

## **Weymouth Neighbourhood Plan**

### **Analysis of the Community Consultation August 2023**

#### **Introduction**

This report presents an analysis of the results of the community consultation that took place in online and at events in the neighbourhood area during August 2023.

Following the 4<sup>th</sup> Engagement with public on the main areas of contention which were Homes and Local Green Spaces.

#### **Scope**

This fourth community engagement focussed on the potential development of key sites to address the Plan's aims. It presented:

- the rationale for considering the allocation of sites for development
- potential key site options, recognising the associated issues and opportunities, seeking feedback on a site-by-site basis

In addition, we took the opportunity to provide an update on the sites it is proposed to designate as local green space within the Plan to protect them from development.

#### **Publicity**

There were a number of avenues that advertised the upcoming 4<sup>th</sup> Public Engagement which included the following;

##### *Facebook / Twitter / Instagram*

15 <sup>th</sup> August 2023	20 <sup>th</sup> August 2023
21 <sup>st</sup> August 2023	22 <sup>nd</sup> August 2023
24 <sup>th</sup> August 2023	25 <sup>th</sup> August 2023
28 <sup>th</sup> August 2023	29 <sup>th</sup> August 2023

*Dorset Echo* (although advert was sent a week prior to publication)  
22<sup>nd</sup> August 2023

Physical posters were put up and sent to partners to advertise weeks before the events.

The poster promoting the events associated with the consultation can be seen in Appendix A.

#### **Presentation**

The consultation presented 28 information panels that provided facts and findings related to the matters in focus (see Appendix B). The panels were viewable online as well as set out for inspection at four exhibition venues on the following dates:

The Waverley	21 August 2023
Redlands Community Sports Hub	23 August 2023
Wellworthy Sports & Social Club	24 August 2023
Preston Village Hall	25 August 2023

A public meeting was also held in the Council Chamber at Weymouth Town Council on the 29<sup>th</sup> August 2023 to encourage interest and answer any queries people may have about the neighbourhood planning process, timetable or relating to individual aspects or sites. Members of the Steering Group were in attendance at all events to offer explanation and assistance.

A feedback form (see Appendix C) was available for attendees to complete in person or online, which asked 16 questions in total relating to key planning matters that were still under consideration by the Neighbourhood Plan Steering Group.

### **Response**

The total number of written responses (online or on paper) received was 34. This was a lot fewer than expected, but the answers received, and the associated comments are, nevertheless, very informative and have been used to shape the development of policies in the draft Neighbourhood Plan.

Attendance at Events	
The Waverley	1
Redlands Community Sports Hub	21
Wellworthy Sports & Social Club	11
Preston Village Hall	9
Weymouth Town Council - Council Chamber	19

We believe that the attendance at the four drop-in events was due in part at least to late advertising, the media not printing our advert for a week. We have learnt from this. For future community consultations we shall:

- Send out reminder poster at least a month in advance
- have a radio commercial run throughout the period of the consultation,
- A leaflet drop, to every household in Weymouth
- Ongoing reminders in all relevant social media outlets
- Regular adverts in the local paper

### **Question by Question Analysis of the Answers and Comments**

The following section provided numerical counts for each question asked and a brief summation of what was said by respondents that contributed comments as part of their answer. Transcripts of all the comments received can be found in Appendix C to this report. The feedback, opinions and information provided by the public has been taken into account by the Steering Group in formulating the strategies and policies in the Pre-Submission Version of the Weymouth Neighbourhood Plan.

Question 1									
Affordable Housing:	Yes		No		D/K		Blank		Total
Do you agree we should try to increase the supply of Affordable Homes (particularly Social Housing for Rent) across Weymouth prioritising brownfield sites but also developing some greenfield sites in order to reduce the shortfall in the Local Plan?	25	76%	3	9%	3	9%	2	6%	33

A majority of respondents (76%) agree that we should be increasing the supply of affordable housing in Weymouth and help young people of the area to get on the ladder and stay in the area. There is a clear concern over the potential loss of greenfield areas. More than a third of respondent expressed preference for the use of brownfield sites in providing affordable housing and connecting the supply with better local job opportunities. Some concern was expressed about the impact of second homes and holiday lets on the housing market.

Question 2									
Budmouth Avenue:	Yes		No		D/K		Blank		Total
Should this privately owned 19ha site being allocated in the NP to provide a mixed development of 1-4 bed homes with 50% being affordable homes alongside setting aside 8ha of land to form part of the Lorton Valley Nature Reserve and doubling the size of Southdown Allotments.	16	48%	5	15%	6	18%	6	18%	33

Almost half of respondents agree with the proposal to develop the identified site on Budmouth Avenue, just under 20% of respondents opposed the residential development proposal as presented to them. The appeal of the development to many was the high proportion of affordable homes (50%) although there was some doubt expressed whether this proportion could be realised. For several the contribution of land to increase local allotment provision and expand Lorton Valley Nature Reserve was an appealing aspect of the overall proposal. Several people commented on the need to ensure that there will be good sustainable transport links.

Question 3									
Wyke Oliver Farm:	Yes		No		D/K		Blank		Total
Should this privately owned 32ha site being allocated in the NP to provide a mixed development of predominantly 1-3 bed and smaller 4-bed homes aimed at young people with 50% being affordable homes alongside setting aside 23ha of land to form part of the Lorton Valley Nature Reserve.	19	58%	4	12%	8	24%	2	6%	33

Approaching 60% of respondents expressed support for the proposal to develop the identified site at Wyke Oliver Farm. Only 12% are opposed the residential development proposal as presented to them. Several pointed out that there is a need for smaller homes for young people or couples starting on the property ladder. No site-related issues were raised by respondents, although a small number of respondents regretted the potential loss of farmland.

Question 4									
Redlands Farm:	Yes		No		D/K		Blank		Total
Should this 15.4ha privately owned site being allocated in the NP to provide a mixed development of predominantly 1 to 4-bed homes with 35% being affordable homes alongside setting aside 9.1ha of land to form part of a public Open Space leading to the River Wey water meadows.	15	45%	12	36%	4	12%	2	6%	33

Community opinion on the residential development of land at Redland Farm was split. Whilst almost half of the respondents (45%) expressed support for the residential development proposal as presented to them, a third of respondents expressed opposition. There are concerns as to why the yield on this site would be 35% rather than the 50% on other greenfield sites. For some, the location is already overdeveloped; it is an important wildlife area, and it is thought liable to flooding. The potential erosion of the green gap is a concern to some. There is significant support for the associated public open space amongst those who don't oppose the development.

Question 5											
Land South of Wessex Roundabout	A		B		C		D/K		N/A		Total
5. Which of the options do you favour for this small 0.98 site owned by Dorset Council. A) Small Scale residential development of 50 Homes B) Small Scale employment use C) Retain as a link with the Wildlife Corridor	8	24%	4	12%	15	45%	4	12%	2	6%	33

More respondents (45%) favour option C, to retain the site as a wildlife corridor/link, rather than develop it for either housing (24%) or employment use (12%). The site is already recognised by many as an important wildlife site. Concerns were expressed about site access and egress so close to the busy relief road and roundabout and increasing traffic at this point. The proximity to the golf club and its stray balls was also pointed out.

Question 6									
Lodmoor Old Tip Middle:	Yes		No		D/K		N/A		Total
Do you favour this 13ha site, owned by Dorset Council, being allocated in the NP to provide a mixed residential development of approximately 80 homes with 50% being affordable homes whilst maintaining a large green buffer to the surrounding site and the nearby Bird Reserve (SSSI) and potentially including a site for café/viewing area overlooking the reserve.	18	55%	7	21%	6	18%	2	6%	33

Question 7									
Lodmoor Old Tip South:	Yes		No		D/K		N/A		Total
Do you favour this 2.17ha site, owned by Dorset Council, being allocated in the NP to provide a mixed residential/leisure development of approximately 40 homes with 50% being affordable homes whilst retaining a green buffer to the nearby Bird Reserve (SSSI)?	17	52%	7	21%	7	21%	2	6%	33

Two questions focussed on adjoining areas of land at Lodmoor Old Tip. The overall response and many of the comments were similar for both sites and their development proposals. More than 50% of respondents are in agreement with the land at Lodmoor Old Tip being developed, as proposed. Regarding the proposal to build houses on the 'middle' area of the Old Tip, those who are against it are worried about impact on the existing Bird Reserve whilst building takes place. As a former tipping area, it was pointed out that the site would have contamination problems, developers would be higher so there are doubts that the site could yield 50% affordable homes. Regarding the southern part of the Old Tip, similar issues/negatives were pointed out. The risk of flooding was also highlighted. Few seem concerned about the loss of public car parking.

Question 8									
Local Plan Policies	Yes		No		D/K		N/A		Total
Do you think the Local Plan Town Centre policies are still relevant?	10	30%	9	27%	10	30%	4	12%	33

The community's opinion regarding the current town centre masterplan and its policies is mixed and based on the numerical response, uncertain. The question did provide the opportunity for

some to express views about the current state of the town centre and its prospects. The number of empty shops and the town is looking slightly worse for wear once you leave the seafront, are matters of general concern. Several think that the decline of the retail sector is an inevitability and alternative uses need encouraging. Although many seem keen for redevelopment to take place, there are differing views on what the development should occur. Some are keen on developing more residential so that young families or young people can live in town hence reducing the need for cars. Calls are made for more hotels, restaurants, and a light rail link.

Question 9									
Beverley Road:									
	A		B		D/K		N/A		Total
This privately owned site was put forward for development in response to the Call for Sites and was also a part of a slightly large Local Green Space application. Which option do you favour? A) No development - designation of whole area as a Local Green Space. B) An affordable homes development of 6 blocks of flats (3-4 storey) and six 2-storey houses to buy or rent. No objection to the remainder of the land being designated as LGS. Noting the development retains the public access through the site and retains the mature trees	9	27%	15	45%	4	12%	5	15%	33

Almost twice as many respondents favour the residential development option that would provide much needed affordable homes, rather than protecting the site as valuable green space. Those opposing the site's development are most concerned that wildlife habitats will be lost, and more development will overpopulate the area.

Question 10									
	A		B		C		D/K		Total
<b>Jubilee Sidings:</b> This site was put forward for development in response to the Call for Sites and is owned by Network Rail who have confirmed the site is available for development. Which option do you favour? A) Employment use or Skills Training Centre B) Up to 80 homes with priority to maximising Affordable Homes C) Mixed use mainly employment/skills training with some residential.	7	21%	10	30%	14	42%	2	6%	33

More respondents prefer the mixed-use development option than either of the other options. It is recognised that the site's location is appropriate for both employment and housing. Easy access to transport and access to the town centre are considered positives.

Question 11									
Lodmoor Old Tip North:									
	Yes		No		D/K		N/A		Total
Should this 3.35 ha site, owned by Dorset Council, being allocated in the NP to provide small industrial units to meet local employment needs.	21	64%	7	21%	3	9%	2	6%	33

A substantial majority of respondents are in favour of developing the northern part of the Old Lodmoor tip site for employment purposes. The few who oppose the development option are most concerned about the impact on nearby wildlife areas.

**Question 12**

Do you think that any of the sites listed on Board 6 should definitely be allocated in the Neighbourhood Plan. Please provide the site reference, whether you favour the site or not and why.

Sites	Yes/No	No.	Comments
No detail	Yes	2	
	No	1	
007 Land North of Littlemoor Road	Yes	4	<i>Alongside existing allocation and development</i>
	No	0	
027 Car Park at Southill	Yes	4	<i>In existing suburban area</i>
	No	5	<i>community value and business use</i>
043 Land at Ferrybridge Inn	Yes	0	
	No	1	<i>Flood risk</i>
002 Swannery Car Park	Yes	2	<i>Add additional car park level to compensate</i>
	No	0	
006 Westhaven Hospital	Yes	1	
	No	1	<i>Better off leaving it to NHS</i>

**Question 13**

Would you support higher construction standards and additional site / property 'features' that enable sustainable living, carbon emission reductions, reduced living and property running costs, and natural environment enhancements, even if this meant an increased upfront purchase price (typically 6%) or increased rental rate?

There were 19 responses (58%) in favour of supporting higher construction standards to enable sustainable living etc. The benefits mean that older people can remain in their homes for longer, the cost of living would be reduced enabling more people to benefit. Views were expressed that many new buildings currently do not aspire to these standards and are of poor quality. There is also scepticism as to how builders will achieve these standards, and still provide affordable and social housing.

