

Development in Weymouth

At the exhibition in Preston on 8th August 2018, there were approximately 300 attendees. At the subsequent exhibition in Weymouth (at Redlands) there were 71 attendees in total. We then received a total of 919 responses in relation to the Preferred Options Local Plan Review document specifically relating to Weymouth. The individual comments were broken down as follows:

Number of comments made: 919

Object: 878

Support: 30

Neutral: 11

Specific and general consultation bodies	Key landowners / developers
<i>Budmouth Avenue Neighbourhood Watch</i>	<i>Bellway Homes Ltd</i>
<i>Dorset AONB</i>	<i>List & Scutt</i>
<i>Dorset County Council (Children's Services)</i>	<i>Portland Harbour Authority</i>
<i>Dorset County Council (Environment & Economy)</i>	<i>Portland Port Group</i>
<i>Dorset County Council (Flood Risk)</i>	<i>The Loyal Hand in the Lodge of Oddfellows</i>
<i>Dorset County Council (Minerals & Waste)</i>	<i>The Whettam Family</i>
<i>Dorset County Council (Transport)</i>	
<i>Dorset Wildlife Trust</i>	
<i>Highways England</i>	
<i>Historic England</i>	
<i>Natural England</i>	
<i>Theatres Trust</i>	
<i>West Dorset CPRE</i>	
<i>Weymouth Civic Society</i>	

Paragraph 7.3.6: Weymouth Market

- Weymouth market should not be considered as important as Weymouth's retail offer. (Weymouth Civic Society).

Comments on Policy WEY1: Town Centre Strategy

Section 7.5: Supporting Text to WEY1

- The analysis that supports Policy WEY1 is out of date and should recognise the closure of North Quay, the Ferry Terminal, Weymouth Fire Station and the gasometer. (Weymouth Civic Society)
- The supporting text should recognise the presence of the household recycling centre and composting facility. These facilities are safeguarded by policy 24 of the Emerging Bournemouth, Dorset and Poole Waste Plan and there are no plans for their relocation. Policy 24 applies to relevant proposals within 250m of these safeguarded facilities. (Dorset County Council: Minerals & Waste)

WEY1 Criterion i) Bullet 5: Making the Town Centre More Pedestrian Friendly

- The policy needs to make more of the desire to see a pedestrian friendly town centre. (Weymouth Civic Society)
- I object to further pedestrianisation in Weymouth Town Centre.

Western Dorset Economic Development Strategy

- Policy WEY1 should be updated to take account of the Western Dorset Economic Growth Board's decision to adopt the recommendations of the Western Dorset Economic Development Strategy. (Dorset County Council: Transport)

Traffic Reduction

- There should be an explicit commitment to the reduction of traffic in the historic core of Weymouth on the grounds of amenity, public health and supporting the visitor economy. (Dorset County Council: Transport)

Comments on Policy WEY2: Town Centre Core and Commercial Road Area

WEY2 Criterion ii): Allocation for a Mix of Uses

- We strongly oppose the development of car parks along Commercial Road. The short stay car parking is considered essential to the vitality and viability of the town centre. The Town Centre Masterplan needs updating to reflect the rapid development of internet shopping. The retail core should be fully supported with adequate and conveniently located car parks. (Weymouth Civic Society)

WEY2 Criterion iii): Late Night Entertainment

- The policy should not be so restrictive on proposals for late night entertainment uses.

Flooding

- The WEY2 area is at risk of ground water flooding and areas are at risk of surface water flooding. Additional text is requested within this section to state that groundwater levels within this area can be high. Historical records show damage to properties and infrastructure caused by water rising out of the ground. Historic records show that in July 2012 the Commercial Road Car Park and nearby commercial properties flooded. (Dorset County Council: Flooding)
- Additional text should be added to Policy WEY2 stating that development should be designed and constructed to offer a level of flood resistance and resilience that can reduce the flood impact on structure and materials. (Dorset County Council: Flooding)

Transport

- This policy should be amended to allow for the future relocation of the bus terminus. Removing the main bus terminus from the Esplanade would create a significant opportunity to improve the public realm appropriate to the historic setting and allow the rerouting of some buses to improve interchange with the railway station. (Dorset County Council: Transport)

