is adjoining a settlement and would form an extension to an existing employment area and therefore if this permission were to lapse, its future employment use would be considered favourably under Policy ECON 1. It is not considered a suitable site for open market housing.

### **10.6 CHICKERELL URBAN EXTENSION**

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- 10.6.1 Land to the north and east of Chickerell has the potential to deliver around 850 new homes. 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 first school, and provision of a convenience retail store of a scale appropriate to a local centre. The provision of improved library facilities will also need to be considered, in liaison with the Town Council and community organisation who will be taking over responsibility for this local service from the County Council. 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 wider countryside around.
- 10.6.2 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.
- 10.6.3 Green gaps between the southern and eastern edge of the town and 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 criss-crossing 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.
- 10.6.4 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.

### **CHIC 2. CHICKERELL URBAN EXTENSION**

- i) Land to the north and land to the east of Chickerell, as shown on the proposals 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) **Development will be in accordance with a master plan for each area prepared by West Dorset District Council working with Chickerell Town Council.**
- 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)**
  - **land to the east (to be developed for housing, public open space and to include a local convenience retail store of a scale appropriate to a local centre and land for a new first school)**
- iv) **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 to Weymouth Town Centre and surrounding area.**
- v) **Strategic planting will be required in advance of the site being developed, to reduce the impact of the development to longer views particularly along the northern and eastern boundaries. A network of open green spaces, for amenity /recreation and drainage purposes, should run through the development and link to the open countryside.**

10.6.5 The Chickerell Urban Extension should secure the necessary school provision to serve the wider community, and when this happens the existing school site off Rashley Road will become surplus to education requirements. If the facility is no longer needed as a community facility it may be redeveloped as an exception to normal policy retaining local community facilities and open space. The site is largely backed onto by existing residential development, and therefore is most suited to housing.

### **CHIC 3. LAND OFF RASHLEY ROAD**

- i) **The existing primary school site off Rashley Road in Chickerell, as shown on the proposals map, may be developed for housing, provided that a replacement school, including school playing fields, sufficient to serve Chickerell has been secured as part of the Chickerell Urban Extension.**

## 11. DORCHESTER

### 11.1 INTRODUCTION

- 11.1.1 Dorchester is the county town of rural Dorset, with a population of over 18,000. 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 (7,680). Workers commute in from nearby towns (particularly Weymouth) and from the surrounding rural area. So one of the challenges for the local plan is to try to improve the balance between housing and jobs in this area.

### VISION FOR DORCHESTER

- 11.1.3 In 2031 Dorchester:
- Is a quality county town with a significant offer of retail, health, cultural, leisure and community facilities
  - Has an attractive and vibrant sub-regional town centre that people come to enjoy, away from motor traffic
  - Has a more diverse local economy with good employment opportunities
  - Is a place where more people can live and work locally, without having to commute
  - Has good quality transport links to the surrounding towns and rural area
  - Has a high standard of design that promotes the character and heritage that is special to Dorchester
  - Makes the most of the surrounding countryside, including its links with Thomas Hardy, Maiden Castle and Kingston Maurward College.

### MAIN DEVELOPMENT OPPORTUNITIES

- 11.1.4 There are a number of developments currently taking place that will help achieve this vision, and further proposals that should come forward within the plan period. These include:
- **Poundbury urban extension** - the continuation of the urban extension to the west of the town providing a mix of homes, jobs and community facilities
  - **Town Centre regeneration** - the development of Charles Street is extending the town centre offer to include further retail and office development. There is potential for future town centre development on land off Trinity Street.
  - **Weymouth Avenue site** - redevelopment of the Brewery site 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
  - **Sites off St George's Road and Alington Avenue** - planning permission has been given for the provision of housing in association with the extension of Lubbecke Way to St George's Road. Further development potential also exists on land to the south off St George's Road and Alington Avenue, either side of the rail line.
  - **Dorchester Transport & Environment Plan** – will provide public realm enhancements in the town centre, and more appropriate traffic management. The successful delivery of this scheme is also linked to the provision of adequate park and ride facilities on the periphery of the town.
- 11.1.5 The existing and proposed sites outlined above comfortably meet the needs of the town for the early part of the plan period, but fall short of meeting the needs for housing and

employment in this area for the full 20 years of the plan. However there are no easily deliverable sites for major growth. A proposal is therefore included for **Crossways** (a village to the east, connected to Dorchester by the rail line) which are contained in the following chapter, and further investigations are proposed in relation to **land around the Dorchester area**.

## 11.2 POUNDBURY URBAN EXTENSION

11.2.1 Land within the line of the bypass at Poundbury was designated from the late 1980s to meet the long term needs of the town, including new homes, employment workspace, a new school, community, leisure and recreation facilities and public open space. The Poundbury Development Brief adopted in 2006 established a number of principles for development, based upon the local plan policies of that time and lessons learnt from the delivery of the earlier phases.

11.2.2 Outline permission was granted in December 2011 for the final phases of the development, permitting the erection of 1,200 new homes, a new 450 children primary school, 25,000m<sup>2</sup> of non-residential development and associated roads, drainage and other infrastructure. It is anticipated that this development will be completed in about 10 years. The following policy reflects this delivery:

### **DOR 1. POUNDBURY MIXED USE DEVELOPMENT**

- i) Land at Poundbury (as shown on the Proposals Map) will provide for the strategic growth 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).**

11.2.3 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 has good road links and is located away from nearby homes and other potentially sensitive uses, and therefore provides an opportunity for less neighbourly business uses to be located in the area. There is scope to extend this site to the south-west. Although (like much of Poundbury) the site is within the Dorset Area of Outstanding Natural Beauty, any buildings should be sympathetically designed so that it can be accommodated into the landscape without visual harm.

### **DOR 2. POUNDBURY PARKWAY FARM BUSINESS SITE EXTENSION**

- i) Land south-west of the Parkway Farm Business site (as shown on the Proposals Map) is designated for non-neighbourly 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.**



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### 11.3 TOWN CENTRE REGENERATION

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11.3.1 The history 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.

#### **DOR 3. DORCHESTER ROMAN TOWN AREA**

- i) Any development within the Roman Town Area, as shown on the proposals map, should help reinforce the historic character of the area.**

11.3.2 The Charles Street project is moving ahead with the first phase (district council offices, library and adult learning centre) under construction. The second phase has outline permission and will include new shops, car parking spaces, affordable homes, and a hotel.

#### **DOR 4. CHARLES STREET**

- i) Land at Charles Street, Dorchester, as identified on the Proposals Map, is a key town centre site, to deliver significant new retail development with ancillary mixed uses. The development of the site will include a significant element of public car parking and provide improved pedestrian links to South Street.**
- ii) On completion, the site will form part of the primary shopping area.**

11.3.3 The development of Charles Street will provide a significant boost in the retail floorspace available in the town centre. There is scope for further expansion of the primary shopping area for the later phases of the plan period 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 costs and scheme viability, together with 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.

#### **DOR 5. FUTURE TOWN CENTRE EXPANSION**

- i) Land off Trinity Street, as identified on the Proposals Map, will be the preferred location for future retail expansion of the primary shopping area. Any scheme will need to retain an appropriate amount of car parking.**

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### 11.4 WEYMOUTH AVENUE BREWERY SITE

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11.4.1 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 remains relevant.