**Question 14**

Please identify any compliant sites you think should not be submitted as Local Green Space saying why?

Those who responded seem adamant that all the sites listed should be put forward as LGS, due to concerns over the amount of green space that is being built on.

**Question 15**

Local Green Space	Yes		No		D/K		N/A		Total
Do you favour including in the Neighbourhood Plan the borderline compliant sites as both Local Green Space and also under a specific policy?	16	48%	2	6%	11	33%	4	12%	33

Almost half of the respondents expressed support for a multi-policy approach although, for several, there was some uncertainty about the question and its ramifications.

**Question 16**

Please identify any borderline compliant sites you think we should submit only as Local Green Space and say why?

Sites	Why?
Mount Pleasant Old Tip	Agree with proposal
All LGS	To be retained
Wey Valley Water Meadows Field A Wey Valley Water Meadows Field B	Nature & Public retention Feel that they should be intrinsically linked to become Public Open Space, along with fields to east
Bowleaze Cove Open Space Nothe Gardens Bingleaves Green Open Space	Public recreation – time immemorial Good coastal access & views
Wey Valley Walk – Radipole to Broadway	Needs protection as wildlife corridor
Hurdlemead & Field	Keep green any development would be costly and add more traffic
Land South of Wessex Roundabout	Too isolated for housing and more appropriate for employment
All LGS sites	Need to protect LGS and remain as space for locals and visitors for leisure, health & wellbeing
WNP02	You (?) promised separation btw Littlemoor & Preston, area liable to flooding. Impossible for further vehicle access.
WNP03	You (?) promised separation btw Littlemoor & Preston, area liable to flooding. Impossible for further vehicle access.
Water Meadows along River Wey	Protect as public right of way to enjoy undeveloped riverbank area

How easy did you find it completing this form?	Easy		Okay		Difficult		N/A		Total
	6	18%	15	45%	8	24%	4	12%	33




# Neighbourhood Plan


## Summer engagement events

Find out about where affordable homes should be built in the town and how development can benefit residents at drop in sessions around Weymouth between 3.30pm - 6.30pm on the following dates:

### Monday 21st August

 The Waverley, 121 Abbotsbury Road, DT4 0JX

### Wednesday 23rd August

 Redlands Community Sports Hub, DT3 5AW


### Thursday 24th August

 Wellworthy Sports & Social Club, Dumbarton Road, DT4 9BY

### Friday 25th August

 Preston Village Hall, Preston Road, DT3 6BH

A public meeting also takes place on Tuesday 29th August, 6pm - 8pm

 Council Chamber, The New Town Hall, Commercial Road, DT4 8NG

Scan me to find out more!





Exhibition Panels



**WEYMOUTH NEIGHBOURHOOD PLAN**

**Welcome**  
Weymouth Neighbourhood Plan Steering Group welcome you to our 4<sup>th</sup> series of Public Engagements.  
Weymouth Town Council has delegated management of the Neighbourhood Plan to a Steering Group comprising of 7 residents and 4 town councillors.

**What process are we following?**  
The regulations for Neighbourhood Plans were introduced in the Localism Act 2012. Our Process follows the Guidelines for Neighbourhood Plan produced by Locality, the government funded body supporting Neighbourhood Plans:

- **Stage 1: Getting Established** – Designating the Neighbourhood Plan Area. Publicity and public engagements. Building an evidence base.
- **Stage 2: Preparing the Plan** – Drafting the Plan Policies and Allocations. Meeting the basic conditions. Carrying out the Pre-Submission Consultation.
- **Stage 3: Bringing the Plan into force.** Plan Submission. Publicity. Formal consultation. Independent examination. Referendum of residents and businesses in Weymouth. businesses in Weymouth.



**Progress**

- Stage 1 completed in January 2023.
- Stage 2 underway. Pre-submission Consultation October 2023.
- Stage 3 Starts January 2024. Dorset Council arrange this stage finishing with a Referendum.

If the Referendum supports the Neighbourhood Plan, then it will come into force in Summer 2024.

As part of Stage 2 we have commissioned a Strategic Environmental Assessment of all the potential sites assessing the following themes; Air Quality, Bio and Geo Diversity, Climate Change, Community Wellbeing, Historic Environment, Land/Soil/Water Resources, Landscape and Transportation.

The assessment identifies whether development of the site will have a:  
**(Red)** Likely adverse effect (without mitigation measures)  
**(Green)** Likely positive effect  
**(Yellow)** Neutral/no effect  
**(Blue)** Uncertain effect

It is important that any proposed development addresses any likely adverse or uncertain effects. These assessments are shown in the Site Descriptions on Boards 2 and 3.

**The purpose of the 4th series of Public Engagements**


This engagement is focussed on development of key sites to address the Plan Aims:

- present the rationale for considering sites
- present potential key site options, addressing the opportunities and considerations, and seek objective feedback on a site-by-site basis.
- In addition, we take an opportunity to provide an update on the valued local green space sites to be designated within the plan to protect them from inappropriate development.

This feedback will be recorded and analysed, and together with the Strategic Environmental Assessment, the Viability Assessment and discussions with site owners used to select a preferred list of sites for inclusion in the Pre-Submission Draft Plan which best support the Aims and Objectives of the Weymouth Neighbourhood Plan. This will be subject to formal consultation with the public and statutory authorities in Autumn 2023.

List of Local Green Space submissions			
Strongly comply - based upon independent evaluation		Borderline compliance - independent evaluation recommends protection by Policy	
Ref	Site Location	Ref	Site Location
1.	Land adj. Castle Cove Beach	2	Hurdmead off Elwell Street, Upwey
3.	Woodland btwn Grove Ave & Beaumont Ave	4	Field adj to Hurdmead off Elwell Street, Upwey
9.	Elm Close Recreational Area incl. Oakbury Drive Play Area	5A	Wey Valley Water Meadows Field A
14	Telford Close Recreational Area	5B	Wey Valley Water Meadows Field B
17	Community Orchard & Pond adj. to Littlemoor Road	12	All Green Space within Southill Garden Village
18	Railpole Park & Gardens	13	Field adj to Southill Garden Drive
19	Links Road Open Space	20	Bowlaze Cove Open Space
21	Green strip btwn The Finches & A354	26	Nothe Gardens
22	Green space btwn Sanderling Close & Reedling Close	27	Binleaves Green Open Space
23	Green space btwn Kentrel View, Beverley Rd and Fieldfare Close	39	Wyke Playing Field
26A	Peace / Nothe Gardens		
28	Chapelhay Open Spaces		
29	Land adj. to 19-42 Larkspur Close, Lodmoor		
30	Westmacott Rd Play Area & surrounding green space		
31	Land off Corle Road & Tyneham Close	50	Grassland (Area 1) West of Southdown Avenue
32	St Johns Gardens	51	Grassland (Area 2) West of Southdown Avenue
33	Land btwn Enkworth Rd & Oakbury Drive	52	Grassland (Area 3) West of Southdown Avenue
34	Woodland area off Oakbury Drive	53	Grassland (Area 4) West of Southdown Avenue
36	Bradford Road Green		
37	Bradford Road Woodland Area		
38	Tennyson Road Green		
40	Open Space, Ryemead Lane, Wyke Regis		
41	Douglas Road Play Area & Open Space, Wyke Regis		
42	Wyke Gardens, Wyke Regis		
43	Purbeck Close Green		
44	Hilbourne Road Green		
45	Down Close Green		
46	Maple Close Recreational Area		
47	Verge & Copse at Springfield Road		
48	Orchard off Brackendown Ave		
49	Community Orchard west of Brackendown Ave		

Relative Merits of Protection by POLICY	
<b>Favourable</b> <ul style="list-style-type: none"> <li>Broad scope and flexibility and can specify future use e.g. allotments, play area.</li> <li>Greater certainty of achieving some level of protection.</li> <li>Can be used as a protection alongside Local Green Space i.e. multiple protection.</li> </ul>	<b>Less Favourable</b> <ul style="list-style-type: none"> <li>More open to interpretation.</li> <li>Generally less robust protection than Local Green Space.</li> <li>May weaken Local Green Space approval by the Examiner – alone may be deemed sufficient.</li> </ul>
Relative Merits of Protection by Local Green Space Designation	
<b>Favourable</b> <ul style="list-style-type: none"> <li>Very High level of protection equivalent to Green Belt</li> <li>Prevents development not aligned to the reason for protection.</li> <li>Lasts for the lifetime of the plan.</li> <li>May be acceptable where other protection already exists.</li> </ul>	<b>Less Favourable</b> <ul style="list-style-type: none"> <li>Many areas will not qualify size, location – reasons for protection.</li> <li>Does not permit rights of public access unless this already exists.</li> <li>Only affects use requiring planning permission.</li> <li>Dismissal by Examiner could result in loss of all protection.</li> <li>Could prevent desirable development in the future</li> <li>More difficult if similar protection already exists i.e. SSSI, open gap.</li> </ul>



**WEYMOUTH NEIGHBOURHOOD PLAN - HOMES**

**What you told us about providing new homes in Weymouth:-**

- Prioritise Brownfield Sites.
- Provide Truly Affordable Homes.
- Make it viable for families to stay and live locally.
- More homes are needed for rent.

**What we confirmed:-**

- Homes of all types are in short supply.
- Buying a home is out of reach for most residents.
- Both private and social rents are high.
- More than 50 % of private renters need housing benefit or housing allowance to pay their rent.
- Many young people have no choice but to live at home.
- An increasing proportion of new homes are not being lived in, but some are second homes or holiday lets.

**How many affordable homes are needed?**

- Analysis shows a need for between 1,775 and 2,649 affordable homes over 17 years.
- If all sites in the Local Plan came forward, there would still be a shortfall of at least 646 affordable homes.
- There are nearly 1000 households looking for Social Housing in Weymouth (July 2023).
- That's why the Neighbourhood Plan needs to maximise the number of Affordable Homes to rent.

**How were these sites chosen?**


- Landowners proposed sites and Dorset Council had previously identified sites giving a total of 61 sites.
- Our planning consultants undertook a detailed independent assessment and concluded (see map);
  - 30 sites were unsuitable (red),
  - 4 were suitable (green), and
  - 27 were potentially suitable subject to overcoming constraints,
 These were shortlisted using a set of published criteria.

**Why are some proposed sites outside the development boundary?**

- The sites inside the development boundary will not deliver enough Affordable Homes and so, reluctantly we have to consider sites outside.
- Development outside the development boundary is only allowed if they provide community benefit such as Affordable Homes.

**What happens next?**

- An independent Strategic Environment Assessment (SEA) is underway.
- A Viability Assessment will be undertaken to ensure that the key sites are deliverable.
- Your feedback will help us identify preferred sites to best meet the Aims of the Neighbourhood Plan
- There will be a formal public consultation in Autumn 2023.



**WEYMOUTH NEIGHBOURHOOD PLAN – Local Green Space**

*Neighbourhood Planning needs to achieve the right balance between land we need to develop for affordable homes, jobs, shops and services and those areas that we need to protect for future generations. The latter includes areas for recreation and wildlife and is described by planners as 'Green Space'*

**How will the Neighbourhood Plan help to protect Green Space in Weymouth?**

- Support existing protections – Sites of Special Scientific Interest (e.g. Lodmoor), Local Nature Reserves (e.g. Radipole Gardens), Sites of Nature Conservation Importance (e.g. Lorton Valley).
- Protect areas of importance to local communities from inappropriate development by designating them as **Local Green Space** (providing they meet national criteria).
- Develop specific policies to protect open spaces where they either do not meet national criteria or are considered borderline for example Coastal Recreation Sites.
- Develop general policies to improve recreational facilities, provision of allotments, community space on new developments, walking and cycling access.

**What you have done to help?**

- Identified recreational and wildlife areas that you particularly value.
- Made over 50 submissions for Local Green Space designation (most of which we believe will pass the test against national criteria) and which represent an area of over 60 hectares - the size of almost 85 professional football pitches – see Map Identified areas for new allotments, cycle paths and key views.

**Summary of Site Identification and Assessment**

Most of the 61 sites considered were already within the Dorset Council Strategic Housing Land Availability Assessment. From these sites and the allocations made in the extant Local Plan, Dorset Council determined that the Neighbourhood Plan Area should support the delivery of 3,225 homes across the plan period of 17 years.