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

WEY3 Criterion i): Transport Hub

- I support an integrated transport system in order to reduce the number of cars and buses going into a town centre not designed for them.
- I support improvements at Weymouth station.
- A Victorian-style station building should be re-introduced.
- The steps should be removed from the front of the station building.
- The railway station area should be regarded as a key area for Weymouth but it is likely to be considered too challenging. It should be a priority over the Peninsula development. Actions rather than words are needed.
- The space outside the station should be retained for essential car parking and dropping off rather than retail and residential development. (Weymouth Civic Society)

WEY3 Criterion i): Retail

- The town centre core should be protected from peripheral retail development.
- Existing retail provision at Jubilee Retail Park is sufficient given empty shops.
- The bus station site is better suited for low cost affordable housing rather than retail, as suggested in paragraph 7.5.11.

- Any changes to car parking demand and supply resulting from retail development should consider the impact on transport and parking provision across the town as a whole. (Dorset County Council: Transport)

WEY3 Criterion i): Residential

- Residential development above car parking / shops / railway should be encouraged but limited to 4-6 storeys.

WEY3 Criterion ii): Swannery Car Park

- The Swannery Car Park should be retained with improved toilet facilities.
- I support its retention as a long-stay car park rather than increased retail.
- Any further development in the station and Swannery Car Park area will need to take into account the sensitive habitats of Radipole Lake (Dorset Wildlife Trust).
- Additional text should be added to that section stating that historic records show that in July 2012 the Swannery Car Park flooded. Complementary development which improved the first impressions of the area, meets community needs, and is flood resilient will be permitted. (Dorset County Council: Flooding)

Delivery

- The council and local businesses should have more involvement in the delivery of development. Not for profit agencies or cooperatives should help deal with accommodation over shops and provide proactive guidance and support.

Flooding

- The WEY3 area is at risk of surface water flooding. (Dorset County Council: Flooding)
- Additional text should be added to Policy WEY3 to state that development should be designed and constructed to offer a level of flood resistance and resilience that can reduce the flood impact on structure and materials. (Dorset County Council: Flooding)

Comments on Policy WEY4: Custom House Quay and Brewery Waterfront

Transport

- The policy should restrict car use in the area due to impact on character, amenity and public enjoyment.

Flooding

- Additional text should be added to Policy WEY4 stating that development should be designed and constructed to offer a level of flood resistance and resilience that can reduce the flood impact on structure and materials. (Dorset County Council: Flood Risk)

- The WEY₄ area is at risk of ground water flooding. Additional text should be added to this section stating that ground water levels within this area can be high. Historical records show damage to properties and infrastructure caused by water rising out of the ground. (Dorset County Council: Flood Risk)

Comments on Policy WEY₅: The Esplanade (South)

WEY₅ Criterion i) Bullet 1: Late Night Entertainment

- Policy should not be so restrictive on proposals for late night entertainment and tourist accommodation uses.

Flooding

- Additional text should be added to Policy WEY₅ stating that development should be designed and constructed to offer a level of flood resistance and resilience that can reduce the flood impact on structure and materials. (Dorset County Council: Flood Risk)
- The WEY₅ area is at risk of ground water flooding. Additional text should be added to this section stating that groundwater levels within this area can be high. Historical records show damage to properties and infrastructure caused by water rising out of the ground. (Dorset County Council: Flood Risk)

Comments on Policy WEY₆: Ferry Peninsula

Support

- We support the proposed redevelopment of the Ferry Peninsula and welcome that the plan explicitly seeks to safeguard the Pavilion Theatre. We consider the theatre would benefit from the development indicated. (Theatres Trust)

WEY₆ Criterion i): Mix of Uses Including Housing

- We consider that while residential use within the site is acceptable in principle, it is recommend that it is sensitively located and appropriately designed so as to avoid any conflict arising from noise generated from the theatre or any other cultural / night-time use that may come forward. For the theatre this will not just be from performances but also from deliveries and servicing; the movement of sets and equipment at less social hours can be necessary to support touring shows for example (Theatres Trust).