#### **DOR 6. WEYMOUTH AVENUE BREWERY SITE**

- i) The former Brewery site and adjoining land at Weymouth Avenue (as shown on the Proposals 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 the town centre
  - 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 South Street**

## 11.5 SITES OFF ST GEORGE'S ROAD AND ALINGTON AVENUE

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11.5.1 Land at Red Cow Farm off St George's Road has been granted permission for 54 new homes, allotments and 6 light industrial units. The development is dependent on the extension to Lubbecke Way linking it to St. George's Road.

### **DOR 7. RED COW FARM, ST. GEORGE'S ROAD**

- i) **Land at St. George's Road Dorchester is allocated for new homes and employment development. The development will include the provision of an extension of Lubbecke Way linking it into St. George's Road.**

11.5.2 Land south of St George's Way, adjoining the bypass, could provide an additional site for housing (subject to suitable noise and odour mitigation from the bypass and nearby sewage treatment works) or employment. There is a woodland belt either side of the bypass, and dense vegetation along the site boundaries with adjoining land, with public rights of way along the site boundaries linking to the wider network.

### **DOR 8. LAND SOUTH OF ST GEORGE'S ROAD**

- i) **Land South of St George's Road, as shown on the Proposals 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 network are retained.**

11.5.3 There is also potential for the two areas of undeveloped land south of the railway, off Alington Avenue, to be developed for housing, subject to suitable landscaping and noise mitigation.

### **DOR 9. LAND OFF ALINGTON AVENUE**

- i) **Land off Alington Avenue, as shown on the Proposals Map, is allocated for housing. A landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views.**

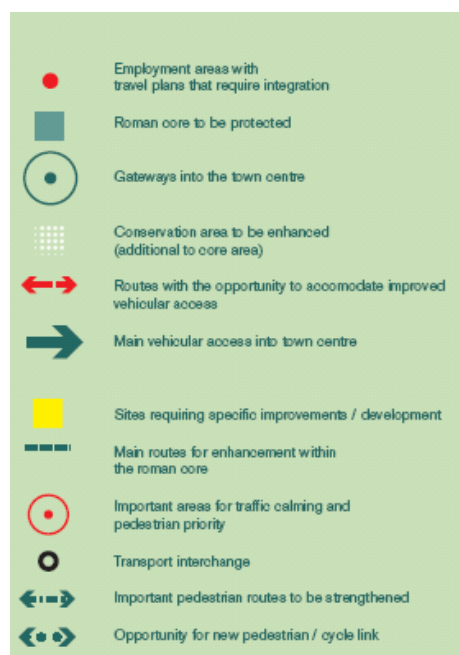
## 11.6 DORCHESTER TRANSPORT AND ENVIRONMENT PLAN

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11.6.1 Traffic through the centre of Dorchester has returned to the same levels experienced before the bypass was opened. With this amount of traffic, there are problems with air pollution (and an Air Quality Management Area has now been designated), conflicts between vehicles and pedestrians and a knock-on impact on the quality of (and people's experience of) the town centre.

11.6.2 A Dorchester Transport and Environment Plan (DTEP) has been devised in consultation with the local community. Its objectives include supporting the economic prosperity of the town, reducing through traffic, and providing a higher quality environment (both in terms of the historic fabric of the town and for pedestrians, cyclists, the elderly and disabled). This should be achieved while still making sure that there is accessible car parking for shoppers, residents and essential users, and maintaining access for emergency, servicing and public transport. A simple but quality approach to design is called for, so as not to distract from the high quality historic buildings.

- 11.6.3 Key to its success is the reduction of east-west traffic along High East Street and High West Street, to create opportunities to enhance public space in the town centre. Improvements and changes are also needed at the Top O' Town roundabout, the Fiveways junction at the southern end of South Street, and at the junctions at Maumbury Rings and Great Western Cross. The scheme needs to reflect the needs of both local residents and workers and the needs of the wider rural communities that the town serves, as well as making provision for other visitors to the town.



- 11.6.4 The provision of a park and ride site on the outskirts of the town will help achieve these objectives. This may be combined with the provision of adequate roadside facilities for road users of the A35 trunk road, if this can be delivered.

#### DOR 10. DORCHESTER TRANSPORT AND ENVIRONMENT PLAN

- i) **The Dorchester Transport and Environment Plan will be implemented in the plan period. Any development that would significantly undermine its delivery will not be permitted.**
- ii) **Land to the south of Stadium Roundabout (as shown on the proposals map) is allocated for a park and ride site, and a new trunk road service area.**

#### 11.7 LAND AROUND THE DORCHESTER AREA

- 11.7.1 The development of an urban extension at Dorchester or in the surrounding area could provide additional housing and employment opportunities to support longer-term growth. However the likely infrastructure requirements of sites on the edge of the town are not currently considered deliverable because of the very significant highway improvements that would be required to alleviate the effects on the trunk road, and other infrastructure costs. Further work is required to fully explore the potential for development, and clarify the long-term strategy for this area. This may be required to bring forward development in the last phase of the plan period if neighbourhood development plans do not bring about significant growth.

**DOR 11. LAND AROUND THE DORCHESTER AREA**

- i) The district council will work with existing landowners / developers and local communities to explore options to support the long-term growth of the Dorchester area for the period post-2026.**
- ii) Any development that could significantly undermine the delivery of key infrastructure needed for major growth in this area will not be permitted unless it has been demonstrated that it would not undermine a realistic long-term option for growth.**

## 12. CROSSWAYS

### 12.1 INTRODUCTION

12.1.1 Crossways is a large village that has a comparatively short history, developing from a World War 2 fighter base which operated until 1946, and then becoming an important area for sand and gravel extraction. It now has a population of just over 2,000. The village has a range of local services, though their provision has not always kept pace with development. They are also dispersed around the village, and the village lacks a defined centre. Recent development has provided opportunities to improve the local facilities, including a new first school.

12.1.2 Crossways has the potential for a greater scale of development than would otherwise be needed in this location, to meet some of the wider needs of the Dorchester area in the longer term. Moreton Station within the adjoining parish of Moreton in Purbeck is on the Weymouth to Waterloo rail line and provides an opportunity for public transport accessibility to jobs, shops and services.

### VISION FOR CROSSWAYS

12.1.3 In 2031 Crossways:

- will have a reasonable balance of homes, jobs and community facilities
- will have a strong sense of identity and place, as one of the larger Dorset villages, reflecting its unique history
- will have good links to Dorchester, including taking advantage of the opportunities of its proximity to a frequent rail service.

### MAIN DEVELOPMENT OPPORTUNITIES

12.1.4 There are a number of sites around Crossways which provide significant opportunities for development. These include:

- **Land to the north** – adjoining the most recent area of development at Woodsford Fields and leading up to the railway line, with the potential to link to the station in the adjoining district of Purbeck.
- **Land to the south-east** – to the east of Warmwell Road. The function of the Warmwell Road within the village will need to be carefully considered.
- **Land to the south-west** – land to the southern side of the link road to Dorchester is more segregated from the heart of the village, but does provide a good location for employment.

### 12.2 LAND AT CROSSWAYS

12.2.1 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 the railway line, and provide safer pedestrian and cycle access to it. Opportunities for district heating networks between the employment and residential uses should be explored to fulfil the renewable energy requirements within the development.

