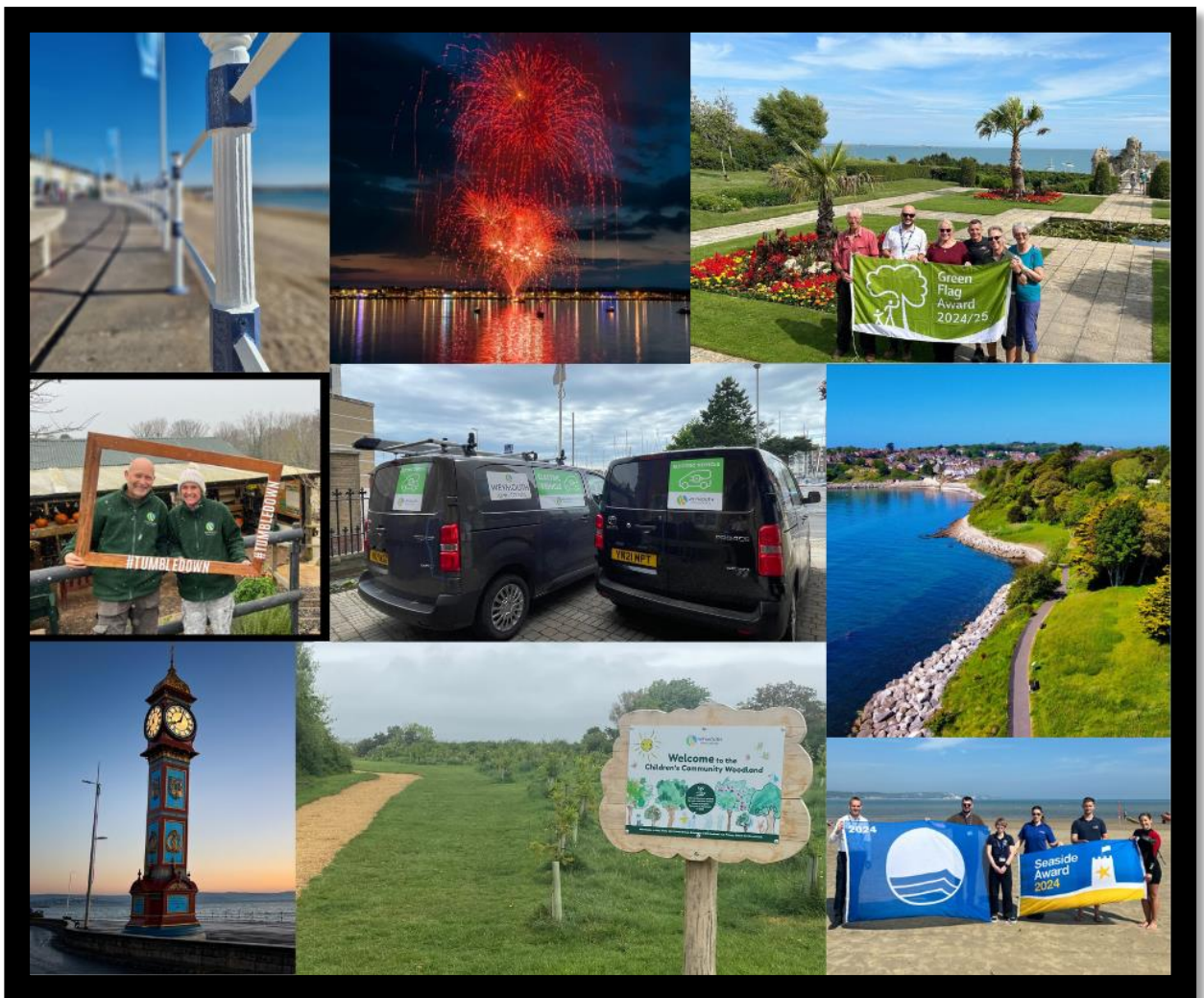


**DISCLAIMER:**

This is still a draft and subject to changes such as proof reading and other minor changes, including missing maps/links



# Weymouth Neighbourhood Plan 2021 - 2038



Submitted by Weymouth Town Council to  
Dorset Council in December 2024

# Weymouth Neighbourhood Submission Plan – November 2024

## Foreword

Weymouth Town Council is the qualifying body for the Neighbourhood Plan (NP) and determined that a Plan was required for the whole of Weymouth rather than individual Plans from each area. The Council decided that the Plan should be developed by a delegated Steering Group through a process of community engagement. Members of the Steering Group, seven residents and four councillors, represent different communities and interests across Weymouth. Steering Group members have supported regular monthly meetings, led the various theme and focus groups, helped compose our surveys, and supported a range of walkabouts and community events.

The Plan responds to resident's concerns by addressing in planning policy terms the need for more affordable homes (especially social housing), better and local job opportunities, protecting and enhancing our natural and built environment and helping our communities thrive.

A major concern has been how the area responds to the Climate and Ecological Emergency. The Plan identifies overarching objectives supported by Supporting Environmental Targets in relevant policies which provide guidance to developers in addressing concerns and that this will be given weight in assessing planning applications.

Critical to Weymouth's future is adequate sea defences. Dorset Council has commissioned work to produce the Outline Business Case to obtain funding from the Government for the necessary improvements to the Weymouth Sea Defences, without which the risk of flooding in the town centre will increasingly affect existing residences and businesses in the town centre. This Plan assumes that this work is successful, and that funding is obtained such that defences are put in place to ensure that the existing flood risk to the Town Centre is managed.

We'd like to thank all those who have contributed to the Weymouth NP. The names of those who have formally contributed their time and energy to producing the plan are on the following page. Six local schools have used our materials and have said what they want for Weymouth's future.

The Regulation 14 Consultation provided valuable feedback on where the plan could be improved and critical feedback from statutory consultees and residents on the plan and its policies particularly relating to proposed site allocations. These responses have been captured, published, analysed and have resulted in changes to the NP. As a Steering Group, we have worked together to address the concerns whilst still maintaining the objectives of the plan derived from the early engagement with residents. We believe the plan is ambitious in its scope, and provides a sensible balance between shaping needed development and protection of valued spaces.

The change of government, nationally and locally, has brought new intentions to improve the planning system and direct development. But these will take time to produce material benefits. The Weymouth NP provides a safeguard against unwanted development in the Weymouth Area. The Local Plan is out-of-date, will not deliver the homes Weymouth needs and is subject to challenge. Without the Weymouth NP there is a risk that developers will potentially build the wrong type of homes in the wrong place.

The Neighbourhood Plan has been mainly funded by central government, through Locality, which has enabled us to appoint our planning consultants ECA (Rachel Nokes) and Paul Weston, use Dorset Coast Forum to assist our public engagement, and commission technical assessments. Without this expert support, this plan could not have been produced.

When you look at the Plan, we ask that you ask yourself will this benefit Weymouth and in particular future generations in Weymouth.

Lastly, but most importantly, we'd like to thank the residents of the Weymouth area for supporting our various engagement events, and responding to our surveys that have shaped a plan for all of us.

Cllr David Northam

On behalf of the Weymouth NP Steering Group

11<sup>th</sup> November 2024.

# Weymouth Neighbourhood Submission Plan – November 2024

## **Weymouth Neighbourhood Plan Steering Group**

Current Chair: Cllr David Northam, and Vice Chair Colin Marsh.

Current Members: Rob Cheeseman, Phil Watts, Lara Wood, Penny Quilter, Michael Bevan, Cllr Jon Orrell, Cllr Howard Atkinson, Paul Barber

Previous Chairs of the Steering Group: Sandie Wilson, Cllr Lucy Hamilton

Previous Members: Cllr Colin Huckle, Graham Perry, Paul Appleby

Members of the Initial Steering Group May 2021: Cllr Lucy Hamilton Chair, Cllr David Northam Vice Chair, Cllr Pete Barrow, Cllr Ann Weaving, Nick Spence, Phil Watts, Robert Cheeseman, Lara Wood, Sandie Wilson, Colin Marsh, Peter Dye (PD) Deputy, Penny Quilter Deputy

## **Members of Theme Groups 2021-2023**

**Homes:** Cllr David Northam, Peter Dickenson, Paul Barber, Phil Watts, Cllr Ann Weaving, Cllr Colin Huckle, Kevin Hodder, CEO East Boro Housing Association, Nigel Read, Development Mgr, East Boro Housing Association, Paul Hoffman, CG Fry & Sons, Teresa Rabbetts, Housing Enabling Officer, Dorset Council, Sue Prescott Weymouth CLT

**Jobs:** Cllr David Northam, Phil Watts, Chris Wilson WADT, Steering Group members: Colin Marsh – Vice Chair of WNP Steering Group, Phil Watts, Adrian Imrie – Weymouth & Portland Chamber of Commerce (WPCC), Chris Wilson – Weymouth Area Development Trust (WADT), Graham Perry – Resident, Paul Appleby – WPCC, Helen Heanes – Dorset Council (DC), Cllr Jon Orrell, Cllr Ann Weaving, Cllr Peter Barrow, Rob Cheeseman, Jon Slope, Help & Kindness, Mick Archer, resident

**Environmental Sustainability:** Rob Cheeseman, Colin Marsh, Penny Quilter

**Landscape & Greenspaces:** Colin Marsh, Sandie Wilson, Rob Cheeseman, David Morphey, Paul Barber, Robert Turner (River Wey Society)

**Community:** Penny Quilter, Colin Marsh

## **Members of Initial Steering Working Group Dec 2020 to March 2021**

**Councillors:** Cllr Pete Barrow, Cllr Jan Bergman, Cllr Lucy Hamilton, Cllr David Gray, Cllr David Harris, Cllr Graham Lambert, Cllr David Northam, Cllr Mark Tewkesbury, Cllr Ann Weaving, Cllr Ken Whatley

**Resident Members:** Paul Barber – Local Resident, Tracey Barter - Town resident, Haydn Beazer - Property Developer, Michael Byatt – Local Resident, Rob Cheeseman - Local Resident, Pauline Crump – Weymouth Civic Society, Peter Dickenson – Local Resident, Peter Dye - Sutton Poyntz Neighbourhood Plan formerly Chair, Steve Elsworth - Chair of Friends of Castle Cove Beach Group, Maxine Foster – Local Resident, Tony King – Upwey Society, Colin Marsh – Sutton Poyntz Neighbourhood Plan, Sarah Moyle – Chair, South Dorset Ramblers Group, Graham Perry – Weymouth BID Director and BID Representative, also member of Weymouth Museum and Civic Society, Sue Prescott – Chair, Weymouth Area Development Trust, Penny Quilter – Local Resident, James Sewry - Local Resident, Nigel Shearing – Residents Group – North Harbourside, Nigel Sims-Duff - Local Resident, Nick Spence – W&P Chamber of Commerce, Rob Tripp – Landsdowne Square Residents Association, Sandie Wilson - Local Resident, Phil Watts – Local Resident, Claudia Webb – Weymouth BID, Annerose Weiler – Local Resident, Chris Wells - Local Resident, Jason West – Weyforward CIC, Lara Wood - Local Resident.

## **Council Members of NP Working Group Oct 2019- Dec 2020**

Cllrs Gill Taylor, David Gray, Peter Barrow, David Northam, Christine James, David Mannings, Lucy Hamilton and Mark Tewksbury

## **WTC Officer Support**

Michele Williams, Sarah Hudspith, Ben Heath, Jane Biscombe, Clive Tuck, Rosie Osborne, Emily Brown.

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Acknowledgement goes out to Richard Murgatroyd and Jim Perkins for supplying some of the images.

The maps used in this plan are a mix of reference maps from outside sources and generated maps for the Neighbourhood Plan. The generated maps have either been plotted using Dorset Explorer, Google maps or drawn using a GIS system. These maps provide a general indication of the intent and the Steering Group apologies for any errors. A further edit and review will take place prior to the Submission Plan in 2024. It is noted that the Local Green Spaces in some instances overlap onto roads – this is not the intent.

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## Weymouth Neighbourhood Submission Plan – November 2024

References to the Local Plan are to the West Dorset, Weymouth & Portland Local Plan 2015, unless otherwise specified/

References to the Neighbourhood Plan are to the Weymouth Neighbourhood Plan, unless otherwise specified.

All references to the Town Council are to Weymouth Town Council.