WEY₆ Criterion ii): Design / Heritage

- Due to the significance of this historic site and the sensitivity of its location within an immediate and wider townscape and seascape context, the policy should make reference to the need for any future development proposal to have due regard to the significance of the historic fabric and character of the quayside, its setting and relationship to the wider historic townscape, seascape,

and individual heritage assets including the adjacent Nothe Fort Scheduled Monument, and Conservation Area. (Historic England)

Parking

- Car parking provision is inadequate. (Weymouth Civic Society)

Current Planning Application

- Dorset County Council is not convinced that the current planning application reflects the policy aspiration. (Dorset County Council: Environment & Economy)
- There is concern that the current hotel-led scheme is being rushed through without any leisure in place.

Comments on Policy WEY7: Westway Road and North Quay Area

Transport

- There is concern that development would exacerbate pollution and traffic problems at Boot Hill.
- The objective is good but has limited value unless the Weymouth to Portland Relief Road is built.

Comments on Policy WEY8: Lodmoor Gateway and Country Park Area

Lodmoor Country Park / Green Space

- There is no mention of Lodmoor Country Park itself in the plan. The park should be an extension of the Lorton Valley Nature Park as it is a valuable green space used extensively by the local community and visitors alike.
- The policy needs to protect the green space between the events area and the Grove Avenue entrance bridge.

Parking

- Lodmoor Car Park should be improved as it is a potential entry point for visitors.
- Car parking needs improving to encourage people to use it.

Comments on Policy WEY9: Bingleaves Cove

WEY9 Criterion iii): Impact on Marine and Coastal Environments

- Insert 'statutory authority' into criterion (iii) as there is a risk that development of this site could impact on Portland Port and Portland Harbour Authority delivering their statutory function.

Comments on Policy WEY10: Land at Markham and Little Francis

WEY10 Criterion iii) Bullet 3: Flood Risk

- Existing flooding problems still exist.

WEY10 Criterion iii) Bullet 4: Footpath and Cycleway Network

- The developer is straying from the original plans regarding Cockles Lane and other footpaths. The developer must not be allowed to take away public rights of way.

WEY10 Criterion iii) Bullet 5: Highway Improvements

- Residents of East Wyld Road will be affected by increased traffic as a result of development. The road is becoming a rat-run to avoid the traffic lights on Chickerell Road.

Comments on Policy WEY11: Land off Louviers Road

Education

- Any new planning permission would have to have Dorset County Council's formula for pupil place delivery included for both primary and secondary phase education, primarily to support provision of additional places to ensure there are local places for pupils from the development at both the primary and secondary level. Any S106 will be based on the prevailing rates at the time which may include contributions towards nursery and special education needs provision. (Dorset County Council: Children's Services)

Comments on Policy WEY12: Land at Wey Valley

General Comment

- What is planned at Wey Valley is enough for the local area and community infrastructure.

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

Paragraph 7.5.49

- This paragraph should be re-written to read "Surface water from this site discharges to three different catchments. Each catchment has reported downstream flood risk and inherent limitations. Springs are shown on historic maps near the site and local residents report spring flows from the site. Evidence of known flood risk, downstream limitations and springs must be investigated and considered within the flood risk and drainage strategy. A proportion of the surface water from this site discharges into the catchment of

the Preston Brook and the associated Flood Alleviation scheme. Surface water attenuation will need to be designed to protect the flood alleviation scheme. The potentially unstable soil workings of the site should be considered in the design of appropriate sustainable drainage.” (Dorset County Council: Flood Risk)

WEY14 Criterion i): Allocation for Development - Support

- The policy is supported. (Dorset County Council: Environment & Economy)
- This site is supported by the landowner. There is developer interest for residential development on this site.
- Policy WEY14 is supported by the landowner and their development partner. The site is considered to be well located to deliver a sensitive and sustainable development to meet both the local needs of Weymouth and contribute towards strategic needs. Issues relating to landscape impact, access and flood risk are noted. Supporting information on these technical matters will be provided. (Bellway Homes Ltd)

WEY14 Criterion i): Allocation for Development – Lack of Need for the Development

- Brexit and controls on immigration will reduce housing need.
- This option is not needed due to continued growth on existing sites and new sites in Dorchester.
- Large executive houses would not meet the needs of those working in the area.
- 4/5 bedroom executive houses would not meet the needs of local residents.
- The houses are not needed given the number of empty homes in the borough.
- The homes would attract retirees, because of an increasingly ageing population.
- The council should consider addressing the increase in second homes before looking at developing greenfield sites. The proposed development would increase second homes.