- 12.2.2 There are internationally protected heathlands in the wider surrounding area and it is essential that sufficient, attractive informal recreational land is available in easy walking distance, through the provision of a strategic network of green spaces, to ensure that any adverse impacts from additional recreational pressure on the sensitive heathland sites are avoided.
- 12.2.3 Although development in this area can come forward, further work is required to properly plan the development, including the necessary phasing of infrastructure. Cross-boundary cooperation with Purbeck District Council is needed to ensure that the road and rail connections and impact on nearby heathlands is reflected in both local plans.

#### **CRS 1. LAND AT CROSSWAYS**

- i) Crossways will have a significant level of growth over the plan period. This will include at least 7.2ha of employment land and between 1,200 to 1,500 new homes on land shown on the proposals map, through the development of:**
  - land to the north (to be developed primarily for housing with some small-scale employment and community uses),
  - land to the south-east (to be developed for a mix of housing, employment and community uses), and
  - land to the south-west (to be developed for employment uses as a key employment site).
- ii) The development will be required to provide large-scale alternative natural green space and related measures to avoid any additional increase in recreational pressure on the European Heathland Sites.**
- iii) The amount of housing, jobs and community infrastructure will be balanced as far as practicable. Any development that would undermine the delivery of key infrastructure needed for this level of growth will not be permitted.**
- iv) The use of district heating networks will be examined and if practicable made a requirement of the development.**
- v) The development will be guided by a masterplan prepared by West Dorset District Council working with Crossways Parish Council, Purbeck District Council, Moreton Parish Council, Owermoigne Parish Council, Knightsford Group Parish Council and the Warmwell Parish Meeting. The masterplan will include detailed guidance on:**
  - the appropriate mix of uses in each area
  - the movement network – how different areas should be connected by routes and spaces, including links to the station and improved road access to Dorchester
  - infrastructure needs (including community facilities) – how these will be met as key sites are brought forward in relation to the phased delivery of growth
  - important local buildings / landmarks – how these should be provided / safeguarded
  - local character and how this will be enhanced.

## 13. BRIDPORT

### 13.1 Introduction

- 13.1.1 Bridport and the adjoining parishes that form part of the built area of the town, has a population of over 13,000, 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 as 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 19<sup>th</sup> and early 20<sup>th</sup> 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 English Heritage.
- 13.1.3 Challenges for the Local Plan include maintaining the balance between jobs and housing, providing for development to meet the town's needs and at the same time protecting the countryside views, river valleys and green spaces that form an essential part of the town's character.

### VISION FOR BRIDPORT

- 13.1.4 In 2031 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 nationally-designated landscape and floodplain, along with the countryside views and green spaces that contribute significantly to the town's character;
  - have made sure that development recognizes 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.

### MAIN DEVELOPMENT OPPORTUNITIES

- 13.1.5 There is very little in the way of development currently taking place in the Bridport area to help achieve this vision. New allocations are required to meet the development needs of the town. A number have been identified that should come forward within the plan period and these include:
- **Vearse Farm urban extension** to the west of Bridport – which has the capacity for a mixture of homes, jobs and community facilities, including about 760 homes and approximately 4ha employment land. The provision of a new school will also eventually allow the existing school site to be re-developed. The relocation of other

community / employment land used by Dorset County Council for social services and a highway depot to Vearse Farm will also 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).

- **Land east of Bredy Veterinary Centre** – is a small site that could come forward within the early part of the plan period, with the capacity for about 40 homes.
  - **Bridport Town Centre** – there is potential for future town centre expansion, to include further retail and office development, on to the Rope Walks car park or the Coach Station area. Just outside the town centre, the regeneration of **St Michael’s Trading Estate** is also highlighted, where mixed use redevelopment will help to secure the retention of the historic buildings and provide local jobs.
- 13.1.6 Land to the south of Shoe Lane off Sea Road North (adjoining St Andrews 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) and for this reason the site is not considered suitable for allocation. However, it is intended to retain the site within the Defined Development Boundary of the town, to reflect the suitability for development if and when it becomes economic.

## 13.2 VEARSE FARM URBAN EXTENSION

- 13.2.1 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 the north, south, west and east, 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, its proximity to the bypass and rising land to the south.
- 13.2.2 This area could deliver about 760 new homes and approximately 4ha employment land over 10 or more years, with the necessary community facilities. This level of growth will require the expansion of St Mary’s Primary School and new children’s centre, which cannot easily be done on the existing school site. As such a replacement school site will 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. Opportunities for district heating networks between the employment and residential uses should be explored to fulfil the renewable energy requirements within the development.
- 13.2.3 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 area in the far north-west of the site is more suited to employment uses with 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.

### BRID 1. LAND AT VEARSE FARM

- i) **Land at Vearse Farm (as shown on the Proposals Map) will provide for the strategic growth of Bridport through a comprehensive mixed-use development of about 760 homes and 4 hectares of employment land (including land set aside for ‘affordable’ community-led business development and land for a replacement Dorset County**



Council Highways depot), and associated community facilities (including land for a replacement primary school and children’s centre and a replacement facility for Sydney Gale House residential care home run by Dorset County Council).

- ii) Delivery will be phased with the intention of providing in the region of 50 to 70 homes a year with an equivalent proportion of employment workspace and community facilities.
- iii) The use of district heating networks will be examined and if practicable made a requirement of the development.
- iv) The development will be guided by a masterplan prepared by West Dorset District Council working with Bridport Town Council and Symondsburry Parish Council. It should ensure that:
  - the floodplain of the River Symene where it flows through the site is kept free of built development to provide a linear riverside greenspace.
  - rising land to the south of the site will remain undeveloped and be managed as public open space for the long-term benefit of the local community and wildlife, to become a designated local greenspace.
  - pedestrian and cycle links are provided within the development linking to the centre of Bridport and to the surrounding areas including the countryside.
  - highway improvements identified as necessary for the development go ahead, following a full transport assessment. Primary vehicular access should only be from the B3162, West Road (with the exception of emergency vehicles / public transport). The layout should allow for a bus route through the site.
  - strategic planting within and to the south and west of the site is carried out in advance of the site being developed, to soften the visual impact of the development in wider views. Existing hedgerows should be retained where possible.
  - The location and layout of uses has regard to safeguarding the residential amenity of nearby properties

13.2.4 The replacement of St Mary’s Primary School will mean that the current site would become available for re-use or redevelopment. If the facility is no longer needed, the land outside the floodplain may be redeveloped for housing as an exception to normal policy retaining local community facilities and open space.

## **BRID 2. LAND OFF SKILLING HILL ROAD**

- i) The existing primary school site off Skilling Hill Road in Bridport, as shown on the proposals map, may be developed for housing, provided that a replacement school and children’s centre, including school playing fields, sufficient to serve the projected population growth in the local area has been secured as part of the Vearse Farm site.

## **13.3 LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPS AVENUE**

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13.3.1 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 of 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. Highway

improvements may be needed to the right hand turn lane off Sea Road North and East Street roundabout.

**BRID 3. LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPS AVENUE**

- i) Land to the east of Bredy Veterinary Centre, off Jessops Avenue (as shown on the Proposals Map) is allocated for housing.
- ii) The development of the site will require a positive frontage onto Sea Road North and Jessops Avenue. The boundary of the site with the river meadow areas will need sympathetic treatment, either through appropriate planting or a positive frontage. The row of mature beech trees and public right of way should be retained.