These sites will at most deliver 35% Affordable Homes or 1,129 which is a shortfall of, at least 646, on the number of affordable homes identified in the Weymouth Housing Needs Analysis 2021 which assesses the need as between

The sites outside the Defined Development Boundary provided an opportunity to deliver additional Affordable Homes (mostly Social Housing for rent).

Site	50% Affordable Homes
Budmouth Avenue	115
Wyke Oliver Farm North	125
Redlands Farm	53
S of Wessex Roundabout	25
Lodmoor Tip – Mid	45
Lodmoor Tip - South	25

Taken together these would provide 388 Affordable Homes which would reduce the shortfall to 247.

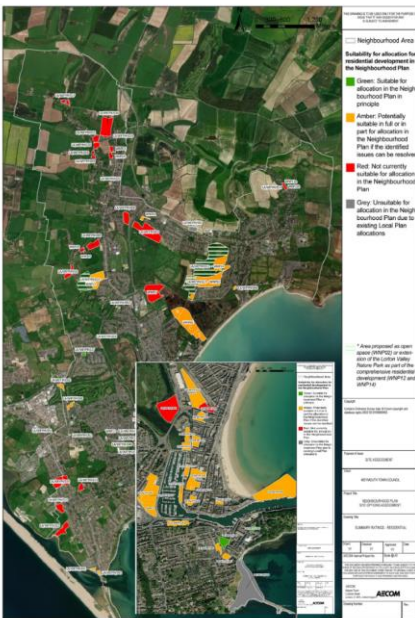
It is hoped that that the Levelling Up Fund investment on brownfield sites around the in the town centre will enable the Town Centre sites to deliver a greater proportion of Affordable Homes than the 35% stated in the extant Local Plan.

**Why not just say 'NO' to more housing?**

- You told us 2-3 bedroom social housing is desperately needed.
- A Neighbourhood Plan means Weymouth people decide where new homes are built and what types rather than let others, including developers, decide for you.
- Dorset Council's draft Local Plan sets a target of 3,225 homes for Weymouth and that 35% should be Affordable Homes i.e. 1,129. This leaves a shortfall of at least 646, Affordable Homes.

**What difference can a Neighbourhood Plan make?**

- The NP can set a policy encouraging development of Affordable Homes outside the Defined Development Boundary, and identify potential sites.
- The NP can work with owners / developers to allocate sites for a higher proportion of Affordable Homes.



**Miscellaneous Sites**

A number of other sites were included in the short list of sites but have not been discussed or progressed with the landowners.

These include:

- LA/WEYM/001: Brewers Quay outline planning permission in place including Newton's Road Car Park.
- LA/WEYM/026: Bingleaves planning permission lapsed but reapplication in process – no affordable homes being proposed.
- LA/WEYM/043: Ferrybridge Inn planning permission in place – no affordable homes.
- LA/WEYM/002: Swannery Car Park is owned by Dorset Council who are progressing work for a new pedestrian & cycle access at Swannery Bridge to improve the active travel route to the station. Development would retain car parking but additional uses could include employment, leisure or transport.
- LA/WEYM/025: Dorset Vehicle Rentals – employment use.
- LA/WEYM/042: Land at Ferrymans Way – application for conversion to residential recently refused - employment use.
- LA/WEYM/006: Westhaven Hospital. The site has some unused land within it but is still in use. Redevelopment without alternate provision is not supported.


**LA/WEYM027 Land Adj Southill Shopping Centre**

**Site Description:**

- 0.4 hectare site comprising greenspace and car park is listed as a brownfield site suitable for development.
- The site is owned by Dorset Council.

**Potential Development:**

- No development is currently planned.
- The site is included in the Dorset Council justification for setting a target of 3,225 homes one of the Major Windfall Sites



**Considerations and Opportunities:**

**Biodiversity:**

- The western part of the site is an undeveloped green space with a number of mature trees. Hedging running across the site, and along its southern side, screens views from Radipole Lane.

**Climate Change:**

- Retain trees and green space on the sites western frontage which contribute toward local amenity.

**Community Well-Being:**

- Loss of the Car Park would affect the local businesses and access to the community facilities to the south of the site.

**Landscape:**

- The site is screened from the road by a fringe of trees the site sits within a built-up area.

**Transportation:**

- The site is accessible from Radipole Lane.

**WEYMOUTH NEIGHBOURHOOD PLAN – Key Sites: 6, 7 & 9**

**Site 6 – Land off Budmouth Avenue:**


**Site Description**

- 19 hectare site N and W of the Southdown Estate. In arable use.

Use	Employment & Commercial	Climate Change	Community Well-being	Historic Environment	Nature	Resources	Landscape	Transportation
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**Potential development:**

- mixed development 230 1-4 bed homes, 50% affordable to buy/rent to the North of current settlement.
- To the west added to Lorton Valley Nature Reserve.



**Considerations and Opportunities:**

**Biodiversity:**

- Partly impacts wildlife corridor. But extends this with nature trail to the N of the RSPB Lodmoor site and path to new development.
- Will retain hedgerows with some new tree planting.
- Retains Old Orchard south of Southdown Farm.
- Retains and protects important Open Gap. By granting 8 hectares of land to Lorton Valley Nature Reserve (LVNR).

**Climate Change:**

- Flooding Reduced & controlled Sustainable Drainage Systems (SuDS).
- Future Homes Standard.

**Community Well-being:**

- Large proportion of Affordable Homes.
- Pocket Park and Local Area of Play.
- Double size of Southdown Allotments.
- Car Park area for Nature Reserve.

**Landscape:**

- Visual impact minimised – development behind existing housing.

**Transportation:**

- Increased traffic on Budmouth Avenue. Poor access to buses.

**Site 7 – Land at Wyke Oliver Farm North.**


**Site Description:**

- 32 hectare site to W of Wyke Oliver Farm in mixed farm use. (WNP14)

Use	Employment & Commercial	Climate Change	Community Well-being	Historic Environment	Nature	Resources	Landscape	Transportation
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**Potential development:**

- mixed development 250 1-3 bed and smaller 4 bed homes, for younger generation, 50% secured affordable homes to buy or rent on land to the west of current settlement.
- Surrounding Land added to Lorton Valley Nature Reserve



**Considerations and Opportunities:**

**Biodiversity**

- Retain hedgerows and provides for new tree planting.
- The development will be bordered to the N, W and S by hedging.
- Increasing the size of LVNR by 23 hectares.

**Climate Change:**

- Biodiversity Net Gain will potentially exceed 10%.

**Community Well-being:**

- Large proportion of Affordable Homes for younger people.
- Improved access to and increased size of Lorton Valley Nature Reserve.
- Potential for community focus in the middle of the site.
- Retains and protects Important Gap to the North and West.
- Pedestrian paths providing safe routes to local schools and amenities.

**Landscape:**

- Visually impact minimised – development hidden by Wyke Oliver Hill.

**Transportation.**


- Increased traffic along Wyke Oliver Road.

**WEYMOUTH NEIGHBOURHOOD PLAN – Remaining Sites**

**LA/WEYM/007 – Land north of Littlemoor Road.**

**Site Description:**

- 1.43 hectare site located on a greenfield area north of Littlemoor Road within the bounds of Littlemoor Northern Extension.
- The site is privately owned. The site is allocated within the Local Plan as part of the Littlemoor Northern Extension.
- Potential for mixed use. But also states priority should be given to bringing forward employment land.



**Potential Development:**

- Primarily employment use. But could be 35 affordable homes if this does not proceed.
- The site is near to both Littlemoor and Chalbury Corner.

**Considerations and Opportunities**

**Biodiversity:**

- At least 10% biodiversity gain required.

**Climate Change:**

- The site is not in a flood zone but experiences surface water flooding. A SuDS scheme is required.

**Community Well-being:**

- Close to Littlemoor and Chalbury Corner shops, services and schools. Provides needed local jobs and/or affordable homes.

**Landscape**

- Currently agricultural land bordered by hedges and trees, within the AONB. Tree and coppice planting required on the northern boundary.

**Transportation**

- The site has frontage to Littlemoor Road.


**Mount Pleasant Old Tip**

**Site Description:**

- A 11.3 hectare brownfield site to the east of Harriers Roundabout.
- The central part has a hard surface, toilets, electric sub-station, is lit and constitutes the Mount Pleasant Park & Ride.
- Adjacent to this is an overflow car park which now has temporary planning permission for pods for homeless people.
- The site is raised and outside the Lodmoor and Lorton SSSIs.

**Potential Development:**

- Transport Eco hub, including Park & Ride, EV hire, camping and motorhome parking.
- Solar panels to power the site or provide pop-up camping outside the Park & Ride.
- The overflow car park could provide an out-of-town bus depot.



**Considerations and Opportunities**

**Biodiversity:**

- Close to Lodmoor SSSI & nearby SNCI. Habitat Risk Assessment.
- The site is likely to have ground contamination.

**Climate Change:**

- Would need to provide at least 10% Biological Net Gain.

**Community Well-being:**

- Relieve pressure on town-centre parking provide some employment opportunities.

**Landscape:**

- Great attention needed to reduce visual impact through improving hedges and tree planting.

**Transportation:**

- Good vehicle access from Weymouth Relief Road.

**Site 9 – Land at Redlands Farm.**


**Site Description:**

- 15.4-hectare site to the west of Dorchester Road. In arable use.

Air Quality	Biodiversity & Geodiversity	Climate Change	Community Well-being	Historic Environment	Resources	Landscape	Transportation
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**Potential development:**

- Up to 150 homes with at least 35% affordable homes.
- 4 western fields 9.1 hectare made Public Open Space with habitat improvement.
- Site WEY 12 in draft Local Plan.



**Considerations and Opportunities:**

**Biodiversity:**

- Preserves wildlife corridor to the west of the development.
- Habit improvement - new broadleaved woodland and orchards.

**Climate Change:**

- Western part exclusively for public open space, landscape planting, wildlife habitat creation and surface water control.

**Community Well-being:**

- Potential CIL contribution to Redlands Leisure and Community Park.
- Potential to include a Community Land Trust.
- Close proximity to local services and schools, and buses.

**Landscape:**

- Development is in line with the built form. Not visible from R Wey.

**Transportation:**

- Provides safe walking routes to Radipole primary school.
- Main vehicle access through permitted development to the North.
- Pedestrian/cycle route provision adjacent to Corfe Hill Lane.
- Public Rights of Way cross the site and retained to form linkages for to the local primary schools, Wey Valley, Radipole and Nottington.

**WEYMOUTH NEIGHBOURHOOD PLAN – Key Sites: 8, 10 & 11**

**Site 8 – Land South of Wessex roundabout.**


**Site Description:**

- 0.98 hectare site located on a greenfield area bounded by roads, Weymouth Golf Club and Granby Industrial Estate.
- The site is owned by Dorset Council who intend seeking buyers. The western part of the site is in Chickerell.

Air Quality	Biodiversity & Geodiversity	Climate Change	Community Well-being	Historic Environment	Resources	Landscape	Transportation
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**Options:**

- Small scale residential development of 50 homes with priority of maximising affordable homes to buy and rent
- Small employment use.
- Retain as part of a wildlife Corridor adjoining that part in the Chickerell neighbourhood area.



**Considerations and Opportunities.**

**Biodiversity:**

- Options A & B have likely negative impact on the wildlife corridor which extends to Chickerell. The site is close to Chaffey's Lake SSSI.

**Climate Change:**

- Options A & B have some impact but would be required to provide at least 10% Biodiversity Net Gain.

**Community Well-being:**

- Options A & B provide for affordable homes and employment respectively.

**Landscape:**

- The site is small in scale compared with the nearby Industrial Units and Football Stadium.

**Transportation:**

- Vehicular from Radipole Lane.
- Access likely to be difficult close to the Wessex Roundabout.


**Site 12 - Lodmoor Tip North. (in blue below)**

**Site Description:**

- A 3.35 hectare brownfield site outside the SSSI and to east of Weymouth Bay Avenue.
- The site has a pumping station, storage area and disused liquid waste disposal area. Paths run through the site.

**Potential Development:**

- Small industrial units or workshops with road access.
- Development would retain paths through the site, surrounding hedges and trees to reduce visual impact.



**Considerations and Opportunities**

**Biodiversity:**

- The fenced off area is no longer used and is returning to nature.
- Close to the Lodmoor SSSI and nearby SNCI.
- Within the SSSI Impact Zone requiring a Habitat Risk Assessment

**Climate Change:**

- To provide at least 10% Biodiversity Net Gain.