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W02	<a href="#"><u>Conservation of the Natural Environment</u></a>
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W05	<a href="#"><u>Ecological Impact of Development</u></a>
W06	<a href="#"><u>Trees, Woodlands, and Hedgerows</u></a>
W07	<a href="#"><u>Rights of Way, and Access to the Countryside</u></a>
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W11	<a href="#"><u>Incidental Open Space</u></a>
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Development and Homes Policies	
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W24	<a href="#"><u>Land at Jubilee Sidings</u></a>
W25	<a href="#"><u>Mount Pleasant Old Tip – Transport Interchange</u></a>
W26	<a href="#"><u>Self-Build and Custom-Build Housing</u></a>
W27	<a href="#"><u>Community Housing Schemes</u></a>
W28	<a href="#"><u>Specialist Housing Provision</u></a>
W29	<a href="#"><u>Houses in Multiple Occupation</u></a>
W30	<a href="#"><u>Exception Site Development</u></a>
W31	<a href="#"><u>Principal Residence Requirement</u></a>
W32	<a href="#"><u>Town Centre Car Parks</u></a>
W33	<a href="#"><u>Timing of Infrastructure</u></a>
W34	<a href="#"><u>Sustainable Development</u></a>

## Weymouth Neighbourhood Submission Plan – November 2024

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W35	<u>Loss of Business Premises</u>
W36	<u>New Business Development</u>
W37	<u>Mixed-Use Employment Schemes</u>
W38	<u>Higher &amp; Further Education &amp; Skills Provision</u>
W39	<u>Weymouth Town Centre</u>
W40	<u>Temporary Activities and Uses</u>
W41	<u>Sustainable Tourism Development</u>
W42	<u>Offshore Renewable Energy Projects</u>
W43	<u>Community Energy Schemes</u>

<b>Communities Policies</b>	
W44	<u>Design</u>
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W54	<u>Sports and Recreation</u>
W55	<u>Public Spaces</u>
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# Weymouth Neighbourhood Submission Plan – November 2024

## 1. Introduction

### The Plan Area

- 1.1 The Weymouth Neighbourhood Plan applies to the parished area that is under the jurisdiction of Weymouth Town Council. The plan area, designated as a 'neighbourhood area', for neighbourhood planning purposes, by Dorset Council in July 2020, is shown on Map 1 (delineated by the red boundary).
- 1.2 In designating the parished area of Weymouth as a neighbourhood area for neighbourhood planning purposes, Dorset Council made the following statement:  
*“Dorset Council has approved a request from Weymouth Town Council for the designation of a Neighbourhood Area, which is the first formal stage of preparing a plan. A Neighbourhood Plan aims to give residents more control over planning policy in their local area, and where land is earmarked for new homes, shops and offices in their town or village. The first step is to designate the neighbourhood area. The next is to set up a steering group with local community groups and businesses to work on the plan. Once the plan is written, it will be consulted on locally and submitted to Dorset Council for independent examination. It will also be subject to a local referendum to make sure it has the support of local people. Within the town council boundary, Sutton Poyntz Neighbourhood Plan has been made. The new Weymouth Neighbourhood Plan will ensure that the Sutton Poyntz Plan is respected and included within the new developing plan.”<sup>1</sup>*

### Sutton Poyntz Neighbourhood Plan

- 1.3 Sutton Poyntz, part of the area under the jurisdiction of Weymouth Town Council, was designated as a Neighbourhood Area in its own right, in September 2016. The application was made by the Sutton Poyntz Society, which gained recognition, under the terms of the Localism Act 2011, as a non-parish Neighbourhood Forum and a qualifying body to prepare a neighbourhood plan. Following local government re-organisation Weymouth Town Council took over responsibility for the Plan as the 'Qualifying Body'.
- 1.4 Following a 'yes' vote in the referendum on 13 February 2020, Dorset Council officially 'made' the Sutton Poyntz Neighbourhood Plan<sup>2</sup> on 5 May 2020. At that point, the Sutton Poyntz Neighbourhood Plan became part of the statutory development plan for use in planning decisions in the Sutton Poyntz Neighbourhood Area.
- 1.5 The Sutton Poyntz Neighbourhood Plan contains some 28 policies that apply only to the defined neighbourhood area defined on Map 2. Weymouth Town Council undertook a monitoring review of the Sutton Poyntz Neighbourhood Plan in August 2022. It concluded that the Plan was still relevant and significant, and no formal review of the Plan was necessary at that time. The Report expressed the intention that *“a review can be swept into the emerging Weymouth Neighbourhood Plan work”*.
- 1.6 The policies in the Sutton Poyntz Neighbourhood Plan have informed the preparation of the Weymouth Neighbourhood Plan and been integrated into it (see Appendix E). The Weymouth Neighbourhood Plan covers the whole of the area under the jurisdiction of Weymouth Town Council, including Sutton Poyntz.

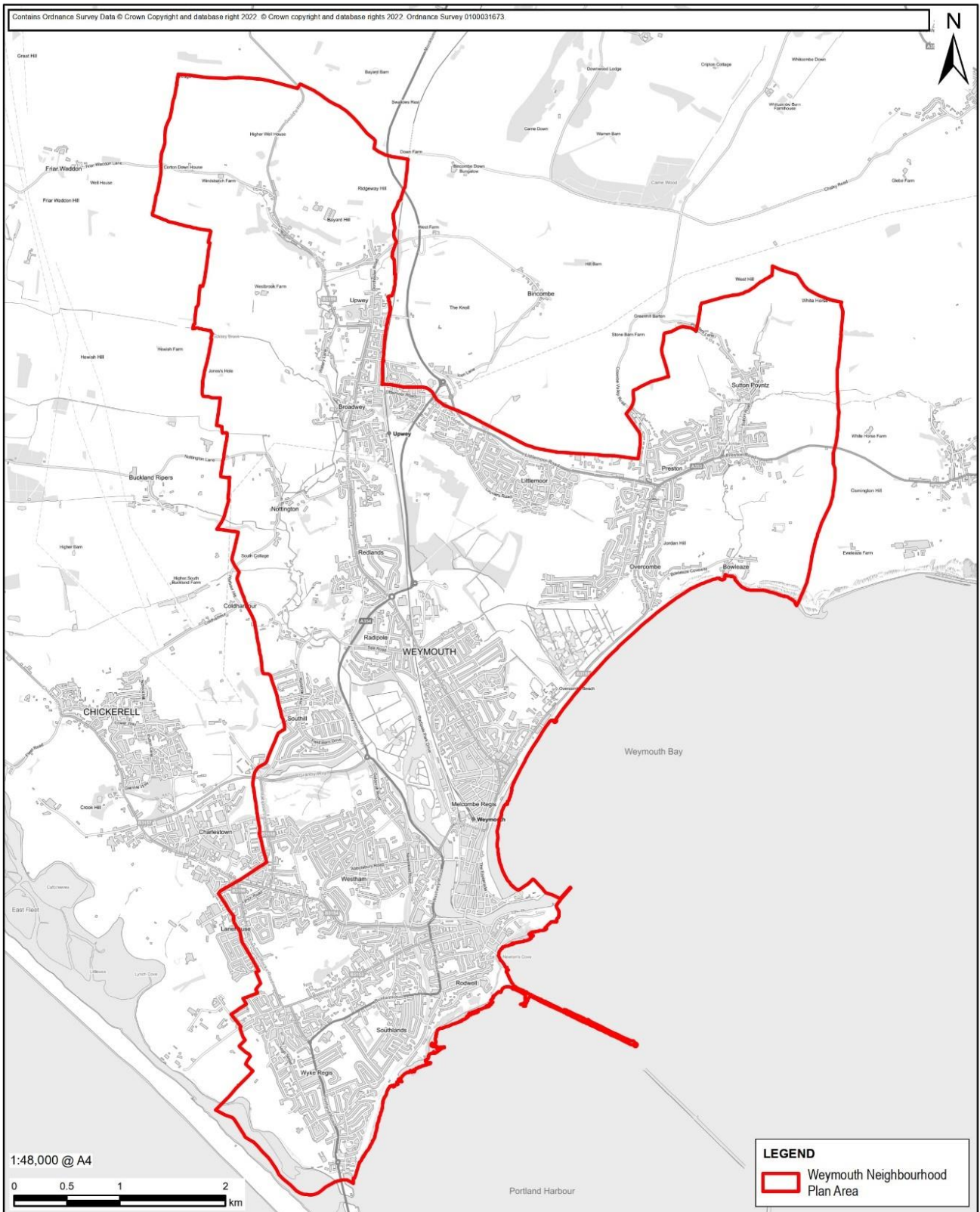
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<sup>1</sup> [Weymouth Designated Neighbourhood Area](#)

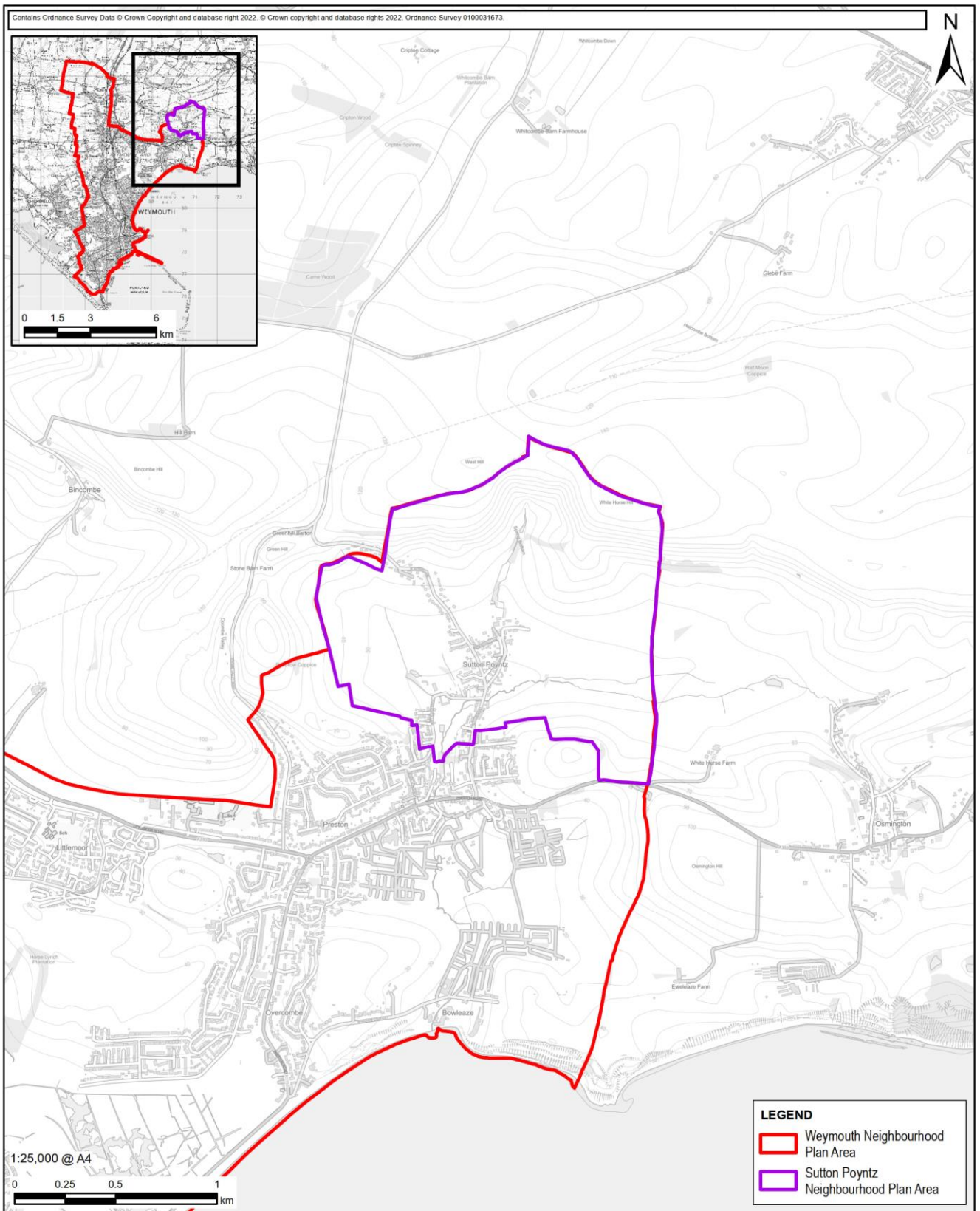
<sup>2</sup> [Sutton Poyntz Neighbourhood Development Plan](#)