**13.4 BRIDPORT TOWN CENTRE**

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13.4.1 At Bridport there is likely to be a need for more comparison retail space than can be accommodated in the town centre by the end of the plan period. When this need arises, two possible sites have been identified as being appropriate for the expansion of town centre uses. These are the car parks at Rope Walks and the area surrounding the Tannery Road bus station. The provision of car parking close to the town centre is, however, also important to its continuing success, and therefore any development will need to take this into account.

13.4.2 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. Any re-development of the Tannery Road area should not compromise the opportunity to create a community-based transport hub for Bridport.

**BRID 4. FUTURE TOWN CENTRE EXPANSION**

- i) Land at Rope Walks and Coach Station Car Park, as identified on the Proposals Map, will be the preferred location for future expansion of the town centre area. Any scheme will need to retain an appropriate amount of car parking.

**13.5 ST. MICHAEL'S TRADING ESTATE**

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13.5.1 The regeneration of St. Michael's Trading Estate is important, to secure a viable future for both its historic buildings and the small-scale employment opportunities it provides for local businesses. The inclusion of residential development could help bring forward a viable scheme. Securing public access along the attractive riverside edge would also be a benefit. Supplementary planning guidance for this area was adopted in 2002.

**BRID 5. ST. MICHAEL'S TRADING ESTATE**

- i) St. Michael's Trading Estate (as shown on the Proposals 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

## 13.6 BROOMHILLS WASTE MANAGEMENT FACILITY

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- 13.6.1 The need for a site for a waste management facility for Bridport first arose in the mid 1990s when it was known that the local community facility at the Bothenhampton landfill site would be closed in 2000. As a result of no suitable new site for the facility being identified, Dorset County Council opened a temporary facility in South Street, Bridport in 1998. This facility has been subject to a series of temporary planning permissions since that time. The site is too small and also has other issues associated with its operation, and needs to be replaced.
- 13.6.2 The County Council has identified a potentially suitable site for a new household recycling centre and waste transfer station at Broomhills Farm, but will need to take this forward through the planning process in its role as the Minerals and Waste Planning Authority. The development of this facility will require landscape mitigation and an improved junction on the A35 trunk road to the west of the Crown roundabout. This development would only be allowed as an exception to general policy, and should the site not be required for this use then the land will continue to be treated as open countryside.

### **BRID 6. BROOMHILLS WASTE MANAGEMENT FACILITY**

- i) **Land adjoining Broomhills (as shown on the proposals map) is identified by Dorset County Council as the preferred site for the construction of a waste management facility.**

## 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. 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.

### A VISION FOR BEAMINSTER

- 14.1.3 In 2031 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;
  - improve accessibility to facilities and continue its role as a local service centre to surrounding villages.

### MAIN DEVELOPMENT OPPORTUNITIES

- **Land to the north of Broadwindsor Road**, west of Beaminster, has the capacity to provide around 120 homes and approximately 0.5 ha employment land
- **Land to the north and south of Hollymoor Lane**, east of Beaminster, has the capacity to provide 70 homes in total
- **Land at Land End Farm** off Tunnel Road, north of Beaminster, has the potential to provide 0.7 ha of employment land.

### 14.2 LAND TO THE NORTH OF BROADWINDSOR ROAD

- 14.2.1 Land to the north of Broadwindsor Road was allocated in the 2006 local plan for employment use, but development did not come forward due to viability issues. Views into the site from the Wessex Ridgeway which runs to the south means that substantial strategic landscaping is needed. The site has been enlarged, to better relate to the best location for the strategic planting, and could deliver about 120 homes and approximately 0.5 ha employment land. The north-eastern section is potentially more suited to employment uses to provide a buffer to the existing industrial units, although the treed river channel already provides an element of screening. There is also potential noise from the grain drying store to south which will need to be taken into account in the layout and design of buildings.

#### BEAM 1. LAND TO THE NORTH OF BROADWINDSOR ROAD

- Land to the north of Broadwindsor Road, as shown on the Proposals Map, is allocated for housing, employment and public open space.**
- The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows should be retained where possible.**
- The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.**

- iv) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along the Broadwindsor Road.**

#### 14.3 LAND TO THE NORTH AND SOUTH OF HOLLYMOOR LANE

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- 14.3.1 This area, consisting of two land parcels on the north and south side of Hollymoor Lane, could deliver up to 70 new homes together with a local equipped area for play (as the site is some distance from alternative provision). Employment uses are unlikely to be suitable in this location. The route down East Street includes a section between the Old Church School and the junction with Hollymoor Lane where the front doors of buildings open directly onto the street. Without traffic management this area would be unsuitable for any significant increase in traffic. Therefore, a traffic management package is needed for East Street and must be implemented before the new homes are occupied.
- 14.3.2 There are hedgerows on hedge banks characteristic of the rural area, and the site is bordered on the northern side by a partly wooded stream, where a footpath crosses at a weir. The land slopes down steeply to the river and this part, within the floodplain, will need to be excluded from any development. The site does not include the 1 in 100 year flood defence area, which is to the north-east.

##### **BEAM 2. LAND OFF HOLLYMOOR LANE**

- i) Land to the north and south of Hollymoor Lane, as shown on the proposals map, is allocated for housing and public open space.**
- ii) The development should secure the delivery of a traffic management package for East Street.**
- iii) The development should where practicable retain and enhance the existing hedgerows, hedge banks and streamside vegetation.**

#### 14.4 LAND AT LANE END FARM

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- 14.4.1 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.
- 14.4.2 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.
- 14.4.3 If development is brought forward in phases, preference will be given to developing the southern portion of the site nearest the town first.

##### **BEAM 3. LAND AT LANE END FARM**

- i) Land to the north of Beaminster off Tunnel Road at Lane End Farm, as shown on the proposals map, is allocated for employment.**
- ii) The development should retain and enhance the existing hedgerows, hedge banks and streamside vegetation.**
- iii) The development will need to secure the delivery of a footway link to the town.**

## 15. LYME REGIS

### 15.1 INTRODUCTION

- 15.1.1 Lyme Regis is a historic coastal town and one of Dorset’s principal tourist resorts. It became well known in the early nineteenth century for the discovery of fossils, and today is an important centre for visitors to the World Heritage Coast. It has a resident population of around 3,700. The town lies entirely within the Dorset Area of Outstanding Natural Beauty and is also constrained by land instability. The Shoreline Management Plan identifies the town as a location that should continue to be defended, and additional coastal defence works are planned.
- 15.1.2 The town lies on the Devon / Dorset boundary, with the settlement of Uplyme (in East Devon) very close by. Challenges for the Local Plan 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.

### A VISION FOR LYME REGIS

In 2031, 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 World Heritage Coast, with a strong identity based on its geological heritage and fossil interests;
- tackle transport issues through effective traffic management;
- 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

### MAIN DEVELOPMENT OPPORTUNITIES

- 15.1.3 Development opportunities in and around Lyme Regis are limited due to land instability, highway and landscape constraints. The development opportunities include:
- **Land south of Colway Lane, Lyme Regis** - the continuation of an extant permission will provide a further 50 houses
  - **Land at Woodberry Down, north of Lyme Regis** has the capacity to provide about 90 homes and retain some local employment opportunities
- 15.1.4 **Further opportunities around Lyme Regis**, including land in East Devon will need to be explored.