**Community Well-being:**

- Area for small scale employment with limited alternative use.

**Landscape:**

- The site is likely to have ground contamination.
- Surrounded by numerous native trees and hedges.

**Transportation:**

- Vehicular access from Weymouth Bay Avenue.
- Pedestrian access along dual-use path from Park & Ride to Lodmoor Country Park and Seafront and from Weymouth Bay Avenue to Southdown Avenue.

**Site 5 – Jubilee Siding:**

**Site Description:**

- A 2-hectare former rail site owned by Network Rail sited adjacent to Jubilee Sidings. A sustainable brownfield site close to the town centre and transport links.

**Potential Development:**

- No current plans for the site.

**Options:-**

- Employment use or skills training
- Up to 80 homes with priority to maximising affordable homes to buy and rent.
- Mixed use, mainly employment with some residential.

**Considerations and Opportunities:**

**Climate Change:**

- Sustainable brownfield site

**Community Well-being:**


- Close to Radipole Lake and Gardens.
- Close to Town Centre shops and services.
- Close to Jubilee retail and business park.

**Landscape:**

- The site has little landscape value.

**Transportation:**

- Easy access to Swannery Car Park and Rail Station.
- Vehicular access from Jubilee Close.
- Pedestrian/Cycle access via the Alexandra bridge to the north of the site and linking to Jubilee Close.
- Road access can become congested with cars queuing for fast food.



**10 Lodmoor Tip Mid (yellow area below).**

**Site Description:**

- 13 hectare site off Preston Beach Road owned by Dorset Council.
- Former Weymouth Household Tip.
- The centre part of the site is currently in use as the Household Recycling Centre and Grass Collection and Redistribution site.

Air Quality	Biodiversity & Greenability	Climate Change	Community Wellbeing	Historic Environment	Health	Landscape	Transportation
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**Potential Development:**

- 5 hectares of the site could support 70-90 homes maximising affordable homes to buy and for rent.
- A community café to provide views over the bird reserve.

**Considerations and Opportunities:**

**Biodiversity:**

- Outside the SSSI but within the SSSI Impact Zone.
- Close to the Lodmoor SSSI. Habitat Risk Assessment required.
- Able to maintain a defined broad boundary with the SSSI.

**Climate Change:**

- Almost surrounded by land in Flood Zone 3.
- Provide 10% Biodiversity Net Gain. Meet Future Homes Standard.

**Community Well-being:**


- Large enough to surround the homes with a wide buffer of land perhaps including a community café/viewing site and access to the adjacent RSPB reserve.

**Landscape:**

- The large 13ha area is raised above the surrounding low level ground.
- Contamination and land stability issues.

**Transportation:**

- Vehicle access via a lane leading off the Preston Beach Road.
- Dual-Use pedestrian cycle path to the west of the site.
- Permissive path running across the site.
- Can help improve access to the SSSI.



**Site 11 Lodmoor Tip South (White Area below).**

**Site Description:**

- A 2.17 hectare site formerly part of the Weymouth household waste tip owned by Dorset Council.
- The southern part forms the Preston Beach Car Park and the northern part is the overflow car park (unused in recent years)

Air Quality	Biodiversity & Greenability	Climate Change	Community Wellbeing	Historic Environment	Resources	Landscape	Transportation
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**Potential Development:**

- Independent assessment suggests suitability for 30 to 50 homes with priority for maximising affordable homes to buy and for rent.

**Considerations and Opportunities:**

**Biodiversity:**

- Close to the Lodmoor SSSI and a Habitat Risk Assessment would be required before development.
- Outside the SSSI but within the SSSI Impact Zone.

**Climate Change:**

- Liable to surface water flooding and within Flood Zone 3.

**Community Well-being:**


- Would provide needed affordable homes.
- Good access to the coast and leisure facilities.
- Desirable location near the sea.

**Landscape:**

- Close to Lodmoor Nature Park and SSSI.

**Transportation:**

- Large enough to border the homes with a wide buffer of land and retain a public car park.
- Easy access by a lane leading off the Preston Beach Road.
- Dual-use pedestrian cycle along the western edge of the site.
- A permissive path crosses the site.



**WEYMOUTH NEIGHBOURHOOD PLAN – Sites**

**Site 1 – Between Beverley Road and Kestrel View.**

**Site Description:**

- This 1.25 hectare site is open land between Beverley Road & Kestrel View. The land crossed by two pathways used by community and the area to the north is crossed by a brook which drains the land.
- The site is split into separately owned plots.



**Potential Development:**

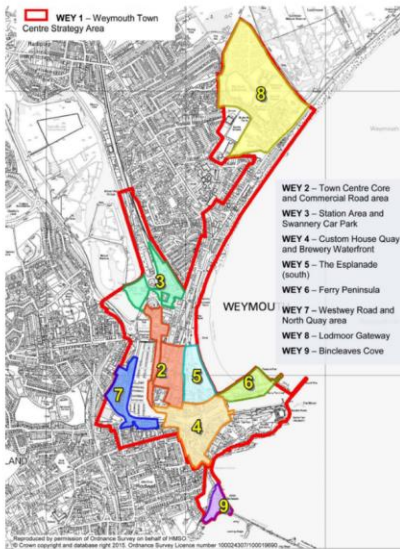
- Two alternatives submitted:
- The total area shown (bordered in green) has been submitted for designation as a Local Green Space. The principal landowner will object to this.
- The principal landowner has proposed a development of around 26 new homes: 18 apartments and a terrace of 8 two storey dwellings (illustrated in 1:1 map)
- Potential development follows the lines of the existing developments and topography.
- Enhancement undertaken to create a more welcoming space;
- New landscape planting to connect open space to the north & south allowing nature to permeate through the development.
- Areas of potential Local Green Space could be designated to the north and south.

**Two Options exist**

- Submission for designation of whole area as a Local Green Space.
- A residential development in the central part. No objection to the remainder of the land being designated as LGS.

Which Option do you favour?



Within the Local Plan the Town Centre is expected to deliver 400 homes in addition to the 1600, across Weymouth, that had planning permission in 2021. The Policy Statements from the Local Plan are italicised.

**WEY1. WEYMOUTH TOWN CENTRE STRATEGY**

- Retain and enhance the area's local character and notable landmarks.
- Support a thriving town centre with national and independent traders, cultural offerings, a rich and varied cultural offer throughout the year and an active night-time economy.
- To fill the gap in activity between 5pm –9pm, with more family friendly activities.
- Make the main arrival points (the Swannery Car Park, Lodmoor Car Park, railway station), and the links from these to the main shopping and leisure areas more pedestrian friendly, safe and attractive environment, with positive and active frontage development;
- Manage residual flood risk.

**Improve key sites:**

- Town centre and Commercial Road area;
- Station area;
- Ferry peninsula;
- Westway Road and North Quay area;
- Lodmoor

**WEY2. TOWN CENTRE CORE AND COMMERCIAL ROAD AREA**  
 The primary shopping area will continue to be the main retail core while balancing modern retail with the conservation of our heritage. Land to the west of the primary shopping area developed for a mix of uses complementary to the primary shopping area.

**Focus on:-**

- An active waterside frontage with cafe and restaurant use on the ground floor and homes above.
- Reflect the historic building pattern of the waterfront;
- Link the shopping area and waterfront
- Minimise any increase of late-night entertainment use in the area.

**Potential Site:**

- Several car parks fronting the Inner harbour plus Park Street Car Park next to Commercial Road could be developed for homes if alternate car parking is found for peak summer parking.

**New Bond Street**  
 See WEY2 TOWN CENTRE CORE AND COMMERCIAL ROAD AREA

**Potential site:**

- The existing shopping precinct, multi-story car park, cinema complex, and post office sorting office could be redeveloped for mixed use including residential.

**WEY6. FERRY PENINSULA**

- The ferry peninsula should be re-developed for leisure tourist use, housing, and a continued ferry service.
- A prime seafront brownfield site overlooking Weymouth Harbour and Weymouth Bay.

**Potential site:**  
 Scope: Some work completed on the Harbour Walls. Further work is required to safeguard the site and build up the sea defences. The likelihood of there being a ferry is low. Potential for up to 30 dwellings.

**WEY7 WESTWEY ROAD**

- The Westway Road area will be re-developed for mixed uses which may include residential, hotel, commercial and small-scale retail development so as to create an active street and waterfront. Redevelopment can proceed in phases.

**Potential Site:**

- This whole area could be redeveloped for mixed use taking advantage of the site fronting the Inner Harbour.

**Location:** Westway House

**Potential Site:**

- Note part of the site falls under WEY7. This site is under-utilised and could be redeveloped for mixed use taking advantage of the site fronting the Inner Harbour.

**Location:** Commercial Road

**WEY7. NORTH QUAY.**

- The North Quay area will be re-developed for mixed uses which may include residential, hotel, commercial and small-scale retail development so as to create an active street and water front. It must complement buildings in Trinity Road and High West Street to present an attractive frontage to the harbour and respect the historic buildings of the old High Street.

**Potential Site:**

- A prime seafront brownfield site overlooking Weymouth inner Harbour that has been vacant for some time

## Feedback Form



**PLEASE** complete all the questions in order for us to gain a holistic view across all the areas.

This survey is seeking the views of Weymouth RESIDENTS only. We want to understand the level of response we have had from different parts of Weymouth. Therefore, please supply us with your details below. These details will not be published, kept anonymous and used for the purpose of gaining geographical information on where the responses are received from.

Please provide your full name:	
Please provide your full post code:	
How easy did you find it completing this form?	Easy <input type="checkbox"/> / Okay <input type="checkbox"/> / Difficult <input type="checkbox"/>

### BOARD 1: The Need for Affordable Homes

<b>Question 1a.</b>	Do you agree we should try to increase the supply of Affordable Homes (particularly Social Housing for Rent) across Weymouth prioritising brownfield sites but also developing some greenfield sites in order to reduce the shortfall in the Local Plan?		
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>
<b>Question 1b.</b>	Please give your reasons for your response.		

### BOARD 2: Key Sites 6, 7 and 9 -Outside the Defined Development Boundary

#### Site 6: Land off Budmouth Avenue

<b>Question 2a.</b>	Should this privately owned 19ha site being allocated in the NP to provide a mixed development of 1-4 bed homes with 50% being affordable homes alongside setting aside 8ha of land to form part of the Lorton Valley Nature Reserve and doubling the size of Southdown Allotments.		
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>
<b>Question 2b.</b>	Please give your reasons for your response.		



Site 7: Land at Wyke Oliver Farm (North)			
Question 3a.	Should this privately owned 32ha site being allocated in the NP to provide a mixed development of predominantly 1-3 bed and smaller 4-bed homes aimed at young people with 50% being affordable homes alongside setting aside 23ha of land to form part of the Lorton Valley Nature Reserve.		
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>
Question 3b.	Please give your reasons for your response.		
Site 9: Land at Redlands Farm			
Question 4a.	Should this 15.4ha privately owned site being allocated in the NP to provide a mixed development of predominantly 1 to 4-bed homes with 35% being affordable homes alongside setting aside 9.1ha of land to form part of a public Open Space leading to the River Wey water meadows.		
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>
Question 4b.	Please give your reasons for your response.		
BOARD 3: Key sites 8, 10 and 12 – Outside Defined Development Boundary			
Site 8: Land South of Wessex Roundabout			
Question 5a.	Which of the options do you favour for this small 0.98 site owned by Dorset Council. A) Small Scale residential development of 50 Homes B) Small Scale employment use C) Retain as a link with the Wildlife Corridor		
	A <input type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>
Question 5b.	Please give your reasons for your response.		