**Map 1: Weymouth Neighbourhood Plan Designated Area**



**Map 2: Sutton Poyntz Neighbourhood Area**



## 2. Weymouth Neighbourhood Area

- 2.1 The Weymouth Character Area Assessment<sup>3</sup> confirms that Weymouth remains an important tourist and recreation destination, with a beautiful seascape and built heritage. Surrounding and overlapping on the north of the neighbourhood area is the Dorset National Landscape (DNL) which is given this status due to the beautiful landscapes. The stretch of coast is a World Heritage Site, the Jurassic coast, important and well known for its geology and fossils.
- 2.2 Weymouth is the third largest settlement in the county of Dorset, having a population of around 53,000 and is the largest settlement in the Dorset Unitary Council area. Weymouth attracts around half a million staying visitor trips and almost two million-day visits mainly in the summer season. 5,000 jobs are supported by visitor-related spending.
- 2.3 The built-up area of Weymouth is bound to the north by the South Dorset Ridgeway, a high ridge of land dominating the skyline between Weymouth and Dorchester. This location has been an important place for people for the last 6,000 years, with over 1,000 ancient monuments, some dating back to the Neolithic (4,000 - 2,000 BC). The South Dorset Escarpment follows from the South Dorset Downs of expansive open chalk downland that drain from the escarpment. The South Dorset Ridge and Vale, and Osmington Ridge and Vale are a series of small limestone ridges and clay vales running east to west. Lower Wey and Lorton Valley is characterised by a flat valley floor and flood plain with large areas of wetland. The valley sides provide a more intimate feature. Radipole Lake and Lodmoor have extensive reed beds and areas of open water from the flood plain. These features form an important backdrop and setting for the town, as well as providing important green space within the built-up area.
- 2.4 The town of Weymouth originates in two small settlements on either side of the river Wey, which eventually developed into the two separate medieval seaports of Weymouth and Melcombe Regis. In the Middle Ages wool was exported via Melcombe Regis and wine imported through Weymouth. The harbour, which they shared uneasily, was at the centre of the economic life of both towns, and from earliest times they quarrelled over it. These quarrels became so bitter that in 1571 they were amalgamated into one borough by Act of Parliament.
- 2.5 In the Georgian period, when medical science of the day declared sea bathing to be good for the health, Weymouth began its rise as a seaside resort. George III's decision to come to Weymouth in 1789 for his health, led the town to become the most celebrated and visited watering-place in the land. During the Victorian period the town continued as a popular resort and the harbour flourished with the growth of sea-borne trade with the Channel Islands. The arrival of the railway in 1857 enabled both these aspects of the town's life to continue to grow. The 20th century with population growth and two world wars had a great impact on the town. The town was badly bombed during World War II and was a key embarkation point for American troops on their way to Normandy in 1944. In the latter half of

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<sup>3</sup> [Weymouth Neighbourhood Plan Character Area Assessment](#)

the 20th century Weymouth's popularity as a seaside resort declined with the rise of cheap foreign holidays; and by the end of the century harbour trade had virtually disappeared. The end of regular cross-Channel shipping followed not long after.

### Character Areas

- 2.6 The historic growth and fluctuations in economic fortune is evident in the present-day urban form and the varied building types and styles. Weymouth's past is still very evident in the street pattern, the historic buildings, and heritage features that remain, and is recognised by the many Conservation Areas and myriad of Listed Buildings that can be found in the Weymouth area.
- 2.7 Five separate character areas (see Map 3) were identified by the Weymouth Character Area Assessment based on "*density, constraints, access to facilities, typologies, design styles and era built*". Their different and distinct characters have had influence on the preparation of the Neighbourhood Plan.
- 2.8 *Character Area 1* is the historic core of Weymouth, the town centre, the harbour and Melcombe Regis. This area is an urban core/central urban area with higher densities. It contains the rail and bus stations. The area is densely built and contains many houses of multiple occupation. The central area has a large area of policy-protected primary shopping and secondary frontages and many facilities for residents of the wider area of Weymouth.
- 2.9 *Character Area 2* is Westham, Radipole Spa, and Lodmoor which are suburban areas of the town although listed buildings and the Lodmoor Conservation Area form part of its identity. Open gaps and sizeable areas
- of public open space define the boundary of each area. These areas have access to facilities through either walking or public transport.
- 2.10 *Character Area 3* consists of the semi-rural settlements of Sutton Poyntz, Preston, Broadwey, Upwey, Nottingham, and Radipole village, which follow the river valleys and have a distinct character of their own. Listed buildings and the conservation areas are part of the identity and heritage of the area. Open gaps and woodland provide important open spaces for recreation as well as defining the boundary of each area. Some areas have experienced ribbon development. Many of the settlements lack community facilities.
- 2.11 *Character Area 4* is Southill, Littlemoor, Overcombe, and Redlands which developed between the 1960s and present day. These are suburban/urban areas that, with particular reference to Southill and Littlemoor were designed around central facilities and community buildings for day-to-day needs, sports, community events and to encourage social interaction and maintain health. Access to services and jobs is somewhat limited.
- 2.12 *Character Area 5* is Wyke Regis, the original parish of Weymouth, which is now its own distinct area and includes Southland and Rodwell. It has a significant coastline. It lacks access to employment facilities within walking distance. Listed buildings, four conservation areas and Sandsfoot Castle form part of its identity and heritage. Open gaps between settlements provide important open spaces for leisure.
- 2.13 The Sutton Poyntz Neighbourhood Plan identified five distinct 'character areas'<sup>4</sup> within the confines of the village of Sutton Poyntz. A similar tapestry of

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<sup>4</sup>[Sutton Poyntz Neighbourhood Development Plan](#)

conspicuous character areas exists throughout the Weymouth area.

- 2.14 Preparing a Neighbourhood Plan for an area of the size of Weymouth, with its heritage and varied townscape, landscape and character is challenging. The greater challenge however is to put in place a land use plan that will contribute to addressing the issues that impact on the daily lives of those who live in the area. These issues are articulated in the Key Findings and Messages document<sup>5</sup> agreed by the Steering Group in November 2022 along with associated community aspirations for the area, which remain strong and positive.

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<sup>5</sup> [Weymouth Neighbourhood Plan Key Findings & Messages](#)

**Map 3: Weymouth Character Assessment Area**

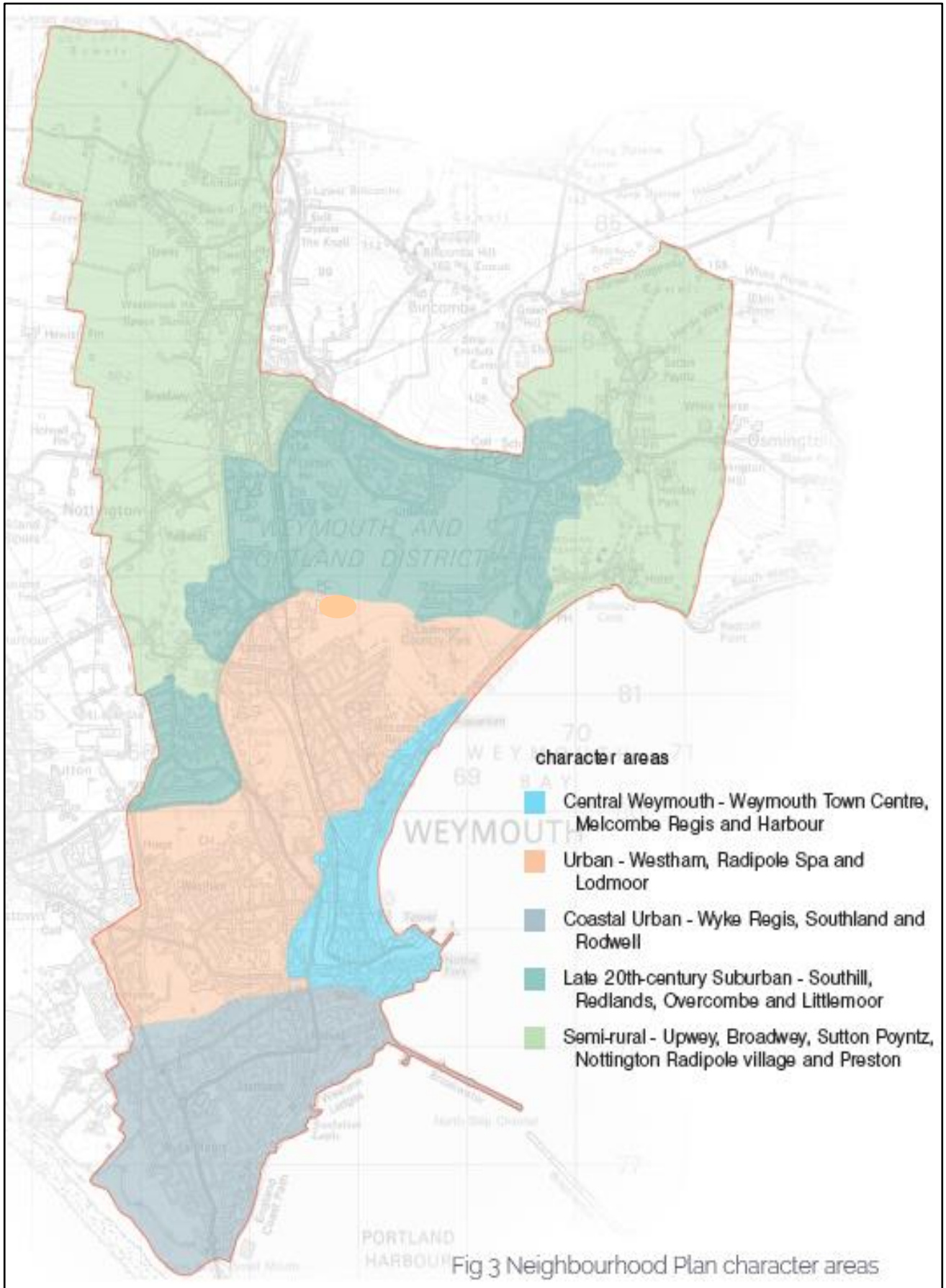


Fig 3 Neighbourhood Plan character areas

# Weymouth Neighbourhood Submission Plan – November 2024

## Homes

- 2.15 In 2021 Weymouth was home to 24,600 households, 74% of whom were living in houses or bungalows, and 26% in flats. Weymouth has slightly higher than national average levels of owner occupation (66%), similar percentages of private renting (20%) and slightly lower levels of social renting at 13%. The proportion of private rented dwellings in the stock has increased since 2011. There are fewer detached properties in Weymouth than in Dorset overall, and more terraced homes and flats. This type-mix also tallies with the size-mix in Weymouth, showing 43% smaller (1-2 bedroom) properties and fewer very large (4+ bedroom) homes, 18%, than across Dorset and nationally. A third of all households in 2021 were single persons. Over 70% of households comprised no more than two persons.
- 2.16 Weymouth has a significant housing affordability problem. According to the 2021 Housing Needs Study<sup>6</sup>, the current profile of Weymouth in terms of affordability is not too dissimilar from that of the Dorset Council area overall. It is characterized by average annual incomes of £39,929, which is above the national average, but average house sale prices that are unaffordable on average incomes (with an average resale home requiring an income of over £60,000 and a new build requiring on average an income of over £100,000). Households on the two lower quartile incomes (as measured at overall local authority level) cannot afford any of the available tenures in Weymouth, except social and affordable rent. Many more locally affordable homes are required. The overall minimum affordable housing need over the plan period (2021-38) is estimated to be 1,775 units.

## Job and the Local Economy

- 2.17 The average income of Weymouth residents may be above the national average, but the 2019 Index of Multiple Deprivation (IMD) identified Weymouth as the area in Dorset with the most incidences of household deprivation; several parts of the area are in the bottom 10% nationally and Melcombe Regis (the town centre area) is in the bottom 4% nationally. The IMD has worsened since 2015.
- 2.18 Seven of Weymouth's 31 Lower Super Output Areas ([LSOAs](#)) are in the bottom 20% nationally. The lack of good quality permanent local employment opportunities and low pay underly this data. There are also substantial numbers of people who receive employment support. In four areas of Weymouth the rate is between 10% and 13.6%, compared with a 3.9% average in Dorset. In 2018, 48% of Weymouth's workforce was earning less than the real living wage.

## Communities

- 2.19 There is no doubt that community life is generally strong, and most people are fond of their own neighbourhood. The resilience of our communities however is being tested by the failure or closure of local services and facilities, contributing to poor health and lower education outcomes; and the lack of job and housing opportunities is leading to increased dissatisfaction and alienation and a deterioration of community life. This Plan includes policies which aim to retain local services and community social hubs wherever possible and improve access for walking, cycling and public transport.