WEY14 Criterion i): Allocation for Development – Other Objections

- There is concern that the WEY14 site has been identified as a Preferred Option, contrary to the findings / recommendations of SHLAA, which did not consider it suitable for development.
- Development would increase the carbon footprint of the area.
- The new homes are for the profit of the developer and council.
- The proposed housing would be too expensive due to low incomes in the area.
- There are concerns over the affordability of new properties on this site due to the low wage economy.
- This is not a suitable location, as there are no local employment opportunities in eastern Weymouth.
- The new development would have a detrimental impact on existing property prices. Would residents affected receive compensation?
- There is concern over the loss of property value caused by change and the introduction of social housing.

- There is a fear that additional social housing could give rise to increased anti-social behaviour.

WEY14 Criterion ii): Support

- The proposal has been scaled back and is further away from the AONB. The amended area uses land that slopes to the south and west. The amended area is likely to represent only a minor increase in visual impact from panoramic views within the AONB. The AONB team strongly supports Policy WEY16, which should help protect the undeveloped character of the wider undeveloped ridge. (Dorset AONB)

WEY14 Criterion ii): Landscape Impact - Objections

- The proposal is contrary to Policies ENV1, ENV4 and ENV18 of the Local Plan.
- The proposal contradicts the landscape position in the 2015 Local Plan Policies Map Background Document, which advocates keeping development away from ridgelines.
- The Local Plan should respect the recommendations of the LUC Heritage and Landscape Assessment which recognise the area as being highly sensitive.
- We are concerned over the change in policy direction between the SHLAA recommendation (i.e. no development) and identification of the WEY14 site as a Preferred Option.
- We agree with the landscape constraints and support the recommendations set out in the SHLAA (i.e. no development).
- Development will not protect the existing landscape.
- Development would have significant adverse landscape impacts, specifically on the views from other vantage points and the coast.
- The site would be visible from the Dorset AONB, particularly along the Ridgeway.
- Development on the skyline would have a negative visual impact. Currently development boundaries keep the ridge tops clear.
- Parts of the site are visible west of Overcombe Court and from more elevated positions along Bowleaze Coveyway.
- There are other areas in less elevated positions more suitable for development.

WEY14 Criterion iii): Support

- Criterion iii) is supported. It should include provisions for Land at Wyke Oliver Hill to be transferred to a suitable management body. (Natural England)
- The green corridor is welcomed but there are concerns over guaranteeing this area is not developed on in the future.

WEY14 Criterion iii): Extension to Lorton Valley Nature Park / Green Linkages - Objections

- The WEY14 site is considered to be an important natural habitat.

- The proposed development would result in the loss or displacement of wildlife / habitats including: roe deer; hedgehogs; foxes; badgers; geese; bats; rare birds / nesting birds; birds of prey; reptiles; Great Crested Newts; and slowworms.
- The development option would reduce and compromise the wildlife / green corridor between Preston and Littlemoor.
- There are concerns over the effect of development on the local food chain.
- The proposed development would reduce the open gap between existing areas of housing and result in the loss of some grassland and hedgerows, which would put pressure on Lorton Valley Nature Park. (Dorset Wildlife Trust)
- There is concern that Lorton Meadows would be adversely affected by the proposed development, with the loss of active arable and grazing farmland reducing foraging opportunities for wildlife.
- There is concern that the nearby Lodmoor Nature Reserve would be adversely affected by the proposed development. The proposed development could have a detrimental effect on the drainage system into Lodmoor Bird Reserve.
- There are concerns that the proposed access road and attenuation ponds on the site would destroy protected trees and wildlife.
- If this option is taken forward, mitigation measures such as the provision of biodiverse greenspace should be maximised in the development including wildflower grassland and green linkages through to the Lorton Valley Nature Park. Provisions should be made for management and maintenance of the Nature Park including new areas. (Dorset Wildlife Trust)
- The WEY14 site should become part of the Lorton Meadows and Lodmoor wildlife areas.
- Land at option WEY14 should be added to the Lorton Valley Nature Park.