Commented [SH1]: Can we please change to ;say young people

<b>Site 10: Lodmoor Old Tip Middle (Yellow area on Map)</b>		
<b>Question 6a.</b>	Do you favour this 13ha site, owned by Dorset Council, being allocated in the NP to provide a mixed residential development of approximately 80 homes with 50% being affordable homes whilst maintaining a large green buffer to the surrounding site and the nearby Bird Reserve (SSSI) and potentially including a site for café/viewing area overlooking the reserve.	
	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<b>Question 6b.</b>	Please give your reasons for your response.	
<b>Site 11: Lodmoor Old Tip South (White area on Map)</b>		
<b>Question 7a.</b>	Do you favour this 2.17ha site, owned by Dorset Council, being allocated in the NP to provide a mixed residential/leisure development of approximately 40 homes with 50% being affordable homes whilst retaining a green buffer to the nearby Bird Reserve (SSSI)?	
	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<b>Question 7b.</b>	Please give your reasons for your response.	
<b>BOARD 4: Local Plan Strategic Sites</b>		
<b>Local Plan Policy WEY1, WEY2, WEY6 and WEY7</b>		
<b>Question 8a.</b>	Should this 2.17ha site, owned by Dorset Council, being allocated in the NP to provide a mixed residential/leisure development of approximately 40 homes with 50% being affordable homes whilst retaining a green buffer to the nearby Bird Reserve (SSSI)?	
	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<b>Question 8b.</b>	Please give your reasons for your response.	

<b>BOARD 5: Other NP Sites – Site 1, 5, 10</b>			
<b>Site 1: Beverley Road</b>			
<b>Question 9a.</b>	<p>This privately owned site was put forward for development in response to the Call for Sites and was also a part of a slightly large Local Green Space application. Which option do you favour.</p> <p>A) No development - designation of whole area as a Local Green Space.            B) An affordable homes development of 6 blocks of flats (3-4 storey) and six 2-storey houses to buy or rent. No objection to the remainder of the land being designated as LGS. Noting the development retains the public access through the site and retains the mature trees</p>		
	A <input type="checkbox"/>	B <input type="checkbox"/>	Don't Know <input type="checkbox"/>
<b>Question 9b.</b>	Please give your reasons for your response.		
<b>Site 5: Jubilee Sidings</b>			
<b>Question 10a.</b>	<p>This site was put forward for development in response to the Call for Sites and is owned by Network Rail who have confirmed the site is available for development. Which option do you favour.</p> <p>A) Employment use or Skills Training Centre            B) Up to 80 homes with priority to maximising Affordable Homes            C) Mixed use mainly employment/skills training with some residential.</p>		
	A <input type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>
<b>Question 10b.</b>	Please give your reasons for your response.		
<b>Site 10: Lodmoor Old Tip North (Blue area on Map)</b>			
<b>Question 11a.</b>	Should this 3.35 ha site, owned by Dorset Council, being allocated in the NP to provide small industrial units to meet local employment needs.		
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Don't Know <input type="checkbox"/>
<b>Question 11b.</b>	Please give your reasons for your response.		

<b>BOARD 6: Remaining Sites</b>	
<b>Question 12.</b>	Do you think that any of the sites listed on Board 6 should definitely be allocated in the Neighbourhood Plan. Please provide the site reference, whether you favour the site or not and why.
<b>Question 13.</b>	Would you support higher construction standards and additional site / property 'features' that enable sustainable living, carbon emission reductions, reduced living and property running costs, and natural environment enhancements, even if this meant an increased upfront purchase price (typically 6%) or increased rental rate?
<b>BOARD 7: Local Green Space</b>	
<b>Question 14.</b>	Please identify any compliant sites you think should not be submitted as Local Green Space saying why?
<b>Question 15.</b>	Do you favour including in the Neighbourhood Plan the borderline compliant sites as both Local Green Space and also under a specific policy?
	Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/>
<b>Question 16.</b>	Please identify any borderline compliant sites you think we should submit only as Local Green Space and say why?
	Sites:
	Why:

## Written Opinions and Explanations

Question 1
Weymouth definitely needs more affordable social housing to help fulfil need and reduce dependence on low quality private rented accommodation. Brownfield sites are preferable where these are suitable.
In locations that do not have environmental impact. Exception sites should all have minimum 50% affordable / social housing given they would not be developed otherwise.
Key word is brownfield sites. I feel there should be far more town centre social housing for younger people who struggle to get on property ladder e.g. apartments above retail shops etc.
We should definitely prioritise brownfield areas and minimise greenfield sites. We have used a lot of greenfield over the last few years, very little affordable housing has resulted unfortunately. Mostly luxury high-cost housing unaffordable to most local people. "Nature mitigation" is very minor compared to the loss of habitat.
Need more social housing. Affordable homes need to be at Weymouth prices.
So many local families cannot afford to get on the housing ladder.
Definitely social housing. A family living in B&B or undesirable accommodation will never be able to afford affordable housing.
There are too many empty sites that should have dwellings on them.
Weymouth being one of the lowest paid areas in the country - local families need affordable housing in their area.
It is a great pity to develop Greenfield sites so some gain for affordable homes and the environment is essential to secure as part of the developments.
Affordable housing crisis - need homes for young people and key workers especially.
The dire state of housing provision in the area from pricing to availability.
As is the case in most areas of the UK in Weymouth there is a lack of affordable new housing. Councils need to ensure that NEW housing both market rate and 'affordable' is only available to local people and covenants MUST be in place to ensure that NONE of the new build properties can be used as second homes or rental properties and especially not for air bnb style use and these covenants need to be indefinite.
Its needed and there are too many undeveloped brownfield sites in the town - however accept these may not all be large sites.
It is widely accepted that there is an adequate amount of truly affordable housing for the residents of Weymouth, and the council does not have the powers to stop the use of homes as second homes and holiday rentals, or the ability to force existing properties from being left vacant, or to stop continuing retirement into the area. The inevitable consequence is that we will need to degrade our environment by building more homes on greenfield sites. It is important that any additional housing does not merely end up as second homes or holiday lets within 5-10 years.
But only greenfield where no further problems are created such as flooding and where there are existing social facilities and transport in place or do you expect "social housing" resident all to have motor vehicles.
But only greenfield where no further problems are created such as flooding and where there are existing social facilities and transport in place or do you expect "social housing" resident all to have motor vehicles.
There is a great need to provide a range of employment particularly skilled jobs, matched by genuinely affordable housing in the Weymouth area. It is important that Weymouth Town Council make appropriate local plans in co-operation with Chickerell and Portland town councils, to avoid conflicting border issues and to have more influence on policies at county level. I think more emphasis should be given to strengthening and joining up the Dorset ecological network. Brownfield sites should be prioritised for development, but some of these may be needed for the eco-network and some may be unsuitable for reasons such as potential flood risk, contaminated land or maintaining the integrity and public accessibility of the coastal margin. This last comment applies particularly to the sections of World Heritage coast in the area.

Hopefully no one is arguing against anyone wanting a home they can afford to buy or rent! Along with the wider the planning and development system, so called 'Affordable Housing' is dysfunctional at best. So we should absolutely consider greenfield sites for development (whilst delivering features for sustainable, resilient, and bio-diverse living) HOWEVER this should be part of a wider strategy which also deals with brownfield sites, denser / higher living, second homes and mixed use of employment sites.
Affordable housing is needed for the existing local population and to ensure that young people can remain in the area as they become independent.
There is a chronic shortage of affordable homes in Weymouth. We also need to ensure that the affordable homes are available for local people, and they should remain so going forward.
The question is leading. Of course we need more homes "affordable" is a technical term, we need houses people can afford to live in either rented or owned. Brownfield sites are more expensive to develop so some greenfield development seems inevitable.
The Charm of Weymouth is being rural. I would prefer more rural homesteads. whereby workers can live onsite (Small agricultural holdings) and work hard for the harvest they have sown, small off grid communities. By actually working the land (agrarian society) Reaping what they soe. Self-sufficiently powered with regards to energy consumption (solar). With a move towards an agrarian society / community We tackle a lot of issues. Obesity, employment, housing & antisocial behaviour. Many local people would be happy living in Semi underground Pods "Eco pods", Small On-site Huts and or static Caravans and simply working the lands where they live. If we do not get back to our roots, Move away from Big Supermarkets Who, Let's face it are the ones that Destroyed our towns Nationwide in the first place!! By out competing the small agricultural folks who had always sold the seasonal wonky veg, Not the waxed apples that look so shiny, We have no hope. The keys to life are Moderation. Mediation. and Range. Do we live in range of work and home. Do we Live in Mediation without neighbours. Do we live In moderation with regards to our consumption? We must get back to the meaning of the harvest. Give all what we can, But only take what we need.
Weymouth is better left with its open spaces its part of the attraction to the area.
I support building on brownfield sites but not greenfield.
There are enough brownfield sites to build on. Keep the green field sites alone & sacred.
We should prioritise brownfield sites. A lot of greenfield sites are being/have been developed already at very unaffordable prices with very little affordable housing. Even the affordable houses are unaffordable to local people needing housing on local wages. Sometimes the developer changed how much affordable housing could be built because of economic reasons. So greenfield sites have not helped and are less likely to help than brownfield sites specifically for social housing.
The market is not providing enough Affordable Homes.
I am not content with the definition of 'Affordable Homes' with so much of the earlier generations of Social Housing to Rent having been sold off there is now a considerable shortage of 'Affordable Homes' in Weymouth and nearby areas. This shortage will not easily be addressed. Some 'Greenfield' provision will be needed though without nearby facilities or good public transport Greenfield development can often add to housing costs.
Smaller less expensive for first time buyers, small families / social housing to reduce waiting list or stop young people leaving the area.

<b>Question 2</b>
The good proportion of social housing & provision for land to be transferred to the nature reserve.
Agreed - meets 50% criteria.
Expanding & protecting Lorton Valley is critical so if this achieves this then yes, I feel the Lorton Valley reserve has shrunk too much with expansion of Littlemoor & Louviers Road.
Homes especially affordable and social rent are desperately needed for the local comparatively low paid income.
With smaller gardens in affordable housing. Allotments because essential if people want to grow healthy fresh food.

The road structure is already in place.
Because of the 50% affordable homes.
It is a great pity to develop Greenfield sites so some gain for affordable homes and the environment is essential to secure as part of the developments.
Info confirms working alongside LVNR
This area appears to be tucked away from the main town and the tourist areas so is a good fit for development without having an adverse impact on the seaside experience and the nature reserves of the town. I am aware that there is a desire to increase the use of the beach beyond the rock groins so there needs to be limited housing development at this end of the town along the seafront. There are already roads that can be opened up and would feed the new development. There needs to be sufficient public transport for accessing town and footpaths/cycleways too for traffic free access to town.
Worried a developer would be able to change their minds and not provide affordable homes once planning in principle allowed to the site / not give over land to Lorton Nature Reserve.
Weymouth Town Council does not have the right (powers) to enforce these agreements and there is a significant that the land would be developed under normal Dorset Council approval conditions once development has been designated for housing development.
Impossible access for hundreds of vehicles. This land already previously turned down for development 5 years ago. No social facilities or transport in the area. Previous Council promises to keep green separation between Littlemoor and Preston. Well known flood area can only be exacerbated by development. Democracy in action: you 'discount' residents' feelings when it does not suit you and the 'nod' you have given to Bellway Homes.
Impossible access for hundreds of vehicles. This land already previously turned down for development 5 years ago. No social facilities or transport in the area. Previous Council promises to keep green separation between Littlemoor and Preston. Well known flood area can only be exacerbated by development. Democracy in action: you 'discount' residents' feelings when it does not suit you and the 'nod' you have given to Bellway Homes.
Reasonable percentage of affordable homes, and good opportunity to expand and protect nature reserve and allotment areas. Plan green areas with respect to those in Site 7 at Wyke Oliver Farms.
As long as it also delivers features for sustainable, resilient and bio-diverse living including work space and community facilities.
This meets provision of affordable homes while preserving and extending the Southdown Allotments and enhancing the nature reserve.
There is a high % of affordable homes and it is not far from the main route into Weymouth from Preston. It also increases the size of the Lorton Valley Nature Reserve.
I don't know the details
Allotments are a great start; however The allotments should form a part of the home. or at least be within walking distance.
Developers rarely build the affordable ones, enough people living in Weymouth, doctors, dentist wont cope, nor the schools
Seems reasonable
No building on this protected area
The extra land to the nature reserve and allotments
So long as it delivers 50% Affordable Homes, and the remainder of the site is for public use.
Not convinced that visual impact can be readily minimised on this high and prominent site. Although I welcome potential addition to the Lorton Valley Nature Reserve the distance to access public transport (and the levels involved) render this site a poor one for housing development. Need to safeguard existing housing from rapid rainwater run-off in the event of storms is also a consideration.
This area already has housing in front. Good area within easy reach of town/beach and main road links to wider Dorset.