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<sup>6</sup> [Weymouth Housing Needs Assessment](#)

## Landscape and Greenspace

- 2.20 Weymouth is located on the River Wey, with a beautiful seascape and built heritage to the south and the chalk escarpment of the South Dorset Ridgeway to the north. This affords panoramic views along the coast and across an urbanised area interspersed with green islands. It is largely treeless with small pockets of woodland and open fields on the slopes. The whole area is crossed by a network of public rights of way including a section of the King Charles III Coastal Path and several bridleways. Such a varied landscape provides a rich and diverse habitat for wildlife with interconnecting land and water-based corridors, stepping stones, and buffer zones that are vital to the free movement of wildlife.
- 2.21 There are numerous areas of open space including Weymouth beach, Radipole Lake RSPB Nature Reserve, Lodmoor Country Park, Lorton Valley Nature Park, Tumbledown Farm, Radipole Park & Gardens, Bingleaves Green, Greenhill Gardens, Nothe Gardens, Sandsfoot Gardens, Radipole Woods and The Marsh at Westham. There are many Sites of Special Scientific Interest ([SSSI](#)) such as Radipole Lake, Lodmoor, Bowleaze Cove is part of the South Dorset SSSI, Whitehorse Hill, Upwey Quarries, Chalbury Hill and Quarry, parts of Weymouth are within the Chesil and the Fleet, and the Portland Harbour Shore.
- 2.22 Chesil Beach and the Fleet which lie immediately adjacent to the Neighbourhood Plan boundary is a [RAMSAR](#) site, [SAC](#), [SPA](#) and [SSSI](#) as well as open access land. Additionally, there are Sites of Local Importance for Nature Conservation such as Radipole Community Woodland and Radipole School. There are also several Sites of

Nature Conversation Interest (SNCI) including Melcombe Regis Cemetery.

- 2.23 Areas of woodland are small with the only area of designated Ancient Woodland at Two Mile Coppice, and street trees are generally sparse.

## Sustainable Living

- 2.24 The impact of the effects of climate change is of primary concern for the well-being of people and nature. This is especially so for Weymouth given the significant coastal exposure coupled with inland flood risk and the diverse wildlife habitat. The high sunshine levels and wind strength, particularly along the coast do however provide an ideal opportunity to harness these natural resources in order to reduce carbon emissions and improve energy security. These factors have had a major influence on the policies within this plan and the seriousness with which they are taken is recognised by the decision to adopt the four cross-cutting objectives which will apply to all policies, and which have been underpinned with a range of Supporting Environmental Targets which give a 'high priority' to the environment and sustainable living.
- 2.25 The issues, opportunities and aspirations referred to above are set out in detail in the theme evidence papers<sup>7</sup> that were prepared through research and surveys in advance of the drafting of the Neighbourhood Plan.

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<sup>7</sup> [Weymouth Neighbourhood Plan Webpage](#)



### 3. The Strategic Context

- 3.1 In preparing our Neighbourhood Plan we are obliged, by law<sup>8</sup>, to:
- have regard to national policies and advice contained in guidance issued by the Secretary of State;
  - ensure the Plan generally conforms with the strategic policies in the Local Plan.

#### National Planning Policy Framework

- 3.2 In preparing the Neighbourhood Plan we have been mindful of the current national planning framework. The National Planning Policy Framework (NPPF) sets out the Government's planning policy to which all plans and proposals for development should comply. The NPPF includes, at its heart, a "*presumption in favour of sustainable development*" (NPPF para. 11). It states that "*neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies*" (NPPF para. 13). The NPPF goes on to say that "*strategic policies [in the Local Plan] should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans*" (NPPF para. 21). Outside of strategic policies therefore, we are encouraged to shape and direct sustainable development in our area through our Neighbourhood Plan. "*Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct, and help to deliver sustainable development, by influencing local planning decisions as part of the*

*statutory development plan*" (NPPF para. 29).

#### West Dorset and Weymouth & Portland Local Plan

- 3.3 The West Dorset and Weymouth & Portland Local Plan was adopted by Weymouth and Portland Borough Council on 15 October 2015. The Borough and its council was abolished on 1 April 2019 and, together with the other 5 districts outside the greater Bournemouth area, formed a new Dorset unitary authority. At the same time, a town council serving only Weymouth was formed, called Weymouth Town Council.
- 3.4 Dorset Council, the Local Planning Authority (LPA), is committed to preparing a new Local Plan for the county area. An extensive consultation on a first draft of a Dorset Local Plan took place in 2021. It was hoped that a new local Plan could be adopted in 2024. However, the 2021 consultation received a large response – more than 9,000 submissions. The LPA is required to give full consideration to all the responses in preparing the Local Plan. For that reason, the local development scheme<sup>9</sup> has been updated to reflect a change in timescale for the Dorset Council Local Plan and other planning documents. This would see the Dorset Local Plan being adopted in 2026, depending upon examination by a National Planning Inspector.
- 3.5 Until such time as it is superseded by a new Local Plan, the West Dorset and Weymouth & Portland Local Plan remains the current adopted strategic plan with which the Weymouth Neighbourhood Plan must generally conform.

<sup>8</sup> [Government Guidance on Neighbourhood Planning](#)

<sup>9</sup> [The Local Development Scheme for Dorset Council](#)

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- 3.6 Specifically, the policies in the Weymouth Neighbourhood Plan should not conflict with the strategic policies in the prevailing Local Plan. Guidance on which policies should be considered as ‘strategic’ has been provided by the LPA. The Local Plan however does acknowledge that a neighbourhood plan can contain policies that are contrary to the non-strategic policies in the Local Plan.
- 3.7 The Local Plan includes 16 specific strategic policies for the Weymouth area. The Neighbourhood Plan acknowledges the significance and status of these policies. Reference is made to them in this document and how policies in the Neighbourhood Plan relate positively to them.

### Development Plan Documents

- 3.8 Aside from the Local Plan, the Weymouth Neighbourhood Plan acknowledges other documents that form part of the area’s development plan. The LPA may produce supplementary planning documents and guidance when necessary to cover specific topics, sites or to provide more detailed guidance to be taken into account in any planning decisions. At the time of writing there are few such documents that are current other than the Weymouth Town Centre Masterplan and Supplementary Planning Document (SPD) (2015)<sup>10</sup>. The DNL Management Plan has been of influence.

### Climate and Ecological Emergency

- 3.9 The impacts of climate breakdown are causing serious damage around the world. There are global concerns about the enormous harm that a 2°C average

rise in global temperatures would likely cause compared with a 1.5°C rise. Unfortunately according to the latest IPCC report<sup>11</sup>, even limiting global warming to 1.5°C is “*becoming increasingly challenging*”. Dorset Council is committed to tackling climate change<sup>12</sup> and acknowledged the role it must play in helping the whole of Dorset become carbon-neutral by 2050 (at the latest). This includes working with town and parishes, community groups and through key strategic partnerships in Dorset.

- 3.10 In response to the climate threat, Weymouth Town Council has declared a climate and ecological emergency and is committed to doing what it can to minimise carbon emissions in the Weymouth area, including making the Council’s activities net zero carbon by 2030. Strong policies to cut emissions also have associated health, wellbeing, and economic benefits. The Neighbourhood Plan is recognised as one of the vehicles by which the town can respond to the climate and ecological emergency.

- 3.11 The Centre for Sustainable Energy believes that “*developing a neighbourhood plan offers a unique opportunity for your community to proactively set out a positive and ambitious vision for the future and increase your community’s resilience in the face of the challenges associated with climate emergency*”<sup>13</sup>

<sup>10</sup>[Weymouth Town Centre Masterplan 2015](#)

<sup>11</sup>[AR6 Synthesis Report: Climate Change 2023](#)

<sup>12</sup>[Dorset Council Climate & Ecological Emergency Strategy 2022-2025](#)

<sup>13</sup>[CSE Neighbourhood Planning in a Climate Emergency 2020](#)

**Level 2 Strategic Flood Risk Assessment\***

The Environment Agency stated that the 2021 draft Dorset Local Plan did not address the Strategic Flood Risk sufficiently and called for a Level 2 SFRA for Weymouth. Whilst completed, Dorset Council has not yet released the findings to Weymouth Town Council.

Consequently, the Neighbourhood Plan Steering Group has had to assume that the Weymouth Harbour and Esplanade Sea Defences project work Phase 1 proposal will be successful in obtaining funding from the Government to address any concerns raised by the SFRA Level 2 for Weymouth. We are informed by Dorset Council that it is likely that an engineering solution to the flood issues will be possible to ensure that development is 'safe over its lifetime' and ensure that the existing flood risk does not increase elsewhere. However, the solution (including detailed design and wider impacts), cost and subsequent funding for any such scheme has yet to be agreed. .

*\* A Level 2 SFRA is required where a local authority identifies areas of new development in locations at risk of flooding, because the Level 1 assessment showed that suitable development land outside of flood risk areas cannot accommodate all the necessary development.*

The Level 2 SFRA will consider the detailed nature of the flood risk within a flood zone, and assess other sources of flooding.

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## 4. Purpose of the Neighbourhood Plan

4.1 Neighbourhood planning is intended to give communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of the local area. National Planning Policy Guidance (PPG) says that, in accordance with the Localism Act 2011, the Town Council, as a qualifying body can “choose where it wants new homes, shops and offices to be built, have our say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings it wants to see go ahead”<sup>14</sup>.

It should be noted that Weymouth Town Council are consulted on planning matters and offer formal advice to Dorset Council who have the final decision as the Local Planning Authority.

### The Neighbourhood Planning Process

4.2 Whilst Weymouth Town Council is the *Qualifying Body*<sup>15</sup>, it was agreed by the Town Council that the neighbourhood planning process would be managed by a Steering Group comprising a majority of members of the public, up to eight, and four councillors.

4.3 The Steering Group approached the task with an open mind as to what the Weymouth Neighbourhood Plan would cover and what its themes and purposes would be. The Steering Group adopted a ‘bottom-up’ approach starting with broad based open questions and then becoming more focused and specific as the process progressed.

4.4 It was understood from the outset that the Plan would have to meet the basic conditions i.e.:

- have regard to national policies and advice contained in guidance issued by the Secretary of State

- contribute to the achievement of sustainable development
- be in general conformity with the strategic policies contained in the development plan for the area – the West Dorset and Weymouth & Portland Local Plan
- not breach, and be otherwise compatible with, EU obligations

4.5 With these conditions in mind, and with the help of consultants, the Steering Group undertook research, consulted widely, and engaged with local communities to understand what is needed and what it is possible to influence and effect via a set of neighbourhood planning policies. It considered the policies of the Local Plan and assessed, based on an agreed set of aims and objectives, whether a more localised or detailed or up-to-date neighbourhood plan policy is required. In several instances, it was concluded that the policies of the Local Plan are sufficient. A neighbourhood plan policy has been only introduced where it will help ensure the area develops in the way we wish it to.

4.6 The resultant Weymouth Neighbourhood Plan sets out how we would like to see the area developed over the time span of the Plan and, through its policies, shapes and directs sustainable development that will benefit those that live, work, or visit in our area.

### Community Involvement

4.7 It was understood from the outset that for the Plan to be truly representative of the planning issues of relevance in the area and to be the community’s plan, it was necessary to carry out a thorough and on-going consultation process with those who live and work in the area and

<sup>14</sup> [What is Neighbourhood Planning](#)

<sup>15</sup> [Localism Act 2011 - Schedule 9 \(61E \(6\)\)](#)

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those that visited on a regular basis. It was also recognised that the Plan could not be properly developed without the input of organisations and agencies with a county, sub-regional or national remit and an interest in the area.

- 4.8 The process and the types of consultation exercise and discussion that was gone through, often with the expert help of Dorset Coastal Forum<sup>16</sup> and ECA<sup>17</sup> is documented in detail in a Consultation Statement which will accompany the Submission Version of the Neighbourhood Plan and can be followed on the Neighbourhood plan website<sup>18</sup>.
- 4.9 It is inevitable when carrying out community consultation exercises that asking people their views on the living environment that a broad range of matters, good and not so good are raised. This certainly was the case in Weymouth. Quite a few of these matters are not land-use-related and therefore largely beyond the scope of the Neighbourhood Plan to address. [Chapter 13](#) of this document provides a summary of the various matters raised during consultation and how they might be addressed. A number of these are references in the Weymouth Town Council CEE Working Group Action Plan.
- 4.10 Throughout the development of the Weymouth Neighbourhood Plan the intent has been to encourage and foster discussion and debate within the community about the issues and opportunities that face us and strive to achieve a community consensus. As we have developed the Plan, we have had to resolve competing demands for land use and the protection of land for community, and environmental reasons.

This Plan represents the product of this process, and we think provides a balanced Plan protecting what is important to the people of Weymouth, enabling the necessary development for better jobs, and affordable homes, whilst also seeking to reduce our impact on the climate and ecological emergency and increase our resilience.