### 15.2 LAND AT WOODBERRY DOWN

- 15.2.1 Land at Woodberry Down was allocated for employment and housing in the 2006 local plan. However, an enlarged allocation could deliver up to 90 homes, and ensures that a more comprehensive approach to the adjoining areas is considered. Any development will need to address the future of the existing buildings on the site and loss of private playing fields.

- 15.2.2 The site is within the Dorset Area of Outstanding Natural Beauty, but is visually contained to the north, east and south and set against a backdrop of static caravans. Tree and hedge planting will be required along the north and western edges of the site before the site is developed. The site is steeply sloping in places and in an unstable area, which will be exacerbated by the springs on the site. This will inevitably add to the construction costs. There is the opportunity on this site to use innovative light weight structures, combined with a more contemporary design.
- 15.2.3 Vehicular access to the site via Pine Ridge would be acceptable, subject to the eastern end of Colway Lane being retained as a cycle / footway only.

**LYME 1. LAND AT WOODBERRY DOWN**

- i) Land at Woodberry Down, Lyme Regis, as shown on the Proposals Map, is allocated for housing and the retention of existing employment.**
- ii) Development will require tree and hedge planting along the north and western edges of the site in advance of the site being developed, and existing trees and hedgerows on the site should be retained where possible.**

**15.3 FURTHER OPPORTUNITIES AROUND LYME REGIS**

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- 15.3.1 Land west of Shire Lane in the adjoining area of East Devon has been suggested as a possible development site that relates well to Lyme Regis. Other sites may also exist. West Dorset District Council will work with East Devon District Council, Lyme Regis Town Council and Uplyme Parish Council to explore whether there are opportunities in the adjoining area of East Devon that could potentially help meet the local needs of both parishes, and how this could be reflected in a development plan.

**LYME 2. LAND AROUND LYME REGIS**

- i) The district council will work with East Devon District Council, Lyme Regis Town Council and Uplyme Parish Council to explore options to support the long-term growth of Lyme Regis.**

## 16. SHERBORNE

### 16.1 INTRODUCTION

- 16.1.1 The northern area of the district is centred on the historic market town of Sherborne. The area has strong links with Yeovil (in South Somerset) to the west, but also good connections with Dorchester to the south, Wincanton (also in South Somerset) to the north, and Sturminster Newton and Shaftesbury (both in North Dorset) to the east.

#### VISION FOR SHERBORNE

- 16.1.2 In 2031 Sherborne will:
- conserve and enhance the outstanding historic and cultural character of the town and its landscape setting;
  - have a thriving arts and cultural offer;
  - use the historic interest, arts and cultural activities as a basis for local 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.

#### MAIN DEVELOPMENT OPPORTUNITIES

- 16.1.3 There are a number of developments either allocated in the 2006 Local Plan or with the benefit of planning permission that will help achieve this vision, and further proposals that should come forward within the plan period. These include:
- **Land at Barton Farm** – an existing allocation in the 2006 Local Plan that has been extended to provide approximately 800 homes in total (including the existing allocation). An extended allocation provides an opportunity to deliver a new link road between Marston Road and the A30, as well as secure a more appropriate location for the employment land.
  - **Town Centre Regeneration** – land to the rear of Sherborne House has planning permission for 44 new homes. Redevelopment of the former tennis courts as a new arts centre with access off the Old Market Place (to the rear of Cheap Street) has also been permitted. There is scope for further expansion of town centre uses onto the existing Newland car park.
  - **Land at Sherborne Hotel** – was allocated in the 2006 Local Plan for employment development, and remains relevant as an important gateway site to the town.
  - **Former gasworks site, Gas House Hill** – was allocated in the 2006 Local Plan for employment. The site is well located, close to the town centre and railway station. However it has not come forward due to a number of reasons linked to viability and access. Some of the remediation work has now been done, and a mixed use development is considered the most feasible solution to redeveloping this brownfield site.

### 16.2 BARTON FARM URBAN EXTENSION

- 16.2.1 Land at Barton Farm was allocated in the 2006 Local Plan to meet the development needs of Sherborne up until 2016. The allocation was intended to deliver about 230 new homes, 4.2ha of employment workspace and community, leisure and recreation facilities. The



Barton Farm Development Brief adopted in 2007 established a number of principles for development, based upon the local plan policies and public consultation. However, the cost of infrastructure requirements has made this a difficult site to bring forward, mainly due to the need to address potential flooding from surface water run-off and the impact on the wider road network.

- 16.2.2 The fields to the north west of the 2006 allocation, between Trent Path Lane and Marston Road, are relatively well contained in wider views of the town from the north, south and east (subject to additional structural planting). The enlarged site including these fields offers the opportunity to plan effectively for the long term needs of Sherborne in a comprehensive way. The combined area could deliver up to 800 homes and at least 6ha of employment land, with the area to the far side of a new link road potentially more suited to employment uses. Opportunities for district heating networks between the employment and residential uses should be explored to fulfil the renewable energy requirements within the development.
- 16.2.3 The enlarged site should have good pedestrian and cycle connections to the town centre, and safe routes to the local schools, as well as securing improvements to the local road network.
- 16.2.4 The southern parts nearest to the town centre, including the Listed farm buildings, should be delivered as an early phase.

#### **SHER 1. LAND AT BARTON FARM**

- i) Land at Barton Farm (as shown on the Proposals Map) including the 2006 local plan allocation will provide for the strategic growth of Sherborne through a comprehensive mixed-use development. The combined area will deliver in the region of 800 homes and at least 6 hectares of employment land together with associated community facilities.**
- ii) A new northern link road between the A30 Yeovil Road and the B3148 Marston Road is a pre-requisite of development**
- iii) The use of district heating networks will be examined and if practicable made a requirement of the development.**
- iv) The development will be guided by a masterplan, which in turn will be informed by the adopted Barton Farm Development Brief. The Masterplan will be prepared by West Dorset District Council working with Sherborne Town Council. The masterplan will include detailed guidance on:**
  - **the route of the northern link road to be provided through the site**
  - **strategic landscape planting, including information on what elements will need to be carried out in advance of the site being developed**
  - **the location and layout of uses to have regard to safeguarding the residential amenity of nearby properties**
  - **how different areas should be connected by routes and spaces, and how these link to the wider area, including the provision of safe routes to schools and a pedestrian route through the secret garden to the town centre, and provision for a bus route through the site.**
  - **infrastructure needs and how these will be brought forward in relation to the phased delivery of growth**
  - **local character and how this will be enhanced.**
- v) Delivery will be phased with the intention of providing the link road at an early stage.**

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### 16.3 TOWN CENTRE REGENERATION

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- 16.3.1 The car park areas to the rear of Cheap Street offer development potential, and are likely to be the most suitable location for the expansion of the town centre area when the need for additional comparison floorspace arises. The provision of car parking close to the town centre is, however, also important to its continuing success, and therefore any development will need to take this into account.
- 16.3.2 Any development should be well-integrated with the town centre, with adequate connections to Cheap Street, and preserve and enhance the character and appearance of the Conservation Area.