Question 3
The reasonable proportion of affordable homes and the land added to the nature reserve. 50% affordable & environmental gain.
Similar point to Site 6. Problem is all of these developments mean more reliance on cars especially with public transport declining.
It will not be out of place as there is a lot of private housing already in the area, as long as green spaces and corridors are preserved or created.
Unfamiliar with area.
Again because of the 50% of affordable homes.
Expansion of Lorton Valley Nature Reserve is a good thing.
Also working with LVNR
Refer to 2b as these areas appear to be co-located. This area appears to be tucked away from the main town and the tourist areas so is a good fit for development without having an adverse impact on the seaside experience and the nature reserves of the town. I am aware that there is a desire to increase the use of the beach beyond the rock groins so there needs to be limited housing development at this end of the town along the seafront. There are already roads that can be opened up and would feed the new development. There needs to be sufficient public transport for accessing town and footpaths/cycleways too for traffic free access to town.
Same as Site 6. If safeguards could be built in would be happy with both.
Weymouth Town Council does not have the right (powers) to enforce these agreements and there is a significant that the land would be developed under normal Dorset Council approval conditions once development has been designated for housing development.
Reasonable access to facilities and transport exists.
Reasonable access to facilities and transport exists.
Perhaps aim for 50% or more affordable housing (involving a community land trust?). Possible opportunity to include some allotment sites in this scheme.
As long as it also delivers features for sustainable, resilient and bio-diverse living including work space and community facilities.
Affordable housing for young people is crucial and it is important to enhance the nature reserve.
As above there is a high % of affordable homes and it is not far from the main route into Weymouth from Preston. It also increases the size of the Lorton Valley Nature Reserve.
I don't know the details
You say Aimed at young people. Do you know How many girls in my school knowingly choose to get up the duff because of social housing. since then i have heard mothers tell their young ones they need to get preppers so we can get you down on that housing register. I have also seen many young ladies who say I've got to have another one soon though so i can get a bigger house. The issue is the gamification of the system. Current national policy is acting as an incentive for teenage Pregnancy and is in some instances is the root cause of fatherless childhoods. Parents "Chuck there kids out" so they can get on the housing list but half of the time it is all a pre-planned family arrangement.
Don't take away someone's living just to create houses, the farm has been there for years.
Have no ideas on this
No idea where this is
The extra land to the nature reserve
So long as it delivers 50% Affordable Homes, and the remainder of the site is for public use.
More balanced than Site 6. Welcome enlargement of Lorton Valley Country Park.
Much needed smaller homes needed. Still leaving a sizeable area of land.



Question 4
As long as the proportion of affordable homes was really at least 35%. The designation of a public open space.
Doesn't meet 50% affordable and no extra environmental gain - actual negative environmental impact. Public open spaces / footpaths already exist in this location.
The problem is also size (15.4ha development) vs only 1.9ha open space. We need more open space not less. Focus on brownfield sites should be priority.
This area of Radipole and the valley of the River Wey is a peaceful natural area for wildlife.
Flooding.
As previous. However, the area is very waterlogged at times, and adequate drainage would have to be installed.
2-bedroom houses would be good for young couples allowing them to have at least 1 child, if a 3/4-bedroom home is beyond their affordability.
If some can offer 50% affordable homes why not this one?
35% does not seem enough to sacrifice the fields. Need to deliver at least 50%.
50% needed.
Demonstrates consideration of the wider sites and needs.
I understand that this area off Dorchester Road is already earmarked for new housing, so I have no objection to more affordable housing being proposed here.
Close to schools and buses - query why only 35% affordable. Assume footpaths protected.
Properties in this area are unlikely to be valuable as second or holiday homes and are therefore more likely to stay for local use. I presume in my response that the 9.1ha of land set aside will be the land nearest the River Wey and that the existing footpaths would be maintained.
Reasonable access to facilities and transport exists.
Reasonable access to facilities and transport exists.
Perhaps aim for 50% or more affordable housing (involving a community land trust?).
Good opportunity to protect an important section of the green corridor along the Wey Valley. This comment also applies to borderline compliant LGS sites ref 5A/5B (Wey Valley Water Meadows Fields).
As long as it also delivers features for sustainable, resilient and bio-diverse living including work space and community facilities.
Redlands Farm should not be allocated in the Weymouth Neighbourhood Plan. The land is formally designated and important open gap and a land of local landscape importance in the adopted local plan. The land is a valued landscape by local residents. It is a lovely area for walking, with deer and various different species of wildlife. Already along Dorchester road they have started to build 340 new homes which has eroded the important open gap between Nottingham and Redlands. Please do not allow building on this greenfield site which is outside the defined development boundary and actively used for arable farming. Building on this land will have a significant adverse impact on local residents and deliver a minimum of affordable homes (35% of up to 150 homes is only up to 53 affordable homes).
Not sufficient allocation of affordable housing.
Redlands Farm has previously been designated as an Important Open Gap between the new development south of Nottingham Lane and the Westmacott and Corfe estates. If it is included, then the plans for the additional 9.1ha of land to form part of a public Open Space must be intrinsically linked to the site being allocated for development. The proportion of affordable homes should also be increased to 50%.
I don't know the details
Redlands Farm. Farm being the operative word. Smart regression is progression. Stop building Conventional houses and build community farms, with onsite living quarters. Get the people tending the crops and the animals. Working together, Eating what they produce and selling their excess to the other locals. We should be Building Down. Not up. The houses should be in the sides of hills and under mounds of green earth. Underground dwellings with skylights to the surface, doorways into mounds of earth leading to a modern, Dry, Insulated dwellings within.
Better site for consideration, sports facilities nearby would appeal to younger families

Depends the size of development. Too many properties would be bad.
Too much development in the area
This site is part of a quiet river valley and an important open gap in the conurbation which has already expanded rapidly with Nottingham and Lorton developments. Wildlife requires undeveloped space and nature mitigation in housing developments is usually inadequate. The dedication of open space in the actual river valley is an excellent idea. However this area should already be zoned as undevelopable anyway and there are already public footpaths, so may not really make much difference unless it is going to be specifically managed for wildlife by passing the land to e.g. Dorset Wildlife trust.
This site should deliver more than 35% Affordable Homes.
Generally concerned about the encroachment of development into the open area of the Wey Valley but this proposal with its mitigation measures seems to have some merit.

Question 5
The site is ideally situated for this use as long as a safe junction could be provided onto Radipole Lane, the edges of the site could be left green to allow wildlife movement.
Already next to industrial and landlocked by gold club - better employment use.
This is a small plot off the roundabout and next to Echo offices. It is very groggy land but has access to the relief road, that has already cut the wildlife corridor.
It is important not to lose wildlife corridors and greenspaces.
Not familiar with the area.
Need for homes.
There is a need for more small-scale employment space to create more local jobs.
Too isolated for housing. Other areas on Grandby can be used for employment if needed with so many working from home.
This site is too compromised for residential use as the access off a busy roundabout is compromised. Small scale employment use is possible, but I prefer for it to be retained as a wildlife corridor.
I agree with the designation for this site shown in the Draft Neighbourhood Plan. It is shown as part of an Important Local Gap and as part of an indicative wildlife corridor "Weymouth Golf Course Corridor and Stepping Stone". Residential development here would be somewhat detached from Charlestown, Westham and Southill.
I believe that developing this site for property would be expensive and would not result in significant affordable housing. The amount of additional small-scale employment would be better sited on Grandby or other sites.
Reasonable access to facilities and transport exists.
Reasonable access to facilities and transport exists.
Important component of Crook Hill - Bennett's Water Gardens - Chafey's Lake - Radipole Lake Green Corridor.
It's difficult to comment on small sites without understanding the local context. So if this land does indeed provide a link with a wildlife corridor, then this should be retained.
I needed to keep referring to other documents to respond to many parts.
This is an important wildlife area adjacent to the Southill estates. Traffic in that area can also be difficult at times and any entrance to the site would only cause additional problems.
The green separation of neighbourhoods is vital, it also provides wildlife corridors
If we were to follow my previous suggestions, we would be able to retain a wildlife corridor have Residential dwellings underground and employment opportunities above ground (Farmers markets, Vineyards, allotments) etc.
Already established area shops and facilities nearby
Other land near these areas is already earmarked/being developed so these areas MUST be left for nature and folk to enjoy
Protect this special area
I do not know this area very well

This site would be ideal for a Community Land Trust development - keeping homes local in perpetuity.
This site is isolated from other residential areas. The adverse effect on this wildlife corridor would seem to outweigh the likely benefits. Despite the scale of development to the South & East of Chickerell and proposals to enlarge Southill public transport in the vicinity is very limited.

Question 6
The location is not suited to residential use but could be used for community / tourist recreational activities and this would fit with the provision of café facilities.
Brownfield waste site - needs sympathetic screening from bird reserve. Will be expensive to develop due to landfill etc.
This site should be properly landscaped and rewilded to be included in the Nature Reserve. NOT encroached upon for ore housing.
Flooding
At the moment the site is almost unnavigable by foot with so many brambles etc, it is hardly used at all. A combination of housing and green corridors should be possible.
Sounds like a good idea.
Housing would improve the area.
Ideal mix of affordable homes and green space.
Would lend itself more to leisure / education etc providing more employment than housing.
This site is extremely close to RSPB Lodmoor and the building alone would cause severe disruption to the birth and natural habitat here. It is totally inappropriate to build houses here. It would also have a negative visual impact from the shared use path along the seawall along Preston Beach Road.
If financially affordable to develop and the bird reserve suitably protected (as in RSPB happy) think this could be good.
This site would undoubtedly be expensive to develop and would lead to desirable houses without a good prospect that the non-affordable housing will remain available for locals. It is currently a useful wildlife corridor.
Reasonable access to facilities and transport exists.
Reasonable access to facilities and transport exists.
Nature reserve pinch point, restricting the movement of larger mammals including humans; contaminated land; flood risk. Retain part of site for appropriate small industrial units (e.g. processing inert waste materials for re-use). Most of site needed to connect the existing Lodmoor Country Park into the larger Lorton Valley Nature Reserve area.
As long as it also delivers features for sustainable, resilient and bio-diverse living including work space and community facilities AND is particularly sensitive to the SSSI.
This seems a reasonable number of homes for the site, including 50% being affordable while also protecting the bird reserve and potentially providing an additional amenity to the community and visitors.
This is an ideal area for development providing a sufficient large green buffer is maintained. Again with 50% affordable housing that will help local people find suitable accommodation.
Flood risk
Its spoiled land. Nothing will grow without serious conditioning. Are there not rising Ground gas issues with this site though being a former tip?
Would be a lovely area to live in for families wishing to live on seafront
Unsure if such heavy development would be viable to the surrounding nature
Smaller development with a cagecwoyld be OK but not this large
I don't really understand where this is
Its a big site with ample room for a big buffer separating it from the SSSI.
This may be one of the best options. Land contamination and land stability issues can, I assume be addressed as they have been elsewhere on similar sites, as can flood risk assuming that the maintenance of the sea defences will be guaranteed in the long term. The successful landscaping

of the former landfill areas now within Lodmoor Country Park demonstrate that appropriate tree planting should succeed.

Concern about possible pollution of land from when it was a tip.

#### Question 7

The location is not suited to residential use but could be used for community / tourist recreational activities and this would fit with the provision of café facilities.

Brownfield waste site - needs sympathetic screening from bird reserve. Will be expensive to develop due to landfill etc.

Same as before. A re-wilding of the area in and around the Nature Reserve should be protected. Lodmoor Car park is already sizeable.

Flooding

As before.

Sounds feasible.

Affordable homes being provided.

Maybe too close to Lodmoor - possibly better for leisure including improving access to Lodmoor Country Park - providing employment?

This site is extremely close to RSPB Lodmoor and the building work alone would cause severe disruption to the bird and natural habitat here. It would also have a negative visual impact on the views from the shared use path along the seawall along Preston Beach wall.

Think this car park site could be better used for Park & Ride drop off/ other parking e.g. overnight campervan. Otherwise yes with similar provisos to site 10.

This site would undoubtedly be expensive to develop and would lead to desirable houses without a good prospect that the non-affordable housing will remain available for locals. The site currently performs a useful function for residents that would need to be transferred to another site in Weymouth. I believe that this would be a better site for the park and ride than the current site. Mount Pleasant will only be a viable site if visitors are prohibited from entering Weymouth - this site is at least close to the beach.

Reasonable access to facilities and transport exists.

Reasonable access to facilities and transport exists.

Nature reserve pinch point; contaminated land; flood risk.