### The Plan's Status

- 4.11 This Neighbourhood Plan, once made, will form part of the statutory development plan and support the strategic policies within the emerging Dorset Council Local Plan. That means that its policies will have significant influence when the local planning authority determines proposals for development submitted through planning applications. It will form the local tier of planning policy in the Weymouth area. It sits with the wider Local Plan, and other development plan documents, underneath the umbrella of national planning policy in the Government's National Planning Policy Framework (NPPF), as the main planning policy documents relevant to the Weymouth neighbourhood area. Other important planning documents which govern specific issues are the Minerals and Waste Plans produced at the county-wide level.
- 4.12 The Neighbourhood Plan's policies cannot guarantee that a development proposal will be refused nor be granted permission, but the policies will carry significant weight, alongside policies of the NPPF and the West Dorset and Weymouth & Portland Local Plan, or whatever supersedes it, when weighing up the appropriateness of the development proposal in question.

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<sup>16</sup> [Dorset Coastal Forum - Weymouth Neighbourhood Plan](#)

<sup>17</sup> [ECA Architecture and Planning](#)

<sup>18</sup>

<https://www.weymouthtowncouncil.gov.uk/neighbourhood-plan/>

## 5. The Structure of the Plan

- 5.1 The Plan includes the neighbourhood planning vision, aims and objectives for the neighbourhood area, which have been developed following a dialogue with the community and shaped by existing planning policies and plans.
- 5.2 Having explained the rationale for these, the Plan sets out local planning policies on a topic-by-topic basis. The brief introduction to each topic is based on the findings of the research, surveys and consultations that have taken place as part of the neighbourhood planning process. More detail can be found in various documents on the Neighbourhood Plan website: <https://www.weymouthtowncouncil.gov.uk/>.
- 5.3 Under each topic heading we summarise the characteristics of that topic and the key issues which have been identified and how they are reflected in the agreed objectives the neighbourhood planning policies are seeking to achieve.
- 5.4 It should be noted that for all topics we have given due consideration to the policies of the West Dorset and Weymouth & Portland Local Plan and been mindful of the emerging policies for the new Dorset Local Plan. We have generally only introduced a neighbourhood plan policy where we feel it strengthens or brings local specificity to the Local Plan.
- 5.5 For each neighbourhood plan policy that follows we set out the policy statement; and an explanation of and justification for the policy, including reference to the other planning policies in national and district planning documents which relate to that policy.
- 5.6 It is important to note that, while we have set out policies under topic headings, when development proposals are being assessed, the whole plan (i.e. all policies) should be taken into account, as policies in one topic may apply to proposals which naturally fit under another.
- 5.7 The Plan finishes with an explanation of how we will monitor and review the Weymouth Neighbourhood Plan, and a Glossary which seeks to demystify the planning terminology used in this Plan.

### Community Documents

- 5.8 Several documents will accompany the submission version Neighbourhood Plan. We are obliged by Neighbourhood Planning Regulation 15<sup>19</sup> to produce a **Consultation Statement**, which “*should reveal the quality and effectiveness of the consultation that has informed the plan proposals*”, and a **Basic Conditions Statement**, setting out how the Neighbourhood Plan meets the basic conditions (see para. 4.4).
- 5.9 The Neighbourhood Plan must also be tested as it develops to help determine its positive or negative impact on the social, environmental, and economic character of the neighbourhood area. If significant environmental effects are considered possible, a **Strategic Environmental Assessment (SEA)** must be prepared in accordance with paragraphs (2) and (3) of regulation 12 of the Environmental Assessment of Plans and Programmes Regulations 2004. In this respect, the Neighbourhood Plan has been screened as requiring an SEA process because it supports allocations for new development in proximity to potentially

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<https://www.legislation.gov.uk/uksi/2012/637/content/s/made>

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environmentally sensitive locations, such as:

- locations with sensitivity for the historic environment, including the Dorset and East Devon Coast World Heritage Site, nationally designated listed buildings, scheduled monuments, and eleven conservation areas; and
- locations with sensitivity for biodiversity and geodiversity, including the Chesil Beach and The Fleet Ramsar (and Special Protection Area), Chesil and The Fleet Special Area of Conservation, and several Sites of Special Scientific Interest.

5.10 In light of this screening outcome, an SEA process is being undertaken to meet the requirements prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations). A Scoping Report<sup>20</sup> for the SEA has been prepared by independent specialist consultants, in consultation with the local planning authority and environmental agencies. An Interim SEA focused on the 'reasonable alternatives' guided the overall development of the strategy, the full SEA<sup>21</sup> report has since been produced and includes the assessment of the 'reasonable alternatives' together with the environmental appraisal of the plan as a whole. This report is supportive of the balanced approach adopted.

5.11 The potential impact of the Neighbourhood Plan on environmental sites of internationally designated areas such as Chesil Beach and the Fleet Ramsar (and SPA), Chesil and the Fleet SAC, The Isle of Portland to Studland Cliffs SAC, and SSSIs requires a screening for a **Habitat Regulations Assessment**

(HRA). An HRA screening is underway to understand the potential effects arising at internationally important biodiversity sites and any mitigation that may be required to avoid significant effects. The findings of the HRA will inform both plan-making and the SEA. The findings will be considered post Pre-Submission Consultation.

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<sup>20</sup> [Weblink to Scoping Report](#)

<sup>21</sup> [Link to Full SEA](#)

## 6. Vision, Aims and Objectives

### *Our Vision:*

*By 2038, Weymouth will be a resilient coastal community with a diverse range of jobs and homes which meet the needs of residents for present generations without compromising the needs of future generations. The unique identities of our local neighbourhoods will be attractive to all age groups and will foster healthy and happy lifestyles.*

6.1 The planning framework for the Weymouth Neighbourhood Plan comprises:

- the aims - it is hoped that the Plan can help achieve; and
- the objectives - that we expect the Plan to attain by the application of appropriate neighbourhood planning policies.

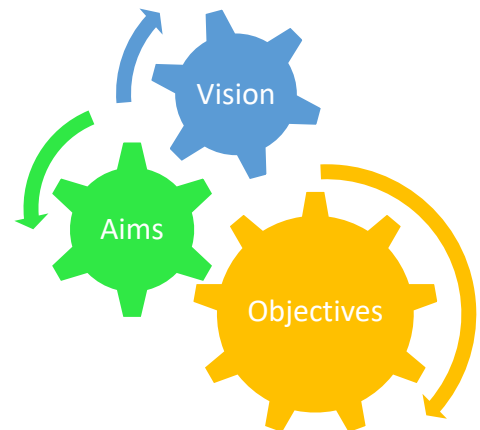
6.2 The vision, aims and objectives of the Neighbourhood Plan were developed by a process of community consultation and analysis of the 'evidence' that was gathered under five theme headings. An initial set of aims<sup>22</sup> was prepared in response to the first consultation in Dec 2020/Jan 2021. These were assembled into five themes and intended to apply across the whole of Weymouth. Following subsequent consultations, the aims were further refined and for each aim neighbourhood planning objectives were prepared.

6.3 The aims and objectives were agreed by the Steering Group on 7<sup>th</sup> November 2022. It is based on these aims and objectives that the policies in the Weymouth Neighbourhood Plan have been prepared.

6.4 Following strong community support, it has been decided that the objectives set out under the Environmental Sustainability Theme heading should underpin all policies. This supports the Town Council's declared Climate and Ecological Emergency. The four

objectives are regarded as 'cross-cutting' and all policies in the Neighbourhood Plan will be tested against them. This reflects local concern about the potential impact of climate change and a genuine statement of intent that:

- planning policies should require development to achieve high standards of environmental sustainability;
- development proposals should set out in detail their green credentials; and
- planning decisions taken locally should ensure that development contributes to a low carbon economy.



<sup>22</sup> <https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2023/01/Weymouth-Neighbourhood-Plan-Vision-Mission-Aims.pdf>



<b>Environmental Sustainability</b>
<b>Aim: To ensure development achieves or surpasses national and local agreed targets relating to the sustainable use of land and buildings, net-zero carbon emissions, improving biodiversity, and ensuring future resilience to climate change impacts.</b>
<p><b>Cross-cutting objective(s):</b></p> <ul style="list-style-type: none"> <li>• <b>Carbon Neutrality</b> - All new developments are expected to minimise the emissions of greenhouse gases and be as near to carbon neutral as is reasonably possible.</li> <li>• <b>Resource Efficiency</b> - All new developments are expected to maximise the sustainable use of natural resources and the re-use and recycling of resources, and minimise energy consumption and waste.</li> <li>• <b>Biodiversity Enhancement</b> - All new developments are expected to include measures to conserve and enhance the biodiversity of the area.</li> <li>• <b>Climate Change Management</b> - All new developments are expected to result in no increase in the risk of flooding and provide adequate resilience to extreme weather events.</li> </ul>
<b>Landscape and Greenspace</b>
<b>Aim 1:– To preserve and enhance our distinctive environments including its landscapes and coastline.</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• identify and protect key locations and special habitats.</li> <li>• promote development that complements and enhances the landscape and seascape character.</li> <li>• support required flood resilience measures.</li> <li>• facilitate responsible public access to the countryside and coastline.</li> </ul>
<b>Aim 2:- Encourage engagement with nature, enhance biodiversity and habitat conservation, and invest in our natural environment and ecosystems</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• conserve and enhance the biodiversity of the area.</li> <li>• deliver at least the national mandatory 10% Biodiversity Net Gain (BNG), with the expectation that a higher percentage will be sought where possible.</li> <li>• protect wildlife habitats and key landscape features and characteristics.</li> <li>• protect existing and promote the provision of native tree/hedge species in new developments.</li> <li>• improve and extend green infrastructure.</li> </ul>
<b>Aim 3:- Create an integrated network of green and blue infrastructure, habitats, parks, water, and nature trails</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• protect important green gaps between settlement areas.</li> <li>• identify and protect local green spaces.</li> <li>• create and enhance green linkages between neighbourhoods and developed areas.</li> </ul>

<b>Development and Homes</b>
<b>Aim 1:- Provide a broad mix of homes, which align with housing need.</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• establish an appropriate mix of dwellings on new developments.</li> <li>• ensure housing development is suitable to its locality.</li> <li>• prioritise local housing needs.</li> <li>• maximise the provision of affordable housing.</li> <li>• meet the identified need for special housing.</li> </ul>
<b>Aim 2:- Support and encourage the reuse of brownfield sites</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• prioritise and facilitate brownfield site development</li> <li>• support community housing initiatives</li> <li>• encourage innovation in the provision of more homes</li> </ul>
<b>Aim 3:- Remain responsive to local housing issues and opportunities</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• support appropriate modifications and extensions to existing homes.</li> <li>• control housing conversions and houses in multiple occupation (HMOs).</li> <li>• restrict second homes and holiday lets.</li> <li>• ensure new homes are as energy efficient as possible.</li> <li>• identify opportunities for affordable housing schemes.</li> </ul>
<b>Aim 4:- Achieve the highest sustainability standards for all new development</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• use sustainable building techniques and sustainable materials.</li> <li>• achieve the highest possible standards of energy efficiency.</li> <li>• create a safe and inclusive environment.</li> </ul>

<b>Jobs and the Local Economy</b>
<b>Aim 1:- Protect and enhance employment provision</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• safeguard existing employment spaces</li> <li>• support improvements and enhancements to existing business and industrial areas</li> <li>• support new employment uses in suitable locations</li> </ul>
<b>Aim 2:- Preserve and enhance Weymouth’s unique built and maritime heritage, leisure, and entertainment offering to provide a thriving local economy</b>
<p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• control town centre uses and development in the interest of its character and vitality.</li> <li>• support development and uses that contribute positively to the local economy.</li> <li>• encourage tourism, arts, and culture across Weymouth.</li> <li>• promote the full use of properties in the town centre.</li> </ul>

**Aim 2:- Encourage the creation a wide range of jobs and training opportunities**

**Objectives**

- promote mixed use development such as live/work units
- support the provision of new education and training facilities

**Aim 3:- Promote and facilitate the production and use of renewable energy**

**Objectives**

- promote community-scale renewable energy schemes and initiatives
- identify suitable areas for renewable and low carbon energy sources, and supporting infrastructure

**Communities**

**Aim 1:- Celebrate the unique character and culture of each local neighbourhood**

**Objectives**

- reinforce the unique character of each local neighbourhood.
- promote sustainable neighbourhoods.
- protect existing community facilities.
- support the provision of community hubs.
- support community-based initiatives and enterprise.
- support sustainable local food production.
- protect existing allotments and support new allotments that meet a local demand.
- encourage the provision of new cultural and leisure facilities.
- maximise the reuse of buildings.
- create more interesting and appealing public spaces.
- protect green spaces.
- support sustainable local food production.
- protect existing allotments and support new allotments that a meet a local demand.
- improve the value and appeal of the town centre and neighbourhood centres.

**Aim 2:- Allocate sustainable sites for new homes and jobs which are within walking distance to town or a neighbourhood centre**

**Objectives**

- identify suitable development sites.
- support local community housing initiatives.
- encourage innovation in the provision of new homes.
- ensure new development is well connected.
- ensure the necessary infrastructure is in place in good time.