WEY14 Criterion iv): Access – General Objections

- There are concerns that existing properties will need to be demolished to provide access.
- The proposed access roads would be unsuitable for construction vehicles.
- Additional / alternative main road access is needed from Louviers Road / Littlemoor Road / the new Pemberley Estate, which has better access to services. Littlemoor Road has more capacity to serve the development.

WEY14 Criterion iv): Objections to the Proposed Access off Wyke Oliver Close

- Wyke Oliver Close is already a busy road and would become a substantial through road if the proposed development goes ahead. There are road safety concerns if the close is to be changed into a through road.
- Third party land at the end of Wyke Oliver Close would be required in order for vehicular access to be provided.
- There would be a detrimental impact on the quality of life for residents of Wyke Oliver Road / Wyke Oliver Close from increased traffic, pollution and noise.

- There is concern over the scale of engineering necessary to provide road access across elevated land from Wyke Oliver Close.

WEY14 Criterion iv): Objections to the Proposed Access Between 77 and 79 Budmouth Avenue

- The potential access between 77 and 79 Budmouth Avenue appears to have a strip of third party land between the end of the adopted highway and the gated access to the WEY14 site.
- There is an electricity sub-station located on the northern side of the access, with cracks in the wall to the rear of it, and as the ground rises up towards the gate into the field, there is a retaining wall in the garden of no.77, which also shows some cracking. The rising ground means that a new access may result in some overlooking of the garden and property at no.77, without suitable mitigation.

WEY14 Criterion iv): Objections to the Proposed Access at Pinemoor Close

- Providing access off Pinemoor Close would result in the breach of an existing S106 agreement to provide allotments.
- The proposed access point off Pinemoor Road forms part of allotment land within the Southdown Farm development, where there are ongoing legal issues.
- Land to the west of the Pinemoor Close access is the subject of a planning agreement to provide allotments (with access and parking) as part of the adjacent Southdown Farm development. The developer of this site went into liquidation before the land could be transferred to the council and resolution of this issue is still being negotiated.
- It is understood that there is a strip of third party land at the end of Pinemoor Close between the end of the adopted highway and the gate into the WEY14 site. Also this strip of third party land is only wide enough to accommodate a single vehicle: if two-way vehicular access is to be provided here, additional land would need to be acquired, most likely from the garden of no. 5 Pinemoor Close.

WEY14 Criterion v): Support / General Comments

- We support the proposed surface water mitigation measures such as surface water attenuation to mitigate off-site flooding along the Preston Brook. (Dorset County Council: Flood Risk)
- The adjoining landowner has various drainage rights to help facilitate development. (The Whettam Family)

WEY14 Criterion v): Surface Water Run-off and Flooding - Objections

- Flooding in this location is caused by the topography and the geology (clay / chalk). The presence of clay soils means that the land is often saturated resulting in poor drainage.

- Underground natural springs and streams are present on site, but there is no reference to them in the supporting text or policy. The area is commonly referred to as 'Seven Springs' and the land remains wet even in prolonged dry weather conditions. The presence of the springs / streams will make it difficult to control or manage flows affected by construction.
- There are numerous examples of surface water flooding affecting existing gardens and properties along Enkworth Road, Wyke Oliver Close, Brackendown Avenue, Emminster Close, Cherry Way, Bodkin Lane and Kingsbere Road.
- Flood risk data identified through land registry searches suggest the presence of flood risk close to Southdown Farm.
- Flood risk would affect the proposed access off Budmouth Avenue / Bodkin Lane.
- The proposed development is not compliant with the sequential tests in Policy ENV6 – Flood Risk.
- The presence and extent of flood risk has not been picked up by flooding experts and references to the flood risk position in the Sustainability Appraisal and Local Plan Preferred Options consultation document are incorrect.
- There are significant concerns that there is potential for further development to lead to increased surface water flood risk to nearby properties.
- Flood water would overload the current soakaways and drainage infrastructure which is currently of poor quality. Use of soakaways would cause flooding further down the catchment.
- The loss of trees and vegetation would lead to increased flood risk.
- The increase in impermeable surfaces would lead to increased flood risk.
- There are concerns over the increased liability caused by increased flooding.