As long as it also delivers features for sustainable, resilient and bio-diverse living including work space and community facilities AND is particularly sensitive to the SSSI.

No comment

This would provide a reasonable number of new homes, including 50% being affordable and while still protecting the bird reserve.

Although suitable I am not sure if the loss of the Preston Beach Car Park is a good idea. Would it still be viable with a smaller footprint on the unused overflow car park?

The site is very sad now but is at high risk of flooding

AS above

Area already being heavily developed

Absolutely object

This area is a car park now I think

The site is not much used. There is adequate beach parking at Lodmoor Country Park. Perhaps there could be some car-parking for the Bird Reserve on this or the wider site. The HRC should be moved to Dorset Council depot in Charlestown.

Similar comments to 10. Public transport provision is good provided that winter services do not continue to decline. Good access to the Cycle Network.

Concern about possible pollution of land from when it was a tip.

Question 8
There is a need to redefine the use of the town centre as the current number of retail premises are not needed and a vibrant centre will support those that remain. Public access to the whole of the harbourside should be maintained. Leisure facilities & use for residents need to be insured rather than targeting seasonal facilities.
Some sites yes and others no. There needs to be a proper plan for the town centre and don't be afraid of building UP. Peninsula should be 100% leisure site but bowling alley could be mixed use. North Quay a bigger plan as old High Street etc. Westwey House could be change of use short term to relieve pressure while a longer-term plan for Westway Road is developed.
I think Dorset Council should also give much more consideration to building social housing too.
With no bowling alley and no ferry service the policy is irrelevant.
Shops are disappearing almost weekly.
The Town Centre needs green spaces not more intensive development. I think the policies need updating.
Less retail - more housing.
They need updating.
UK high streets are dying slowly and steadily as retail requirements for the majority of the population are changing irreversibly. There is more need for small independent outlets offering products that are less available online. There is also a need for more leisure offerings and as correctly stated in the plan there is a requirement for offerings that fill the gap after mainstream outlets shut at 5pm. People are slowly moving away from alcohol as the key factor in having fun so this needs to be taking into consideration. Retail buildings must be repurposed into accommodation and not just aimed at rough or shoddy HMO's. There is no reason at all that residential offerings can't be aimed at young and aspiring people even young families as they won't require cars (ICE or EV). Look at the growth in flats in our trendy cities. Weymouth is a great town but the shabby streets behind the seafront Esplanade let it down badly and need to be improved. Better food offerings are greatly needed. Looking at the boats in the marina makes me wonder where all these wealthy people eat at night? The area by the station is ripe for development as residential as the connectivity is perfect-live 5 minutes' walk to the best beach in England and jump on the train to get to work or work from home. Many of the areas in town earmarked for development could be 100% affordable to appeal to locals.
Needs modify/updating. WEY02 - One idea is for car parks fronting the harbour, these could be retained as car parks with flats above overlooking the harbour - same height as the ones on the opposite side - no parking spaces lost and gain in housing above the potential flood risk level. WEY07 - since nobody seems to want to develop the hotel why not update all this (Westwey & North Quay) area as just housing with small retail/cafes. WEY06 - no ferry so needs updating.
The retail environment has changed totally since it was written and more out-of-town shopping has been permitted (Mercury Road, edge of Granby). The document refers to the Ferry Peninsular. The idea of housing and a continued ferry service on the peninsular is not viable. Westwey Road had a gas storage site when the plan was written and is now a major opportunity for the town. The road, however, is extremely busy which seems to have been ignored.
Please note I could not place a comment in the response box for Question 8b, as it was protected. I have two comments on the Town Centre Policies: 1. WEY6. Redevelopment should continue to include provision for the possible resumption of (passenger?) ferry services. Should they resume, I think a bus or light rail link from the ferry terminal to the park and ride via The Esplanade and the railway station would be beneficial. 2. WEY7. I recall that Magna Housing Association prepared plans for affordable/social housing on the North Quay site which was generally well-received following public consultation. Resumption of this scheme would certainly help meet the objectives of this survey.
We need a new Town Centre Masterplan which dovetails into the Seafront Master Plan, and which doesn't assume retail as the primary use, and which openly acknowledges the flood risk.

My concern would be that town centres are changing everywhere due to the rise in online retail and perhaps more residential development could be provided in parts that were formerly retail premises, not simply above retail premises. (WEY2)
The loss of parking could do serious damage to the Weymouth economy. These could go ahead if suitable alternative parking (multi-storey?) was provided at the start of the development.
Things have changed since it was drafted
I don't know what these policies are.
Don't know
Not sure
Not updated. Do not reflect local folks' opinions
Don't really understand all the local factors in the town centre as I don't live in the town centre. I do think more use should be made of space above shops to become flats instead of empty storage or ex office space.
They all need updating to reflect what has happened and update what is needed. In 2023 we need less large retail in the Town Centre - it's all gone on-line or out-of-town.
The description of Weymouth Town Centre as 'thriving' is becoming hard to maintain with the steady reduction in shopping and leisure facilities and the deterioration of the fabric of many buildings. The character of the Town Centre Conservation Area is at peril with many vacant or underused buildings. Town Centre/Seafront blighted by too many private cars.
Continuous development of the town's facilities is needed to attract new residents and keep younger people from leaving.

<b>Question 9</b>
As long as at least 35% of affordable homes are included this will contribute to the target and if the potential green space and transport links are realised.
Access to this site is the key - it's not obvious.
Trade off with current owner to set aside land for common use in return for permission build restricted development.
Again, affordable homes for local low-waged people are desperately needed.
Area unknown
Maintains LGS and also provides housing.
In an area where housing is already established.
I'm not particularly familiar with this estate so the local residents should be consulted directly as only they can give an opinion on the requirements for green space here. I also have no idea about the requirements for more housing within this estate.
I would favour the affordable homes development but on a smaller scale to minimise the risk of building a ghetto. I am not aware of the available facilities for residents.
Your form does not work - I choose box b because it is ideal for social housing with good facilities and transport links.
Designate whole area as Local Green Space (Ref 23).
Biodiversity net gain obligations.
I believe the development proposed here would amount to overdevelopment and also the green space is an important local amenity.
There is already a large green area to the south of this site.
These are prime development sites, not suited to green space development
You say, Possibly include New Bond St, Westwey House, Land North of Littlemoor Road. This need to be clarified as the land north of Littlemoor road should be a green space but would be happy for New Bond St & Westwey House to be affordable homes
Too many people for the services
Regarding land off Beverley Road - Land lies on water flood plains - as a resident of this area I can confirm the area IS UNSUITABLE for building and is an integral area for wildlife and also part is a beautiful space for dog walking and just generally as a nice open green space.
Should be preserved as described

The area is already very intensively developed.
So long as the development is no bigger than shown and it is at least 50% Affordable Homes.

Question 10
The area seems unsuitable for residential use, especially a split use, while employment / training use would be a better fit with existing activity.
Yes, to develop BUT mixed use of employment and flats above.
Build-up - this is the most obvious brownfield site in Weymouth and could easily provide social housing. Location is ideal and much better than what is there now.
Would be an ideal space for Skills Training Centre.
Sounds like a good idea.
Railway will not impact the houses with regard to noises etc.
I don't think it is ideal for housing it is better suited to employment use.
Accessible by public transport - could be part of Weymouth College expansion?
Ideal spot close to town and a station for people to live. The current space is totally under-utilised.
A good location for affordable homes, near to town and transport. Also a good location for more employment and skills training. Perhaps half employment and half residential.
Good site with flat access to town centre and public transport - minimising need for cars. Feel this could be mixed use with employment skills training on lower floor and flats / maisonettes built above as done around many rail terminals. Walking distance to Radipole Park, nature Reserve and Weymouth Beach mean that lack of large gardens not such a problem. I didn't pick C as I'd see this as primarily residential with employment skills training as secondary. Accommodation for people more important than fast food, road layout might need to change.
There are under-utilised industrial buildings already in Jubilee Close (used for retail and social club). This site would also be ideal for homes for the elderly which could free up housing elsewhere. AS an aside, I have never seen cars queuing for fast food on the approach to this site because they have their own access areas.
Ideal for social housing in town.
Ideal for social housing in town.
Site unsuitable for housing. But very suitable for employment/skills training. Consideration should be given to leaving space for a turntable to facilitate turning round heritage steam engines; we may also need to retain some space for sidings on the basis that freight / postal rail transport, may resume in the future.
As long as it also delivers features for sustainable, resilient and bio-diverse living including work space and community facilities.
Option C is the most balanced response for the site.
Whatever goes forward this site should be developed as at the moment it is just a wasted space. My preference would be for residential housing with at least 50% as affordable. Some form of skills training could be provided but residential housing should take priority.
You cannot force industry to locate there unless there are incentives, build a railway turntable for steam excursion use
Near to a railway line, Employment and skills training seems appropriate with possible a live on-site campus. Like a Uni accommodation block. Would be ideal for the night economy in Weymouth but could also bring challenging behaviour.
Ideal with transport links
Area is already built up and would be suitable for affordable housing development - also seems a bustling hub of business.
Good use of the area
This seems a good area for housing
Weymouth needs more employment sites and/or a new skills training centre.
The Town (together with Portland and to lesser extent Chickerell) has lost much employment land in recent decades. Even when land is intended for employment use much of it goes to retail uses (which do not add to employment overall but redistribute it). For this reason I am cautious about

A even though this is what the area would seem to need most. Are live-work units a possibility here?
Homes close to transport links are popular with commuters and have easy access to town facilities.

Question 11
Better suited to rewilding and inclusion in the general green space3.
Wrong place.
We need a good P&R system. Parking in Weymouth is big issue but could be elevated if a P&R system works. NB Oxford has a great P&R facility that people use.
Land designated for (small) local business was recently lost at the Mercury Road site with the arrival of Dunelm and another McDonalds etc.
Need to encourage small businesses
Weymouth needs the employment.
Land North of Littlemoor Road Not Southill Car Park.
As an alternative in a different part of town if they can be confirmed as needed.
Too close to RSPB Lodmoor so inappropriate to have any building let along industrial units with their potential for noise traffic and general disruption to the fragile ecosystem.
Can be used for anything else and we need employment sites.
Access is poor and the site is contaminated.
Ideal for industrial units.
Ideal for industrial units.
This land should be added to the nature reserve. It is already partly re-vegetated and will reduce the pinch point.
As long as it also delivers features for sustainable, resilient and bio-diverse living/working including work space and community facilities AND is particularly sensitive to the SSSI.
It is important to meet local employment needs as well as housing.
The priority should be for skilled employment as other areas such as Weymouth Gateway only provide low skilled retail employment.
There seems to be a shortage of such units
They should be affordable industrial units for local companies. for Example, a Distribution centre for Locally farmed food that can be purchased via an app and have the Distribution centre distribute it from a central hub. Sometimes you have to create the change you want to see. The council owns and manages farms Why not be a for profit council and Start a Farm product collection / Distribution service. I Pay way more for my Local meat. I pay above and beyond for local eggs and there are many other farm shops out in the sticks that if i could access i would use more often than i do currently. (i can only attend the ones within cycle distance) If the council could consolidate this produce and store it, Have it orderable via an app and deliverable by a local driver or better yet a e-cyclist i would be your first customer. I just worry about the over consumers and the entitled many. We have a Disposable consumer base everything gets purchased, played with and or broken, then sent to the tip. This needs to change. I Rescued a 32in TV the other day from landfill. 3 LEDS had blown. Causing a no backlight issue, Each LED cost me £0.08 so for 30 pence investment i managed to salvage and fix and save this tv from landfill works wonders now. I have no need for it however so i will have to try find it a home with someone else. Carbon ZERO Is a big ask. The masses, They are Addicts, Addicts to energy and consumption. How can we usher them into Carbon Zero without a Radical change from them, a change to their habits and lifestyles. an attitude of Fix it Instead of chuck it away. I grew up with my great grandmother around me. If i had a hole in my socks She would darn them back together for me, If i lost a Button she would affix a new one. The majority are into fast fashion now days, Buy it, Use it, Chuck it. I'm anxious about the future because i can sense that the addicts of consumption are going to kick off whilst we transition to net zero. How about a Salvage centre at this location?
Not sure this is needed in Weymouth
Seems reasonable



Dog walking area - should be kept as such
Employment needs are important. Unfortunately most of the employment units near Sainsbury's are turning into shops. These do provide employment but at the expense of other town centre shops closing.
The northern part, is only suitable for industrial use.
Though I do have concerns as stated in respect of Site 5, again would live-work units be appropriate here given the mainly residential character of the area to the West and South?
Concern over pollution.