**Aim 3:- Protect and enhance the distinctive historic character of the conservation areas and other heritage locations**

**Objectives**

- protect historic buildings, sites, and structures from harm.

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- respect the scale, style and setting of the site, with special reference to historic townscapes.
- identity and safeguard non-designated heritage buildings, structures, and sites.
- ensure development is sympathetic to and enhances the character of the surrounding area.
- promote high quality public realm enhancements.

### **Aim 4:- Achieve the highest sustainability standards for all new development**

#### **Objectives**

- protect recreational spaces and ensure they are sufficient to meet local demand.
- provide sufficient areas of green space within new developments.
- meet or exceed national standards for play spaces and sports pitches.
- support improvements and enhancements to existing recreation and sports facilities that help ensure all needs are met.

### **Aim 5:- Reduce car movements and encourage sustainable transport modes**

#### **Draft Objectives**

- support public and community transport initiatives.
- support measures to reduce traffic congestion and improve road safety.
- support traffic management measures for the town centre.
- improve, extend and interconnect the footpath and cycle network.
- facilitate electric vehicle charging facilities.
- support the provision of additional facilities for bikes, scooters and electric cars and boats.

## 7. Environmental Sustainability

- 7.1 One of the overarching aims of land use planning is encapsulated by the **NPPF environment objective** *“to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*.
- 7.2 There is no doubting the significance of this aim particularly for a coastal location, as we face climate and nature emergencies, and its consequences particularly from rising sea levels. In response to this, Weymouth Town Council declared a local climate and ecological emergency in 2019. It committed to making the Council’s activities net zero carbon by 2030, which included ensuring all planning comments to Dorset Council are consistent with a shift to net-zero carbon by 2030.
- 7.3 Consistent with the Town Council’s declaration and action plan is the preparation of a Neighbourhood Plan that promotes sustainable development and is pro-active in its approach to mitigating and adapting to climate change, including building community resilience by taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. This is in line with the requirements of NPPF **para. 158**, which demands that *“policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure”*.
- 7.4 The vision for our plan envisages a *“resilient coastal community”*. Community resilience in the context of the Neighbourhood Plan means robust, well-insulated buildings with on-site renewable energy and rainwater harvesting; housing sites with growing space, joined up walking and cycling infrastructure to help promote active travel, tree cover and rich biodiversity. It also means the ability to reliably access local services such as public transport and utility services such as power, water, and fibre broadband. Wherever required, it also means physical flood protection and effective sustainable drainage systems.
- 7.5 The environmental sustainability objectives were presented to the community in January 2023 as *“strategic environmental objectives”* that would, if supported, *“have influence on all aspects of the Weymouth Neighbourhood Plan”*. All four objectives received a substantial endorsement from the people of Weymouth. On that basis it has been agreed to adopt them for the Neighbourhood Plan and, in recognition of their significance and relevance to the most pressing issue of our times, regard them as cross-cutting objectives, which should influence the content and interpretation of all the policies in the Weymouth Neighbourhood Plan.
- 7.6 How the cross cutting objectives and supporting environmental targets (see Appendix A) are intended to impact on development is explained on a policy-by-policy basis in the Neighbourhood Plan. It is acknowledged that there are restrictions on the extent that high standards can be imposed by planning

## Weymouth Neighbourhood Submission Plan – November 2024

policy. In many instances therefore we have only been able to advocate and encourage the achievement of standards and finishes higher than are statutorily required. We must rely on the development industry to recognise what we aspire to as a community, and what we expect from new development, and urge them to work with us to achieve the cross cutting objectives and supporting environmental targets for the sake of the town, its inhabitants, and visitors.

- 7.7 To guide development proposals in their attainment of the cross-cutting objectives, the Town Council 'noted' the 'Strategic (now renamed Supporting) Environmental Targets at Full Council on 27th September 2023. These are consistent with national policy, and based on what is considered relevant and achievable locally<sup>23</sup>. They are contained in Appendix A; which must be referred to when preparing development proposals. The document presents what are considered to be acceptable and reasonable targets for each of the cross-cutting objectives in current circumstances and in the Weymouth situation. Developers will be expected to achieve and, hopefully, exceed the set targets.
- 7.8 Following Regulation 14 consultation during the Weymouth Neighbourhood Plan process a number of amendments, mainly on points of detail or clarification, were made to the 'Targets' document including a decision to refer to them as 'Supporting Environmental Targets'. If adopted by Weymouth Town Council as the Qualifying Body as part of the Neighbourhood Plan they should be reviewed periodically using a

recognised measurement tool and be kept up to date throughout the plan period. It should take account of changing national policy and targets; what has taken place and developer's feedback; and what appears to be possible and achievable. But given the climate emergency, it should remain firm in intent and its duty to exert whatever influence it can on addressing the impacts of climate change and securing the future resilience of our area and communities."

- 7.9 "Any plan made now that does not consider radical reductions in carbon and help build our resilience to things like flooding will simply not be fit for purpose." - Centre for Sustainable Energy Guide to Neighbourhood Planning in a Climate Emergency 2020.<sup>23</sup> The 31 Supporting Environmental Targets are summarised in the table on page xx. Many have been quantified (see Appendix A). developers are strongly advised to refer to this document for an explanation of the targets, their purpose and derivations, and an understanding of the target numbers and proportions, where they have been set.
- 7.10 The environmental credentials of the Weymouth Neighbourhood Plan will be assessed firstly through the SEA process (see para. 5.9) but also through a self-assessment exercise following guidance from the Centre for Sustainable Energy<sup>24</sup>. The results of the self-assessment is contained in a report "How Green is my Plan". The final self-assessment for this plan scored highly, deemed it to be a candidate for a national case study.

23

<https://centreforsustainableenergy.ams3.digitalocean.spaces.com/wp-content/uploads/2023/03/18215641/neighbourhood-planning-in-a-climate-emergency-feb-2020.pdf>

24

<https://centreforsustainableenergy.ams3.digitalocean.spaces.com/wp-content/uploads/2023/03/18215641/how-green-is-my-plan-urban-suburban.pdf>

## Weymouth Neighbourhood Submission Plan – November 2024

7.11 Included with the policy statements and supporting text throughout the Neighbourhood Plan you will find an indication of which targets are considered most relevant to a specific policy.

Weymouth Neighbourhood Plan – Environmental Targets		
<b>Objective 1: Carbon Neutrality</b>		
1	Energy Consumption	<i>Achieve <b>set</b> use-related energy consumption targets</i>
2	Zero Carbon	<i>Meet <b>set</b> zero carbon deadlines</i>
3	Renewable Energy Use	<i>Promote renewable energy use and energy savings</i>
4	Zero Carbon Measures	<i>Embrace energy efficient technology</i>
5	BREEAM Standards	<i>Achieve high BREEAM rating</i>
6	Insulation	<i>Meet high standards of insulation</i>
7	Design and Construction	<i>Adopt energy efficient design</i>
8	Air Tightness	<i>Achieve high level of air tightness</i>
<b>Objective 2: Resource Efficiency</b>		
9	Heating and Hot Water Systems	<i>Adopt electric-based heating and hot water systems</i>
10	Water Usage	<i>Minimise unnecessary water usage</i>
11	Energy Efficient Design	<i>Achieve <b>set</b> energy efficient design standards</i>
12	Refurbishment and re-use	<i>Prioritise refurbishment/re-use over new build</i>
13	Usage	<i>Design building structure for 100% utilisation</i>
14	Recycled Materials	<i>Prioritise materials that are re-used/reclaimed</i>
15	Flexibility and Adaptability	<i>Demonstrate design flexibility and adaptability</i>
16	Carbon Sequestering	<i>Use carbon sequestering materials</i>
17	Retrofit Targets	<i>Adopt <b>set</b> energy targets for retrofit buildings.</i>
18	Retrofit Specification	<i>Adopt <b>set</b> retro-fit standard</i>
19	Carbon Dependency Reduction	<i>Reduce heat source carbon dependency</i>
20	Retrofit Priorities	<i>Prioritise retrofit measures</i>
21	Energy Efficient Fabric	<i>Meet <b>set</b> energy efficient design standards</i>
<b>Objective 3: Biodiversity Net Gain</b>		
22	Green and Blue Infrastructure	<i>Meet <b>set</b> green/blue infrastructure target</i>
23	Biodiversity Gain	<i>Exceed minimum set Biodiversity Net Gain</i>
24	Tree Canopy	<i>Increase urban tree canopy to meet set target</i>
25	Grassland Management	<i>Achieve <b>set</b> management targets</i>
<b>Objective 4: Climate Change Management</b>		
26	Sustainable Drainage Systems	<i>Incorporate SuDS into all new development sites</i>
27	Waste Reduction	<i>Minimise waste</i>
28	Waste Recovery	<i>Include adequate waste recycling facilities</i>
29	Equipment	<i>Use safe equipment which is Class A energy-rated</i>
30	Contracts	<i>Include a site waste management plan</i>
31	Transport	<i>Facilitate sustainable transport use</i>

## 8. Landscape and Greenspace

- 8.1 The neighbourhood area covered by the Weymouth Neighbourhood Plan has many areas of countryside and greenspace. Map 4 demonstrates just how much of the area has a defined landscape character that is not urban.
- 8.2 Within the landscape character area there are extensive tracts of SSSI's<sup>25</sup> and local nature reserves (see Map 7 – page 30) many of which contain important water-based habitats. Much of the coastline is part of the Jurassic Coast, World Heritage site. Additionally, the chalk streams of the River Wey and River Jordan are of great habitat importance.
- 8.3 It is one of the purposes of the Neighbourhood Plan to protect and enhance our unique environments and sustain the distinctive landscapes and coastline.
- 8.4 The Dorset National Landscapes (DNL) includes those parts of the neighbourhood area northwest of Upwey and around Sutton Poyntz (see Map 5). The Neighbourhood Plan provides an opportunity to embed DNL Management Plan<sup>26</sup> land-use objectives and policies in the extant and evolving Local Plans.
- 8.5 Open greenspace is very important to the sense of health and wellbeing experienced by the people of the area. 64% of respondents to the 2022 Community Survey expressed high regard for the area's countryside and parks.
- 8.6 The area is blessed with 91 hectares of publicly accessible green space, which not only provides for the daily recreation needs of the permanent residents of Weymouth but also offer leisure and recreation opportunities to the town's many visitors. Weymouth's gardens and play areas are the most frequently used leisure facilities in the town. From play areas and skate parks to tennis courts and tranquil walks, there's something for everyone. Each year the gardens play host to several events, including smaller scale community fairs to open-air musical concerts.
- 8.7 Weymouth Town Council manages nine public parks and gardens. Five of these have Friends Groups who organise events to promote the parks. Two of the parks have received Green Flag awards. These spaces provide natural beauty in the town and also support leisure and physical activities for all ages. In the 2022 Community Survey 55% expressed satisfaction with the parks and gardens as they are; illustrating that people care but there is opportunity for improvement.
- 8.8 Areas of woodland are few and small, for example in the Lorton Valley, at Redlands and along the Rodwell Trail. The only area of designated 'Ancient Woodland' is at Two Mile Coppice.
- 8.9 The network of public rights of way is an important facet of the open space offer and provides connections and corridors between open spaces. We are blessed with many miles of public rights of way including a section of the South West Coast Path and numerous bridleways that provide links between settlement areas and access to the countryside. There are several important trails such as the Wey Valley Riverside Walks, the Rodwell Trail and the Jubilee Trail,

<sup>25</sup> [SSI = Site of Special Scientific Interest](#)

<sup>26</sup> [https://www.dorsetaonb.org.uk/wp-content/uploads/2019/04/DAONB\\_Managementplan.pdf](https://www.dorsetaonb.org.uk/wp-content/uploads/2019/04/DAONB_Managementplan.pdf)