WEY14 Criterion v): Proposed Attenuation Ponds - Objections

- Surface water run-off from the NE to the SW corner of the site will not be captured by the proposed attenuation ponds.
- The proposed attenuation ponds would be ineffective in their current position uphill from potential flood waters. Their location could increase spring activity.
- The proposed attenuation ponds would present dangers to animals and children.
- There are concerns over who would have responsibility for the management, maintenance and liability from the proposed attenuation ponds.

General Objections / Points

- It is considered that this option (WEY14) has been put forward without proper due diligence and assessment.
- It is considered that development is not justified in this location.
- The consultation documents are confusing and there are concerns about the complexity of the information presented in relation to this site.

- The policy should make it clear that the positioning of the development boundary would change if this development proceeds.
- There have been concerns over the consultation process and, in particular, over the weight that will be afforded to local objections.
- The area has been incorrectly named as the housing is proposed adjacent to Brackendown Avenue and Budmouth Avenue, not at Wyke Oliver Farm.
- The indicative layout plan (on Page 195) is misleading. In particular, it shows three vehicular access points, whereas criterion iv) of the policy refers to two.
- There are concerns over planning blight caused by construction.
- There is concern over the impact on house insurance policies.
- There is a restrictive covenant affecting the site.
- Part of the site was subject to a refusal by the High Court.

Land Instability

- The hillside on the WEY14 site is unstable due to the underlying geology where grits and limestones overlay clay.
- Visible cracks in retaining walls, pavements and other structures are evidence of land instability in the area.
- The underpinning of properties on Enkworth Road is also evidence of land instability.
- The presence and extent of ground instability has not been picked up meaning that certain statements in the Sustainability Appraisal and Local Plan Preferred Options consultation document are incorrect.
- Existing land slippage and subsidence would be exacerbated by further development.
- The loss of trees and vegetation would lead to increased land instability.

Important Open Gap

- The WEY14 Preferred Option is part of an existing Open Gap which seeks to prevent coalescence. Development would be a contradiction to Policy ENV3 – Green Infrastructure.
- There are concerns over the loss of the significant open gap between Preston and Littlemoor and the associated historical interest.
- There are concerns that this option would lead to further development and the loss of open spaces between Littlemoor, Radipole and Preston.
- There is concern over the coalescence of settlements.
- The development would result in the loss of a field, which provides an important amenity.

Heritage

- Dry weather crop markings suggest the potential presence of a historic Roman temple on the site. This needs to be investigated.

Agriculture

- The proposed development would have a negative impact on ongoing farming operations.

Pollution

- There would be a detrimental impact on air quality.

Design

- There is concern that the development would be unattractive.
- New development may not be in keeping with existing character.
- The density of the proposed development is considered too high and not in keeping with the character of the surrounding area. This could set a precedent for further higher density development.
- There are concerns over the scale of buildings and their impact on existing properties.
- There are concerns over the scale of building being detrimental to the skyline.
- Proposals should restrict the height of new dwellings to single storey.
- There are concerns that the new dwellings would overlook existing properties, resulting in a loss of privacy and quiet enjoyment. Wyke Oliver Close would be badly affected, as this would be come a through road.
- The new houses are not expected to be environmentally sound and there is no support for poor quality building.
- The proposals present an opportunity for existing residents of Brackendown Avenue to extend their gardens.

Amenity

- There would be a detrimental effect as a result of increased noise.