Question 12
LA/WEY007 - should be developed for either employment or residential use (with 50% affordable homes) as it is next to the present large development.
LA/WEY027 - Should be kept as a community car park to support local facilities.
Yes, Southill site is an obvious one. It is surrounded by housing and right next to the shopping precinct.
LA/WEY043 - not in favour - flooding.
LA/WEY002 - possibly in favour - need more details
LA/WEY027 - redundant at the moment
LA/WEY007 - would not detract from area as long as green corridor kept.
No - the more sites to be considered will delay action on the other sites.
Yes - All need to contribute to response to climate emergency.
LA/WEY027 - included to protect it.
I honestly don't really understand the question being asked.
I object to the inclusion of the car park at Southill at LA/WEY/027 as "suitable for allocation in the Neighbourhood Plan in principle". I note that Board 6 says that no development is currently planned, but I consider that inclusion sends the wrong message. It would be folly to develop any part of the car park. It is very well used by the users of the many community facilities and shops / take-aways in Southill, also some people collecting children from school. There would not be room for these vehicles to park on nearby roads; and more parking than now on those roads would be unwelcome and unsafe. loss of the car park would adversely affect the use of the facilities and could make them unviable. Allocating the car park for potential development is contrary to the Draft Plan's objectives to protect community facilities and to promote sustainable neighbourhoods.
Agree with Mount Pleasant Old Tip but not sure why it's in housing?
LAWAY007 - could be housing with AONB constraints
LAWAY002 - could easily add 1 level to the car park (dual storey not multi-storey) which would free up less the accessible car parks in town for housing development.
LAWAY007 - Favour - limited impact
LAWAY02 - Favour - Limited impact because most people do not park at local shopping centres.
LAWAY002 - Do not favour - The Swannery needs to remain as our primary tourist car park.
LAWAY006 - Favour - limited impact.
LAWAY007 & LAWAY027 should be allocated as they have facilities and transport opportunities nearby.
No. Bincleave site LAWAY026 should not be developed for housing due to its sensitive location on the World Heritage Site and vulnerability to coastal flooding and storm damage; it is suitable for maritime-based employment and light industry, and public access.
It's difficult to comment on small sites without understanding the local context.
I do not favour development on the land adjacent to Southill (LA/WEYM027) because it is important to retain the green space and the mature trees as well as the local parking as important local amenities.
LA/WEYM/007 should primarily be for skilled employment but if that is not viable then it should be used for residential development. LA/WEYM027 should not be developed as it provides parking for the local shops and the pub. Loss of that parking could damage the viability of those premises.

Don't know
i don't know what you are referring to regarding display board 6 However, on the barren land Far side of the memorial gardens located by the Jurassic rocks round about (Littlemoor/Broadwey) there should be allotment plots. It's an Ideal patch of land. When you enter the memorial gardens with the benches and iron veterans and walk to the very end of the path there is a shortcut that dog walkers use connecting that baron patch to Icen lane. that where I'm thinking. Else get some fruit trees planted there or something. and a local Foraging map (I have already created a local Foraging map application. For personal use currently) I have pins For black-berry bushes and elderberry, Apply trees, Plum trees etc Would love to be able to have an entire network of Free food
No
N/a
The land adj. to Southill Shopping Centre should not be included as a site suitable for housing.
Have doubts that WEY06 (Ferry Peninsula) is suitable for housing. Agree that priority for Westhaven Hospital need to be for retention for Health Services. Swannery Car Park (WEY02) need to be the Town Centre's principal car park. If any further car parks are to be reduced or development (WEY06 - Ferry Terminal should be!) retention of the Swannery Car Park becomes even more important. Perhaps part of it could be decked.

<b>Question 13</b>
Only if this could be done without hazarding the access of the target population(s) to affordable & social housing.
Big challenge at present with build cost inflation, cost of living and interest rates. I would stick to national building regulations / standards.
Yes, very much so. Current housing built by big developers are very poor quality just maximising their profit. I would never buy a new build!
Yes, it is imperative all new build is sustainable - solar panels, insulation, heat pumps, no gas.
Yes - with discount for any social housing.
A good idea but will make owning a home even further down the road than it is now.
Not necessarily. The new houses on Dorchester Road opposite M&S Food petrol station have all these features and are not all sold.
Yes - we have to make a start on the move away from dependence on gas boilers.
A balance needs to be identified that ensure the costs can fulfil the intended outcomes - realistic costings are essential!
That's a difficult question as it's not me paying the 6% premium! In theory anything that reduces costs for home owner / tenant in the long term is a good thing, but it depends on how long it takes to recoup the 6% premium. The sensible approach in my view is to make the developer absorb the 6% as they have broader shoulders than the general public and don't ever sell houses at a loss.
Yes, it is more difficult and more expensive to retro fit such features.
Any decision of this nature needs to be made by central government. It would not impact me as an existing resident so I cannot speak on behalf of others who are looking to buy/rent.
Yes
Yes
Yes all new houses should be constructed with solar tiles or panels, for example.
Unequivocally yes! Investing now on such things will save us literally trillions of pounds in the future ( <a href="https://www.bbc.co.uk/news/science-environment-62892013">https://www.bbc.co.uk/news/science-environment-62892013</a> ).
Generally yes but it is important to ensure that mitigation to enable access to those who need affordable housing is made.
Yes. Hopefully the higher construction standards would be offset by reduced running costs for the households.
Yes, but only if mandated to make a level playing field.
Yes and no I can't afford an increase in rental costs. But yes, I would support for example solar to reduce energy bills. However. I feel that in the same way a private household would benefit from

the solar panels attached to their roof a social tenant should be equal to this. So not using the social housing stock to offset the Company/Charity's overall costs but direct that energy saving to the tenant of the property. So let's say, A social tenant with 5 solar panels attached should have the same energy cost reductions to their energy bills as a private property would have For 5 solar panels attached to there, (Under same wattage and lighting conditions) just for equality's sake. But Ideally, we should strive for many individual rural communities that are self-sufficient with regards to food production and energy generation. and a small-scale local grid to divert power to another area in the event of an emergency
No
A lot of new builds appear to be poorly done. Higher standards and eco should be maintained
No, life & living is far too expensive as things are
Yes
Yes
Yes
With reference to sustainable living the adoption of Lifetime Homes standards (or similar) should be widely employed. Not only would this enable elderly or disabled people to remain in their homes for longer, but it would reduce the cost of adapting homes (sometimes at a cost to the public pocket) and make them more visitable by family members and friends who have disabilities.
Yes

<b>Question 14</b>
None identified
No
We need more green space - not less. Focus on true brownfield sites in Town Centre and work out.
I support this idea and the nominated sites.
All compliant sites should be submitted.
They should all be on the list and should remain as green spaces.
None
I think they should be all submitted.
What does 'compliant' mean here? It's not clear that LGS has a specific meaning in land use terms and what the pros and cons of an LGS submission are.
What needs to be done to take the sites with borderline compliance into the strongly comply should be assessed. Those that can easily be improved should be and those that cannot move into the non-compliant list
None
All the land surrounding Bincombe church should be left alone. Even the area you have already started clearing should be returned as a farm land. Holy Trinity Church dates from the early 13th century. Large military camps for the observation of the English Channel were formed on the hills in this parish in the reign of George III, and two deserters, in trying to escape with details of the different camps, were captured in the English Channel, tried by court martial and shot on Bincombe Down. Their remains are buried in the churchyard, where the stone can still be seen. The same incident, differently interpreted, forms the basis of Thomas Hardy's short story, The Melancholy Hussar of the German Legion. It is also a great example of an early Dorset hamlet; Most were lost during the black death and of the few that survived many have been purchased and re-developed by Wealth city folk. It is like a working time capsule of historical importance. This area should be kept as Green space and development should be on the other side of Littlemoor up the top fields, Heading towards town centre etc. This Area and All the land that surrounds it should be left alone. I'll accept the developments more towards Gould's garden centre that are now going up but the current Littlemoor shopping centre should retain the view of the fields and the church in the distance and the Sun gate burial of our ancestors (Bincombe Bumps) No buildings should be built on that side of the road. I am angry that you are building on that side of Littlemoor. Development should have been towards Weymouth town and Lodmoor Not towards Bincombe. I

escape up Icen lane towards my quiet safe space up Bincombe church where i often cry to myself and remember my ancestors, family, and friends. Seeing the Hamlet nestled in the hillside off in the distance is what makes me happy as i leave the doctors surgery. Building there will destroy the views Destroy the history and create a road nightmare. Icen lane (A roman lane with ancient hedge row) sliced in half by the relief road/bypass that is of no use to me as i only ever walk or cycle because i am Trying to be the solution to the net zero issues. You will then Expand Icen road lane etc then Probably make it two lanes. then stick stupid signs everywhere. Then more people will use it as a rat run to get on to relief road. etc. spoiling the hamlet No I'm not happy about any of the development on this side of Littlemoor. Where you have got to you should stop now. I.e. by Canberra crescent. LEAVE BINCOMBE AND THE FIELDS THAT SIT ALONG THE BOUNDRY THERE ALONE. I Know you have Cleared the fields all the way along there. up to the bend on Icen lane But just stop it. Please. All of the land Backing onto the Grove and wishing well, Watery lane should be protected. (Historical importance) But that Probably will be though as the council staff live down that direction. My main green space is my hamlet in the hillside that is about to have its greatest observation points blocked by development. I know you're not going right up to the church But any building on that side of the shopping centre and by Jurassic rocks will ruin it all.
Wyke Oliver farm, established business farming.
Agree
????
I think all sites should be approved.
None
I support the safeguarding of all sites listed. The character and amenity of Weymouth benefits hugely from the many areas of Local Green Spaces ranging from important open gaps, between neighbourhoods to small area of pocket open space with varied character and uses. Ready acces to open spaces area is important to public health, wellbeing, and fitness.

Question 15
I am generally in favour of these from those I know but have insufficient information on which to prioritise any support of sites.
Mount Pleasant Old Tip - I agree with the plan proposal.
All existing green spaces and parks like Radipole Park Drive & Lodmoor Country Park.
5A & 5B, 20, 26 & 27.
Hurdlemead- Field adjacent to Hurdlemead.
Land South of Wessex Roundabout
All listed
20, 26 and 27
WNP02
WNP03
What does 'compliant' mean here? It's not clear that LGS has a specific meaning in land use terms and what the pros and cons of an LGS submission are.
No comment
I do not feel I have a good enough understanding of the pros and cons to respond.
I believe that 5A Wey Valley Water Meadows Field A and 5B Wey Valley Water Meadows Field B may only be borderline due to the definition of green space size. These two areas should be intrinsically linked to become Public Open Space, along with other fields to the east, if any development takes place at Site 9 – Land at Redlands Farm.
Don't know
I don't know i feel sad.
Don't know
N/a
????
I think they should all be protected however this can be done. Most have been used for public leisure for a great length of time and some could probably qualify as village greens anyway so

protection as a local green space seems obvious (Bowleaze hill, Bingleaves). The water meadows along the river Wey should definitely be protected and the public should have access along public rights of way to enjoy the peaceful undeveloped riverbank area.

It's good to have a back-up.

The list seems comprehensive although I wonder if any area of land which remains undeveloped on development sites, by reason of Section 106 Planning Agreements might also be considered. I am aware of small sites at the end of Hetherly Road which was developed despite local understanding that it would be safeguarded.

#### Question 16

5A & 5B - Nature & public

20, 26, 27 - Recreation public - time immemorial.

Wey valley walk, Radipole to Broadwey - deserves better protection as a nature corridor and also for public recreation.

Building on these sites would require huge infrastructure renovations - especially sewage, and roads cannot take any more traffic - so need to keep green.

Too isolated for housing & not needed / inappropriate for employment.

All the borderline compliant spaces listed should be protected as local green spaces as non are suitable for development and should remain as spaces to be enjoyed by the locals and visitors as areas for leisure, health, and wellbeing.

Good coastal access (views) parkland

You promised separation between Littlemoor & Preston. Area subject to flooding. Impossible for further vehicle access.

You promised separation between Littlemoor & Preston. Area subject to flooding. Impossible for further vehicle access.