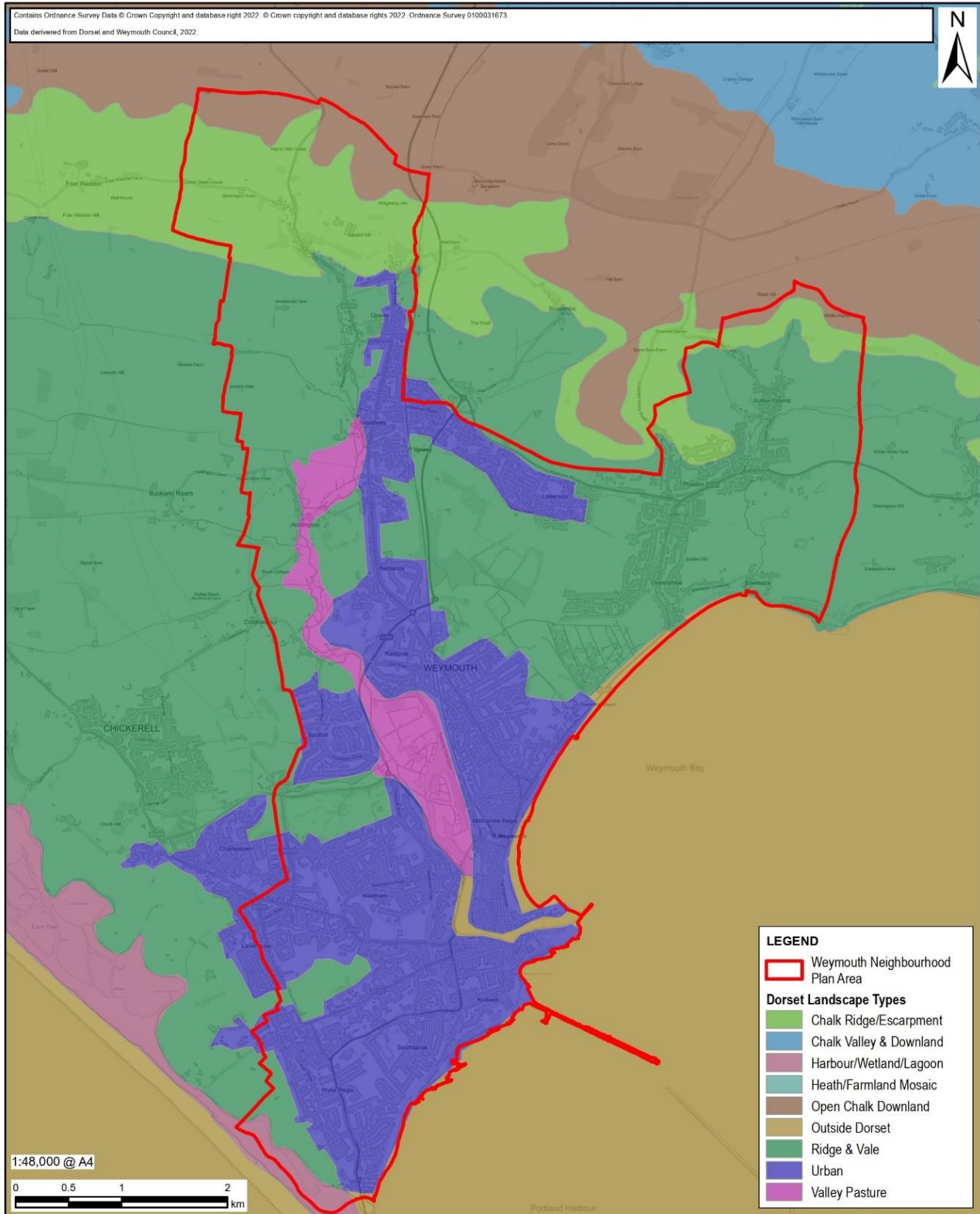


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passing through Upwey. Grass and gravel routes may be added in a similar way to those at the Moors Valley Country Park and Forest to facilitate

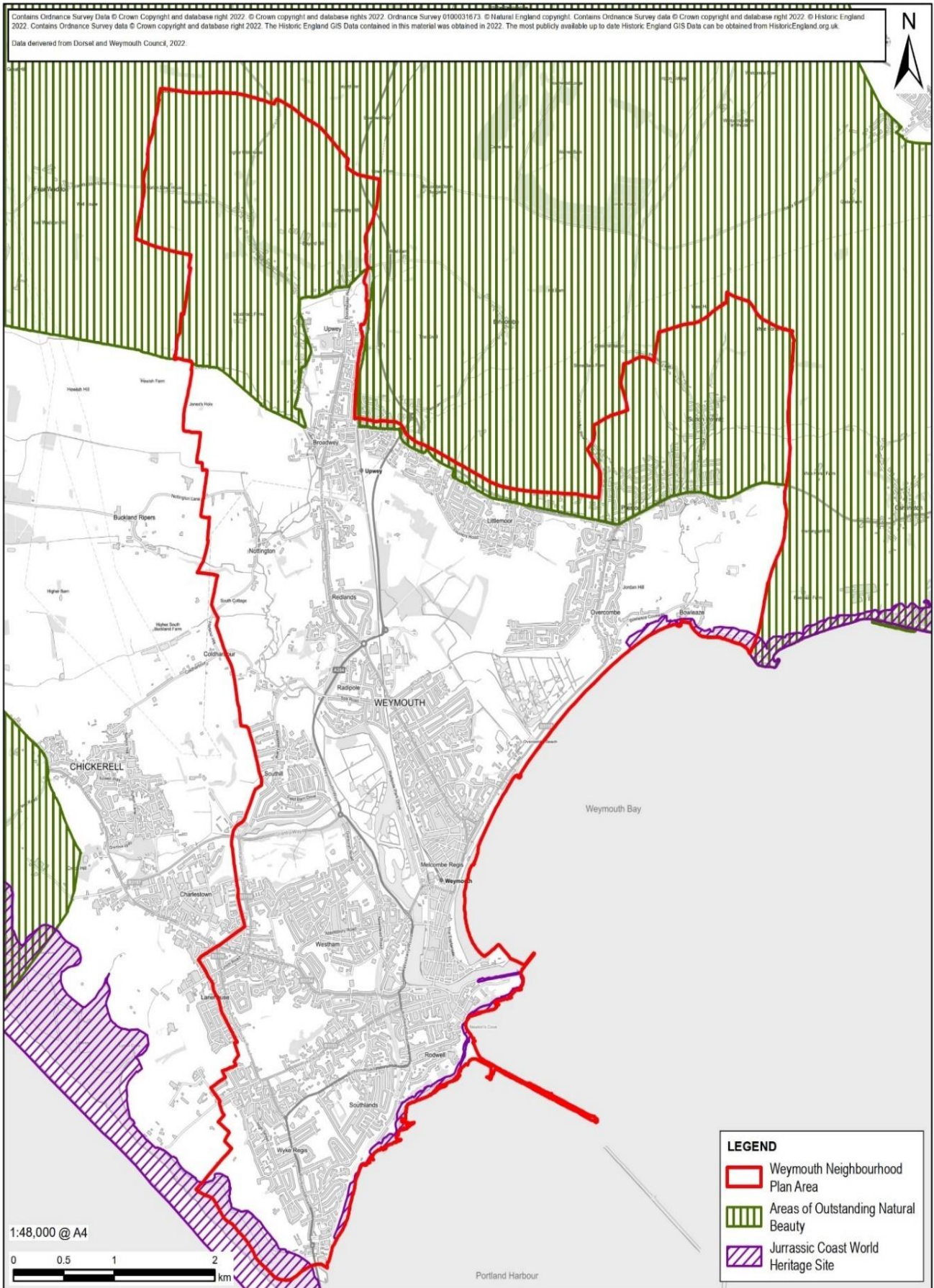
joint walkway and responsible off-road cycling access

## Map 4: Landscape Types



- 8.10 The farmland of the neighbourhood area is largely treeless with small pockets of woodland. The open fields on the slopes are divided by sparse hedgerows, post and wire fencing and occasional dry-stone walls. The soil is relatively thin and much of it is classed as Grade 3 agricultural land. It may not be the most productive farmland, but it is important for the character and setting it provides and the opportunity for local people to connect easily with the countryside.
- 8.11 The area's greenspaces play a significant role in flood alleviation. Many are low-lying and prone to flooding. The main sources of flood risk to Weymouth town centre are water tide levels in the harbour and waves topping over the Esplanade. High tidal levels also exacerbate flooding upstream of Westham Bridge. The River Wey floods if high tide coincides with prolonged heavy rainfall. Another risk arises from silt deposition in Radipole lake. At high tide, the nature reserve is tide locked and acts as the flood defence, however as the lake continues to silt up the capacity to store water will decrease.
- 8.12 The Wey Valley villages of Upwey, Broadwey, Nottingham, and Radipole are all prone to surface water flooding which can be exacerbated by high tides. In the Upper Wey Valley groundwater flooding is also a frequent occurrence. In general flood patterns follow the River Wey and the River Jordan which flows through Sutton Poyntz and Preston to Bowleaze Cove. The Environment Agency has introduced flood mitigation areas in the Wey Valley and taken action to mitigate flooding on the River Jordan in Preston. In both areas, groundwater flooding is a frequent occurrence during periods of high rainfall due to overflow of the storm water drains.

**Map 5: Dorset National Landscape and Jurassic Coast World Heritage Site**



Our Neighbourhood Plan Policies and their Explanation / Justification

**Policy W01: Shoreline Protection**

Development proposals, specifically to prevent coastal erosion or flooding, and protect property and businesses, in areas designated by the South Devon and Dorset Shoreline Management Plan to be protected ('hold the line') will be supported

- 8.13 Taking account of coastal change resulting from natural forces and climate change is consistent with the NPPF. However, **para. 177** of the NPPF requires plans to avoid inappropriate development in vulnerable areas, as well as not exacerbating the impacts of physical changes to the coast. *requires the continued defence of the shoreline for much of this area. This will, however, result in coastal squeeze of intertidal habitats against fixed sea defences. At Bowleaze Cove and Preston Beach, the long-term vision is to provide more sustainable defences through realignment of existing defences.*
- 8.14 The South Devon and Dorset Shoreline Management Plan (SMP)<sup>27</sup> sets out what is agreed to be the most sustainable approach to managing the flood and coastal erosion risks to the coastline over the next 20, 50 and 100 years. It is a policy document for the planning of sustainable coastal management. It takes account of other existing planning initiatives and legislative requirements and is intended to inform wider strategic planning.
- 8.15 Redcliff Point to Portland Bill is recognised by the SMP as *one of the more heavily developed stretches of coastline within the SMP area, incorporating the key service and tourism centre of Weymouth and the Isle of Portland. The area also has several nature designations for both geological and biological reasons. This whole stretch of coast is heavily dependent on any changes to the breakwaters. Policies developed in this area have assumed that the breakwaters will remain and be maintained. A key driver of policy in this area is the continued protection of commercial and social assets, which*
- 8.16 Weymouth already floods and is impacted by coastal erosion. *“With a robust prediction of an acceleration in sea level rise and more intense weather events because of climate change, the problems facing Weymouth will increase significantly. In October 2020, Dorset Council approved the Weymouth Harbour and Esplanade Flood and Coastal Risk Management Strategy which drew upon all relevant reports, bringing together their findings and recommendations to define a preferred strategic pathway to managing coastal flooding and erosion risk around Weymouth Harbour and along the Weymouth Esplanade and put in place measures which protect Weymouth to at least the same level as is current.”<sup>28</sup>* This means that developments in Flood Zone 2 and 3 will need to follow the Local Plan Policy and the to-be-published 2nd Level Weymouth Flood Risk Assessment.
- 8.17 Policy W01 supports development necessary to prevent coastal erosion or flooding if it is consistent with the 'hold-the-line' approach of the SMP and any approved coastal management strategy.

<sup>27</sup> <https://www.dorsetcouncil.gov.uk/countryside-coast-parks/beaches-and-coast/coastal-protection-and-management/shoreline-management-plans.aspx>

<sup>28</sup> <https://www.dorsetcouncil.gov.uk/w/weymouth-harbour-and-esplanade-flood-and-coastal-risk-management-scheme-strategic-outline-case-soc>

**Policy W02: Conservation of the Natural Environment**

1. Areas of benefit to nature and geological conservation, such as country parks, nature parks and reserves must be retained and protected from detrimental negative impacts likely to arise from development.
2. Any development brought forward must ensure that it can be implemented without adverse effect upon the integrity of the Habitats sites. Proposals that will adversely affect the integrity of Habitats will not be supported.
3. Support is given to the recognition of wildlife areas at Wey Valley Watermeadows on land shown on Map 7.

8.18 The neighbourhood area is fortunate to have several areas of nature or geological conservation designated as being of International, National or Local importance - see Map 6. Many are managed with public access in mind. The following nature conservation areas have all been the subject of measures to protect and enhance the diversity habitats and wildlife inhabitants.

- Lorton Meadows – Partly SSSI
- Lorton Valley Nature Park – An assembly of SNCI
- Lodmoor SSSI & Adjacent SNCI
- Radipole Lake – SSSI
- White Horse Hill – SSSI

The geological sites of interest are:-

- Portland Harbour Shore – SSSI
- South Dorset Coastline – SSSI
- Upwey Quarries – SSSI (It is an SSSI in an assembly with Bincombe Down, latter not in Weymouth)

Each has its own special characteristics; each has had to find ways to accommodate regular visitors and tourists who are attracted to them.