Transport - General Comments

- The lack of facilities and services close by would prompt more car journeys.
- There is a reliance on car journeys from this area to access local facilities.
- Active travel should be a priority, but it has not been mentioned.
- There are concerns over the environmental impact caused by increased traffic.
- The proposed access and surrounding roads are often congested and this would be exacerbated by further development.
- Development would increase the potential for roads to become blocked restricting access for emergency service vehicles.
- The roads leading to the site are sometimes closed for events such as Weymouth Ironman. Additional development would add to the disruption already experienced.
- The proposal not compliant with Policy COM7 in respect of road safety.
- There is concern over the disturbance that would be caused by construction traffic.

- Increased traffic, including construction vehicles, would cause noise and vibration affecting nearby homes.

Transport – Strategic Road Network

- It is likely that a reasonable proportion of the trips generated from this site will remain within the local area and therefore it is unlikely to have an effect on the Strategic Road Network. The proposal is unlikely to require mitigation measures for the Strategic Road Network. (Highways England)

Transport – Issues on Surrounding Roads

- Budmouth Avenue is on a difficult bend and access is only possible if properties are demolished.
- Bodkin Lane, Kingsbere Road and Hazledown Avenue have sharp 90 degree bends.
- Highway improvements would be necessary at the Preston Road / Melstock Avenue junction because of the congestion and blind summit to the south of this junction.

Transport – Parking Issues

- Visibility is difficult on junctions with parked cars.
- There is a high level of parked cars on roads serving the Preferred Option including: Brackendown Avenue, Wyke Oliver Road and Oakbury Drive. Houses in the area typically only have space for parking one car.
- Access onto Preston Road via connecting roads such as Melstock Avenue and Wyke Oliver Close is dangerous due to parked cars, particularly when roads are congested at peak times.
- There is a concern that parking restrictions may be implemented.

Transport – Public Transport

- There are only limited public transport services in the area. There is one weekday service serving Melstock Avenue, Oakbury Drive and Wyke Oliver Road. Other services ceased because of the difficulty in accessing via Preston Road.

Transport – Walking and Cycling / Rights of Way

- There are no easy walking and cycle routes given the topography.
- Existing footpaths would be affected / altered.
- The proposed Right of Way to the west is outside the allocation and would need the landowners consent. The aspiration should be to convert this to a bridleway in line with Policy COM7 (Dorset County Council: Transport).
- There is no agreement from the adjoining landowners to facilitate the proposed footpath connections. (List & Scutt)

Infrastructure - General

- The existing infrastructure is not sufficient or suitable to cope with further development.
- Infrastructure provision in the area has not improved with the expansion of Littlemoor.
- There is reduced community infrastructure provision in the area.
- This development option is too far from shops and amenities.
- The local shops in the area are too small and not suitable to support this development.

Infrastructure – Health / Schools

- There is a shortage of hospital beds in the area.
- There are long waiting lists for doctors and dentists including at Preston Road and Littlemoor surgeries.
- The development would result in additional pressures on social care.
- Local schools and pre-schools are oversubscribed and there are concerns that further development would worsen the situation, particularly at St Andrew's School.
- The development will be subject to S106 - at the prevailing education per place rate for expansion of primary provision (at either St. Augustine's or Bincombe / New School) and secondary provision. (Dorset County Council: Children's Services)

Alternative Site: Redlands Farm

- The Redlands Farm option is supported as an alternative to WEY14.
- There is concern that the previous Redlands Farm option has not been taken forward as a Preferred Option despite the SHLAA indicating that the site has development potential. The application of this background information has been inconsistent.
- There was support for the Redlands Farm option in the SHLAA.
- The Redlands Farm option should be reconsidered because of the technical constraints of the WEY14 site.
- The site at Redlands Farm (subject to Policy WEY15 in the draft document that was considered by the Council) should be reinstated as a Preferred Option, because the flood risk is less severe.
- The Redlands Farm option has less adverse effects on traffic and highways because of the accessibility to the Dorchester Road and Weymouth Relief Road.

Alternative Sites: Near Preston Caravan Parks

- Alternative land options near the Preston Caravan Parks should be considered.