#### **SHER 2. FUTURE TOWN CENTRE EXPANSION**

- i) Land at Newland Car Park North and Newland Car Park South, as identified on the Proposals Map, will be the preferred location for future expansion of the town centre area. Any scheme will need to retain an appropriate amount of car parking.**

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### 16.4 LAND AT SHERBORNE HOTEL

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- 16.4.1 This site was allocated in the 2006 Local Plan for employment uses (in addition to retaining the hotel use), and was not considered suitable for housing due to its gateway location and proximity to the A30. The open area of land to the front of the hotel is potentially underused and could accommodate the introduction of a complementary employment uses. There is also the potential to redevelop the hotel buildings themselves, which could provide an opportunity for other businesses uses to be accommodated on the site.
- 16.4.2 Development will require improvements to the existing vehicular access with Horsecastles Lane, and a pedestrian footway from the site entrance to the A30 Yeovil Road should be constructed. The site is visually prominent in the street scene and therefore any development will need to be to a high specification in terms of design and landscaping. The design should reflect the gateway status of this location.

#### **SHER 3. LAND AT SHERBORNE HOTEL**

- i) Land at Sherborne Hotel, as shown on the Proposals Map, is a key gateway site, and development should ensure the retention and intensification of hotel and/or business uses.**

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### 16.5 FORMER GASWORKS SITE, GAS HOUSE HILL

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- 16.5.1 The former gas works site was allocated in the 2006 Local Plan for employment. The site is well located, close to the town centre and railway station. However it has not come forward due to a number of reasons linked to viability, although remediation work has been undertaken to address the contamination.
- 16.5.2 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 strong treed boundary 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.

**SHER 4. THE FORMER GASWORKS SITE, GAS HOUSE HILL**

- i) Land outside flood risk zone at the former Gasworks on Gas House Hill, as shown on the Proposals Map, is allocated for housing and employment.**
- ii) Any development will need to adequately address flood risk and highway access. A landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views.**

## 17. GLOSSARY

Affordable housing	Social rented (normally owned by Housing Associations as registered providers, with rents set in accordance with the national rent regime), affordable rented (where the rent is set to be no more than 80% of the local market rent (including service charges, where applicable)) and intermediate housing (homes for sale and rent provided at a cost above social rent, but below market levels), provided to eligible households whose needs are not met by the market, having regard to local incomes and local house prices. Intermediate housing can include shared equity (shared ownership and equity loans), other low cost homes for sale that remain at an affordable price. Affordable housing should include provisions to remain at an affordable price for future eligible households or, where this is not possible, for the subsidy to be recycled for alternative affordable housing provision.
Air Quality Management Area	an areas designated by the council it is not meeting national air quality objectives.
Ancient Woodland	semi-natural woodlands which have been in existence since at least the Middle Ages (1600 AD).
Areas of poorer quality agricultural land	those graded lower under the Agricultural Land Classification (where the best and most versatile agricultural land has been graded as 1, 2 and 3a).
Biodiversity	the variety of life on Earth.
Brownfield land	land that has been previously developed, but not including land that is or has been occupied by agricultural or forestry buildings, land that has been restored or returned to farmland or a natural state where the remains of any structures have blended into the landscape in the process of time, land in built-up areas used as private residential gardens, opens space of public value.
Built tourist accommodation	permanent tourist accommodation such as hotels, guesthouses, B&Bs and holiday lets (homes restricted to holiday use). This does not include more temporary and mobile units such as chalets and caravans (even though these may remain in situ for many years) and second homes.
Caravan and camping sites	sites which primarily provide accommodation in temporary and mobile units such as chalets, static caravans, pitches for touring caravans, cabins, tents or yurts.
Coastal Change Management Area	an area likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).
Community Infrastructure Levy	a levy allowing the Councils to raise funds from owners or developers of land undertaking new building projects in the area.
Development plan	defined in section 38 of the Planning and Compulsory Purchase Act 2004 to include adopted Local Plans and neighbourhood development plans. It no longer includes regional strategies or county structure plans.
Disabled people	people have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Dorset historic environment record	Information service that seek to provide access to comprehensive and dynamic resources relating to the historic environment of Dorset for public benefit and use.
Edge of centre	for retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account will also be taken of local circumstances.
Employment	for the purposes of this plan 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 class development which provides direct, on-going local employment opportunities such as tourism and retail. It does not apply to development that indirectly benefits the local economy (such as housing), and businesses such as farming and tourist accommodation providers, which are covered in other policies of the plan.
Employment sites	land or premises that are presently in an employment use, or previously in an employment use if now vacant.
Environmental Impact Assessment	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
Geodiversity	the range of rocks, minerals, fossils, soils and landforms.
Green infrastructure	a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitat	the place in which a species of animal or plant lives, providing a particular set of environmental conditions. Often used in a wider sense, referring to major assemblages or communities of plants and animals found together.
Heritage asset	a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. They are likely to hold evidence of the substance and evolution of places, and of the people and cultures that made them. Designated heritage assets include World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Park and Gardens, Registered Battlefield and Conservation Areas designated under the relevant legislation.
Heritage Coast	areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.
In harmony	forming a pleasing whole, and being sensitive to its surrounds
Live/work development	a property that is specifically designed for dual use - a combination of residential and employment space. It often requires a mixture of residential and business rates. Though live/work and home-working are closely related there are differences. A home-working property will have been designed primarily for residential use. A live/work property will often allow for a much higher intensity of work use.

Local centres / larger local centres	Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub post office and a pharmacy. Other facilities could include a hot food takeaway and launderette. Large villages may perform the role of a local centre. Small parades of shops purely of neighbourhood significance are not regarded as centres. Larger local centres in the plan area include Beaminster, Chickerell, Easton, West Bay, Fortuneswell and Littlemoor.
Local Enterprise Partnership	a body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Partnership	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.
Local planning authority	the public authority whose duty it is to carry out specific planning functions for a particular area.
Low carbon and renewable energy	energy for heating and cooling as well as generating electricity, provided through renewable sources that occur naturally and repeatedly in the environment(eg wind, water, solar, biomass and geothermal heat) or through low carbon technologies which generate significantly less carbon emissions than compared to conventional use of fossil fuels.
Main town centre uses	retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Hazards	Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.
Nationally or internationally designated wildlife sites	all sites of national, European and international importance are Sites of Special Scientific Interest (SSSIs, notified by Natural England under the Wildlife & Countryside Act 1981 for their special scientific interest). They will include Ramsar sites (designated under the Ramsar Convention on the Conservation of Wetlands of International Importance), Special Areas of Conservation (SACs, designated under EC Directive 92/43 on the conservation of natural habitats and wild fauna and flora), and National Nature Reserves (NNRs, designated by Natural England). Candidate sites are also included.