Alternative Sites: Near Mount Pleasant Business Park

- Alternative land options near Mount Pleasant Business Park should be considered.

Alternatives Sites: Alternative / Brownfield Sites in Weymouth / Portland

- Brownfield sites would be better suited to meet local needs (e.g. Pavilion Peninsula, North Quay Offices, Gasometer, Osprey Quay, Castletown, and Mount Pleasant).
- Alternative options closer to local facilities should be considered.

Responses on Question 7-iii: Policy WEY14 in the current local plan relates to Bowleaze Cove and only permits time-limited tourist and leisure-related development, due to the risk of coastal erosion. It is proposed to delete this policy and include more comprehensive new policies dealing with coastal erosion (new policies ENV8 and 9) in the Environment chapter. Do you have any comments on the proposed deletion of Policy WEY12 from the current local plan?

- No comments

Comments on Policy WEY15: Land at Tumbledown Farm

Support

- We support Policy WEY15. The consequential alterations at Crookhill Depot may provide further opportunities to enhance waste services. (Dorset County Council: Environment & Economy)

Comments on Policy WEY16: Lorton Valley Nature Park

Support

- There is support for the extension of Lorton Valley Nature Park to include Wyke Oliver Hill and the land to the south of the hill.
- In accepting further development along the ridge, Dorset AONB strongly support Policy WEY16 which should help conserve the undeveloped character of a considerable portion of the wider undeveloped ridge. (Dorset AONB)
- We strongly support the policy, which would bring all the land shown into the Lorton Valley Nature Park. (Dorset Wildlife Trust)

Other Areas Suggested for Inclusion in the Nature Park

- The Lorton Valley Nature Park Area should be extended to include the area proposed for housing development under Policy WEY14.
- The protected area should be extended towards development at Louviers Road.
- Lodmoor Country Park should be included within the Lorton Valley Nature Park.

Delivery

- There is concern that the extension of the Lorton Valley Country Park in conjunction with further development will not be guaranteed.

Comments on Paragraphs 7.6.7 to 7.6.10: A354 Weymouth to Portland Relief Road

Support

- We support the decision not to reserve a route for this suggested road in this local plan review, for the reasons given, and the fact that it would inevitably result in the destruction of important habitats. (Dorset Wildlife Trust).

Objection

- The Civic Society strongly objects to the omission of the Western Relief Road to Portland and consider it essential to the proper development of the Weymouth and Portland area. The safeguarding of this route should be built in to the plan. The traffic problems of congestion and pollution from heavy traffic in Weymouth town centre and along the route to Portland can only be relieved by the construction of this road. (Weymouth Civic Society)

Omission Sites

Support for the Omission of Land at Redlands Farm

- We support the decision of Weymouth & Portland Borough Council to omit the Redlands Farm option from the Preferred Options. We would object to any attempt to reintroduce the option at a late stage in the local plan review.
- A petition with 877 signatories supports the decision that Redlands Farm is not put forward as a development option.
- The site should remain as an important open gap / space and the landscape and footpaths should remain an important asset to the community.
- The site is identified as Land of Local Landscape Importance and part of the Green Infrastructure Network.
- Development would have a direct impact on local wildlife and hedgerows.
- Development would result in detrimental visual impact on the residents of Dorchester Road and the Westmacott and Corfe Estates. The impact will be greater than WEY12 as the land rises to the west.
- The farm shop is an asset to the local community. Keep Redlands Farm as a working farm.

Objection to the Omission of Land at Redlands Farm

- The Redlands option should be reinstated to support a deliverable supply of housing as sought by the Planning Inspector. (The Loyal Hand in Hand Lodge of Oddfellows)

- Farm holdings and rural businesses change when land and buildings are aggregated and dispersed, sold, bought and rented according to the needs of the farming business of the day. This is neither a material consideration nor a matter of public policy that should determine the use of land for much needed housing. (The Loyal Hand in Hand Lodge of Oddfellows)
- The site remains in the Sustainability Appraisal and the ranking remains unchanged despite the reasons for rejection being quoted. (The Loyal Hand in Hand Lodge of Oddfellows)