Nature Improvement Area	Nature Improvement Areas are large, discrete areas that can deliver a step change in nature conservation, where a local partnership has a shared vision for their natural environment. Actions will be coordinated by a local partnership to deliver significant improvements for wildlife, through the management and creation of existing wildlife sites, wildlife corridors and stepping stones, restoration areas (where priority habitats are created) and buffer zones (to reduce pressures on existing wildlife sites). A national grant scheme, coordinated by the central government Department for Food and Rural Affairs, has been established to pilot this work. Wild Purbeck (which includes an area around Crossways in West Dorset) has been selected as one of 12 national pilots. Local Nature Improvement Areas may be developed based on the lesson learnt from the national projects.
Neighbourhood development plan	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Open market housing	homes available for sale on the open market without restriction.
Original building	A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
Out of centre	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
Out of town	A location out of centre that is outside the existing urban area.
Planning condition	a condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning obligation	a legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Pollution	anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Protected species	species specially protected by the law, primarily under Schedules 1 (birds), 5 (amphibians, reptiles & mammals), and 8 (plants) of the Wildlife and Countryside Act 1981.
Residential care accommodation	refers to care homes and other forms of supported housing such as close care schemes, extra care schemes, and continuing care retirement communities. These are normally classed as residential institutions (under Class C2 of the Town & country Planning (Use Classes) Order 1987) or sui generis and will have on-site care services (ranging from help with washing, dressing and giving medication, to having a qualified nurse on duty twenty-four hours a day), and the occupants will normally be dependant on this care and less mobile than occupiers of sheltered accommodation. Sheltered or similar age-restricted housing schemes for older persons fall within the same use class as dwelling houses (Class C3 of the Town & country Planning (Use Classes) Order 1987) and are not considered to be care accommodation.

Retail development	includes those uses described as “A1” by the Use Classes Order - development for the retail sale of goods to the public. It can be sub divided into two categories: convenience shopping and comparison shopping. Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery. Comparison retailing is the provision of items not obtained on a frequent basis, including clothing, footwear, household and recreational goods. Retail development is a main town centre use.
Scheduled Monument	scheduling refers to the legal system for protecting nationally important monuments and archaeological remains in England. Scheduled monuments are added to the ‘Schedule’ (the list of legally-protected monuments) by the Secretary of State for Culture, Media and Sport, who is advised by English Heritage. Not all scheduled monuments are ancient. Some contain standing buildings or ruins, others have no visible remains above ground.
Setting	the surroundings of a heritage asset that make a positive (or negative) contribution to its significance, or may affect the ability to appreciate that significance. The extent of the setting may change as the asset and its surroundings evolve.
Shoreline Management Plan	a plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
Significance	the value of an asset (environmental, economic and social) to this and future generations because of its special interest. That interest may, for example, be archaeological, architectural, artistic or historic.
Site of Nature Conservation Interest (SNCI)	sites selected for their habitat or species interest. In Dorset these sites are selected by an SNCI Panel with representatives of Dorset Wildlife Trust, Dorset Environmental Records Centre, Natural England and Dorset County Council.
Sui Generis	uses that do not fall within any use class
Supplementary planning documents	documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. They are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainable development	can be described as ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’. It is about supporting growth and innovation for jobs and prosperity, creating a high quality built environment with accessible local services and the home to meet current and future needs, whilst protecting and enhancing our environment, using natural resources wisely and minimizing waste and pollution.
Tourism	all activities of visitors, including overnight visitors and same-day visitors, visits for business purposes as well as for holidays and recreation.
Transport assessment	a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development. A more simplified version may be acceptable where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.



Travel plan	a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Use class	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. In many cases involving similar types of use, a change of use of a building or land does not need planning permission. Planning permission is not needed when both the present and proposed uses fall within the same 'class', or if the Town and Country Planning (Use Classes) Order says that a change of class is permitted to another specified class. For example, a greengrocer's shop could be changed to a shoe shop without permission as these uses fall within the same 'class', and a restaurant could be changed to a shop or an estate agency as the Use Class Order allows this type of change to occur without requiring planning permission. Most external building work associated with a change of use is likely to require planning permission.
Veteran tree	a tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.
Wildlife corridor	an area of habitat connecting wildlife populations.
World Heritage Coast	an informal term used to include both the Dorset and East Devon Coast World Heritage Site, and the immediate towns and countryside which provide the education, accommodation and transport facilities that enable people to visit and understand the World Heritage Site.
World Heritage Site	an area considered to be of outstanding universal value, that meets one or more of the four criteria set out by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). In Dorset, the World Heritage Site refers to the Dorset and East Devon Coast World Heritage Site, popularly known as the 'Jurassic Coast', which was designated because it is considered to be an outstanding example representing major stages of the Earth's history, including the record of life, significant ongoing geological processes in the development of landforms, and significant geomorphic or physiographic features.

## 18. MAPS

The following table lists the policies for which specific geographical areas are relevant, and where maps showing those areas can be found. New maps (which are included in the following section) are shaded. Please note that the land needed for strategic landscaping and infrastructure such as new roads and drainage associated with development may take place outside the boundaries identified

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Policy	Mapped	Notes
ENV 1: Landscape, Seascape and Sites of Geological Interest	in part	Specific reference is made to the following, which will be shown on the proposals map <ul style="list-style-type: none"> <li>▪ Dorset Area of Outstanding Natural Beauty</li> <li>▪ World Heritage Site</li> <li>▪ Registered Historic Parks and Gardens</li> <li>▪ Regionally Important Geological and Geomorphological Sites</li> </ul>
ENV 2: Wildlife and Habitats	in part	Specific reference is made to the following, which will be shown on the proposals map <ul style="list-style-type: none"> <li>▪ Internationally designated wildlife sites</li> <li>▪ the known zones that might impact on the Dorset Heaths and Poole Harbour designations</li> <li>▪ Nationally designated wildlife sites</li> <li>▪ Sites of Nature Conservation Importance and Local Nature Reserves</li> <li>▪ Ancient Woodlands</li> </ul> Key wildlife corridors will be identified through the green infrastructure strategy
ENV 3: Green infrastructure Network	in part	Network to be identified through green infrastructure strategy – in the interim applies to the following areas shown on the existing adopted maps <ul style="list-style-type: none"> <li>▪ Areas / Land of Local Landscape Importance</li> <li>▪ Portland Coastline</li> <li>▪ Important Open Gaps</li> <li>▪ Sites of Nature Conservation Importance, Local Nature Reserves</li> </ul> Also applies to historically important spaces (as identified in adopted Conservation Area Appraisals), and Ancient Woodlands And will apply to Lorton Valley and Portland Quarries nature parks (defined and mapped under policies WEY 17 and PORT 4)
ENV 4: Built Heritage and Archaeological Remains	in part	Specific reference is made to the following, which will be shown on the proposals map <ul style="list-style-type: none"> <li>▪ Scheduled monuments</li> <li>▪ Conservation Areas</li> </ul> Also applies to sites of county or regional archaeological importance and Listed Buildings

Policy	Mapped	Notes
ENV 5: Flood Risk	in part	Specific approach is taken to areas of medium and higher risk of flooding, which will be shown on the proposals map
ENV 6: Burton Bradstock Flood Alleviation Scheme	✓	NEW MAP (ENV 6)
ENV 7: Coastal Erosion and Land Instability	in part	Known land instability zones, such as at Lyme Regis and Charmouth will be shown on the proposals map. Coastal Change Management Areas are to be identified.
ENV 9: Water Resources	in part	Specific reference is made to Groundwater Source Protection Areas, which will be shown on the proposals map
SUS 2: Distribution of Development	in part	Specific reference is made to defined development boundaries (shown on the 2005 / 2006 adopted maps).
SUS 4: Re-use and replacement of buildings outside defined development boundaries	✓	Refers to development outside of defined development boundaries (shown on the 2005 / 2006 adopted maps).
ECON 2: Protection of Key Employment Sites	✓	NEW MAPS(ECON 2)
ECON 4: Retail and town centre development	in part	NEW MAPS (ECON 4) for where specific reference is made to <ul style="list-style-type: none"> <li>▪ Town centre areas (MAPPED)</li> <li>▪ Primary shopping areas (MAPPED)</li> <li>▪ Primary shopping frontage (MAPPED)</li> <li>▪ Secondary shopping frontage (MAPPED)</li> </ul> Local centres are not shown, but defined in the text.
ECON 5: Tourism Attractions and Facilities	in part	Specific reference is made to town centre areas (as mapped under ECON 4)
ECON 6: Built Holiday Accommodation	in part	Specific reference is made to <ul style="list-style-type: none"> <li>▪ defined development boundaries (shown on the 2005 / 2006 adopted maps).</li> <li>▪ Town centre areas (as mapped under ECON 4)</li> </ul>
HOUS 4: Residential care accommodation	in part	Plan-wide, however specific reference is made to defined development boundaries (shown on the 2005 / 2006 adopted maps).
HOUS 6: Other Residential Development Outside Defined Development Boundaries	✓	Refers to development outside of defined development boundaries (shown on the 2005 / 2006 adopted maps).
WEY 1: Weymouth Town Centre Strategy	✓	NEW MAP (WEY 1)
WEY 2: Town Centre Core and Commercial Road area	in part	Within WEY 1 – indicative area shown on Figure 7.1
WEY 3: Station Area and Swannery Car Park	in part	Within WEY 1 – indicative area shown on Figure 7.1

Policy	Mapped	Notes
WEY 4: Custom House Quay and Brewery Waterfront	in part	Within WEY 1 – indicative area shown on Figure 7.1
WEY 5: The Esplanade (South)	in part	Within WEY 1 – indicative area shown on Figure 7.1
WEY 6: Ferry Peninsula	in part	Within WEY 1 – indicative area shown on Figure 7.1
WEY 7: Westwey Road and North Quay area	in part	Within WEY 1 – indicative area shown on Figure 7.1
WEY 8: Lodmoor Gateway	in part	Within WEY 1 – indicative area shown on Figure 7.1
WEY 9: Bingleaves Cove	in part	Within WEY 1 – indicative area shown on Figure 7.1
WEY 10: Land at Markham and Little Francis	✓	NEW MAP (WEY 10)
WEY 11: Land off Louviers Road	✓	NEW MAP (WEY 11) (shown with LITT 1 and LITT 2)
WEY 12: Land at Wey Valley	✓	NEW MAP (WEY 12)
WEY 13: Land at The Old Rectory, Lorton Lane	✓	NEW MAP (WEY 13) (shown with WEY 14)
WEY 14: Land to the South of Lorton Lane	✓	NEW MAP (WEY 14) (shown with WEY 13)
WEY 15: Bowleaze Cove	✓	Using previously adopted area (2005 Weymouth and Portland Local Plan Policy TO7)
WEY 16: Land at Tumbledown Farm	✓	NEW MAP (WEY 16)
WEY 17: Lorton Valley Nature Park	✓	NEW MAP (WEY 17)
PORT 1: Portland Port		Not mapped – although applies only to area within Port jurisdiction on Portland
PORT 2: Osprey Quay	✓	NEW MAP (PORT 2)
PORT 3: Former Hardy complex	✓	NEW MAP (PORT 3)
PORT 4: Portland Quarries Nature Park	✓	NEW MAP (PORT 4)
LITT 1: Littlemoor Urban Extension	✓	NEW MAP (LITT 1) (shown with WEY 11 / LITT 2)
LITT 2: Land at Icen and Weyside Farms	✓	NEW MAP (LITT 2) (shown with LITT 1 / WEY 11)
CHIC 1: Land at Putton Lane	✓	NEW MAP (CHIC 1) (shown with CHIC 2 / CHIC 3)
CHIC 2: Chickerell Urban Extension	✓	NEW MAP (CHIC 2) (shown with CHIC 1 / CHIC 3)
CHIC 3: Land off Rashley Road	✓	NEW MAP (CHIC 3) (shown with CHIC 1 / CHIC 2)
DOR 1: Poundbury Mixed Use Development	✓	NEW MAP (DOR 1) (shown with DOR 2)
DOR 2: Poundbury Parkway Farm Business site extension	✓	NEW MAP (DOR 2) (shown with DOR 1)
DOR 3: Dorchester Roman Town Area	✓	Using previously adopted area (2006 West Dorset Local Plan Policy EA13)
DOR 4: Charles Street	✓	NEW MAP (DOR 4) (shown with DOR 5 and ECON 4)
DOR 5: Future town centre expansion	✓	NEW MAP (DOR 5) (shown with DOR 4 and ECON 4)

Policy	Mapped	Notes
DOR 6: Weymouth Avenue Brewery Site	✓	Using previously adopted area (2006 West Dorset Local Plan Policy EA15)
DOR 7: Red Cow Farm, St. George's Road	✓	Using previously adopted area (2006 West Dorset Local Plan Policy EA20)
DOR 8: Land South of St George's Road	✓	NEW MAP (DOR 8) (shown with DOR 9)
DOR 9: Land off Alington Avenue	✓	NEW MAP (DOR 9) (shown with DOR 8)
DOR 10: Dorchester Transport and Environment Plan	in part	DOR 10(i) not mapped – although applies only to Dorchester area. NEW MAP added for DOR 10(ii)
DOR 11: Land around the Dorchester area		Not mapped – although applies only to Dorchester area
CRS 1: Land at Crossways	✓	NEW MAP (CRS 1)
BRID 1: Land at Vearse Farm	✓	NEW MAP (BRID 1)
BRID 2: Land off Skilling Hill Road	✓	NEW MAP (BRID 2)
BRID 3: Land to the East of Bredy Veterinary Centre, off Jessops Avenue	✓	NEW MAP (BRID 3)
BRID 4: Future town centre expansion	✓	NEW MAP (BRID 4) (shown with ECON 4)
BRID 5: St. Michael's Trading Estate	✓	NEW MAP (BRID 5)
BRID 6: Broomhills Waste Management Facility	✓	NEW MAP (BRID 6)
BEAM 1: Land to the North of Broadwindsor Road	✓	NEW MAP (BEAM 1)
BEAM 2: Land off Hollymoor Lane	✓	NEW MAP (BEAM 2a and 2b)
BEAM 3: Land at Lane End Farm	✓	NEW MAP (BEAM 3)
LYME 1: Land at Woodberry Down	✓	NEW MAP (LYME 3)
LYME 2: Land around Lyme Regis		Not mapped – although applies only to Lyme Regis area
SHER 1: Land at Barton Farm	✓	NEW MAP (SHER 1) (shown with SHER 3)
SHER 2: Future Town Centre Expansion	✓	NEW MAP (SHER 2) (shown with ECON 4)
SHER 3: Land at Sherborne Hotel	✓	NEW MAP (SHER 3) (shown with SHER 1)
SHER 4: The Former Gasworks Site, Gas House Hill	✓	NEW MAP (SHER 4)