8.19 Policy WEY16 of the Local Plan allocates land between Preston Beach Road and Southdown Ridge, to extend Lorton Valley Nature Park *“to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement”*. The

Nature Park not only protects important habitats and helps to maintain the area’s biodiversity it serves as an education resource and a destination for trail walkers and other visitors. Local Plan Policy WEY8 is permissive of new tourism and recreation facilities at Lodmoor Country Park as long as they do not harm the character or natural environment.

8.20 Policy W02 not only protects existing designated areas which benefit nature or geological conservation, it also supports the recognition of other areas where the purpose of protecting an important natural environment is clear and where enhancements will not only help safeguard the special character of the site from a habitat perspective, they can provide for an increase in responsible public access to appreciate nature.

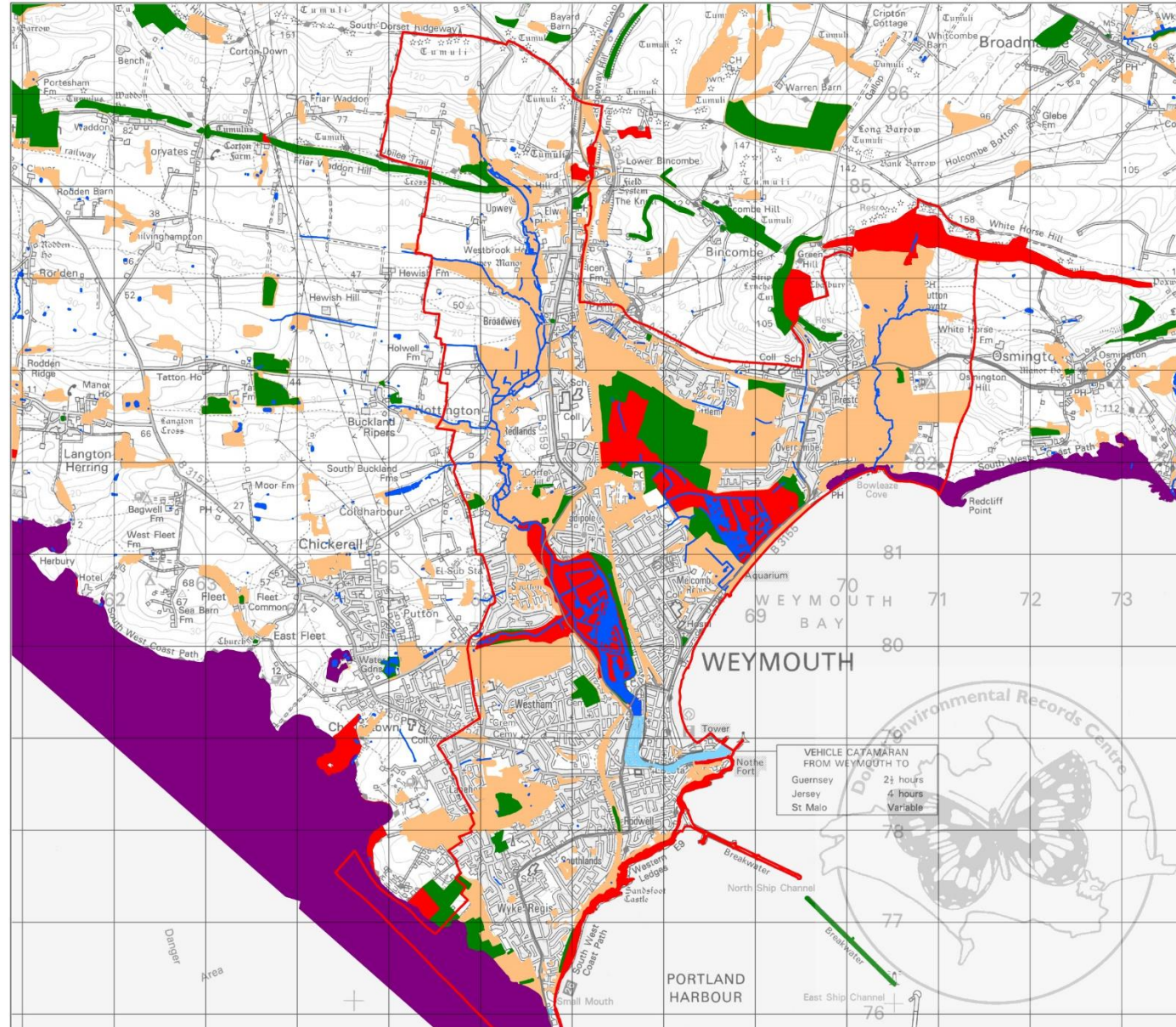
8.21 Policy W02 supports all measures to enhance the resilience of all the protected sites and to gain and maintain a favourable condition for all SSSI sites in accordance with UK government's 25 year environmental plan, 2018.

8.22 The Wey Valley Watermeadows comprise approximately 5ha of land beside the River Wey (see Map 7). They are essentially two fields with public access that have long been used on an informal, and generally responsible, basis by walkers, dog walkers, and horse

riders, who take advantage of the local rights of way. The area is also known for its wildlife value and attracts naturalists on a regular basis.

- 8.23 The area features in the River Wey Walks promoted by the River Wey Society and provides one of the few walking areas beside the river where the path is not bounded by fences. Community consultation has affirmed the high regard that local people have for the area in question.
- 8.24 Policy W02 seeks to secure the future of the Watermeadows as an important part of the local ecological network. The policy is permissive of minor works compatible with habitat conservation and restoration to ensure its status is recognised, such as signage, and improvements and additions in the interests of accessibility and interpretation. Such measures could be secured as part of a broader maintenance and enhancement program through developer contributions relative to site allocation policy W19, allocation of CIL funding and biodiversity net gain credits in the interest of increasing biodiversity. Such a program could be administered through working with an ecology focussed organisation such as Dorset Wildlife Trust. It is recognised that part of the area is within the Radipole Conservation Area.

**Map 6: Network of Ecological Sites and Wildlife Corridors**




**DERC**  
Dorset Environmental Records Centre

**Weymouth Dorset**

**Ecological Networks - Sites (Sept 2023)**

**Key:**



- International Sites
- National Sites
- Local Sites
- Wildlife Corridors & Stepping Stones
- Inland Water
- Enclosed Tidal Water
- Area of interest



  
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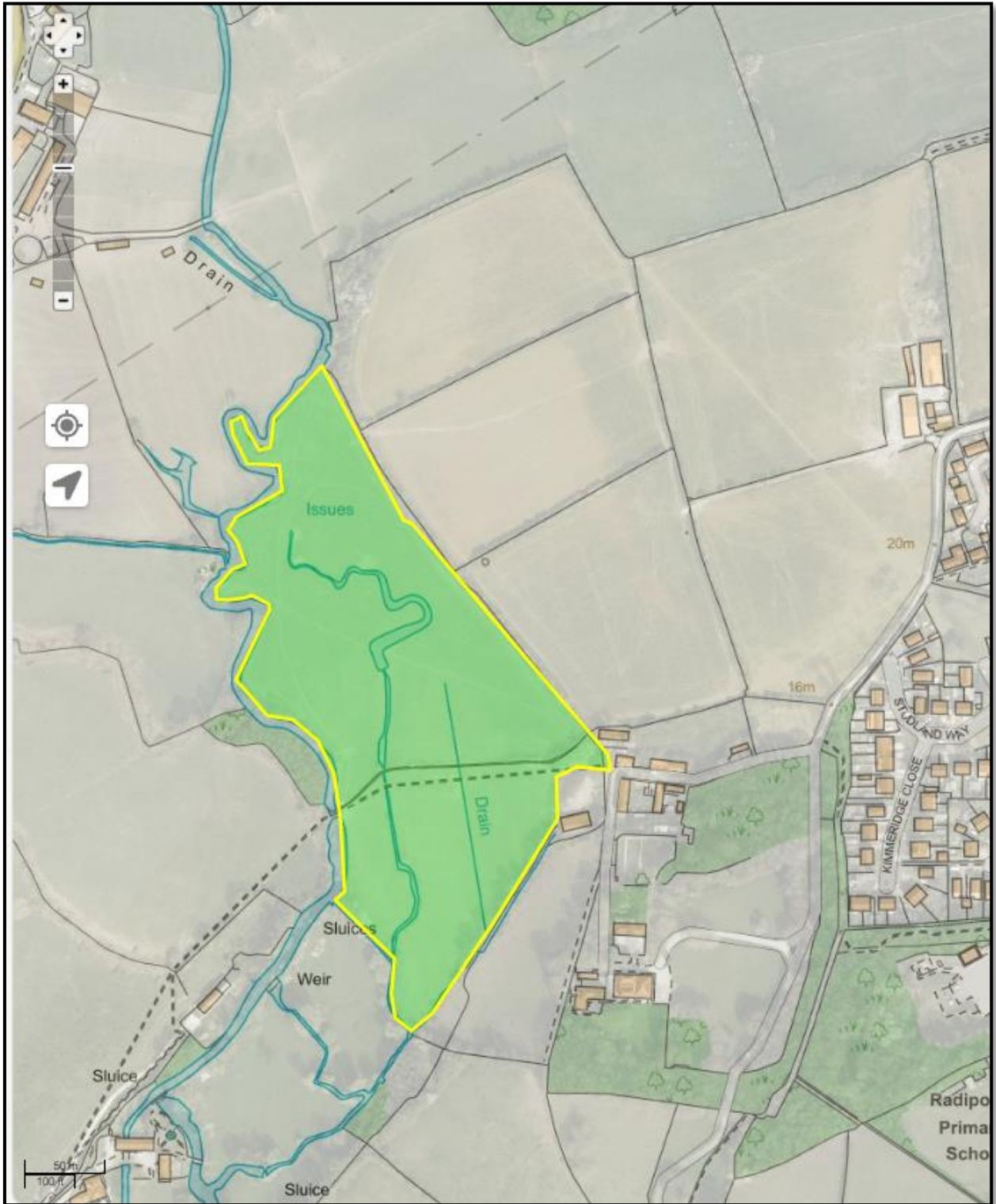
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**Map 7: Wey Valley Watermeadows**





**Policy W03: Wildlife Habitats and Areas**

1. Development proposals that are likely to have a significant adverse effect on the integrity of habitats of local and national importance and the wild flora and fauna in those areas that form part of the ecological network will not be supported unless unavoidable due to exceptional circumstances and the proposed mitigation measures are proportionate to the status of the site and satisfy the requirements of the local planning authority.
2. Where impacts to biodiversity are identified, proposals must apply the mitigation hierarchy and do everything possible to firstly avoid then to minimise impacts. Compensation measures will be permissible as a last resort only .
3. Proposals to protect or restore any existing features, or to create new features of wildlife habitat – particularly where these form linkages between habitats within or beyond the site will be encouraged and supported.

8.25 The Weymouth area has the benefit of a rich and diverse landscape with a varied and valued biodiversity. Part of the neighbourhood area is within the formally designated Dorset National Landscape. Whilst it is recognised that development will be required in the future in accordance with the overall aims and objectives in this Plan, it is essential that such development takes place based upon a detailed knowledge of the ecological status of a defined site and location and the incorporation of appropriate and proportionate mitigatory measures, with the greatest weight being given to avoidance, and the use of compensation being a last resort. In this way the adverse impact of development on biodiversity, habitats and species can be prevented; and opportunities taken to enhance biodiversity, whilst allowing well designed sympathetic development to proceed.

8.26 Policy W03 complements policy ENV2 of the Local Plan by ensuring that development does not adversely impact those locations in the Weymouth area that are recognised by the Dorset Environmental Records Centre (DERC) as having significant ecological value.

8.27 The NPPF [para. 182](#) makes clear that great weight should be given to “conserving and enhancing landscape

*and scenic beauty in Areas of Outstanding Natural Beauty which have the highest status of protection”.* Regarding recognised wildlife areas, “plans should distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries” NPPF ([para. 181](#)).

8.28 DERC has prepared a biodiversity-rating of the area’s natural habitats in ascending order of biodiversity sensitivity. Map 6 (page 32) shows those higher-rated locations in the Weymouth area that are of: outstanding habitat and designated internationally, nationally; locally important sites (areas of good natural/semi-natural habitat); along with wildlife corridors (other semi-natural habitats of predominantly native species). Those areas regarded by DERC as ‘high potential areas’ for biodiversity gain because of their relation to factors such as adjacent areas, connectivity or projected value as

## Weymouth Neighbourhood Submission Plan – November 2024

stepping stones, buffer zones, etc are shaded yellow on Map 8.

- 8.29 The area's gardens, allotments, and amenity grassland, which can also be ecologically significant are generally outside the scope of policy W03 and addressed by other policies in the development plan.
- 8.30 Development proposals that are likely to impact on areas shown on Map 6 or as wildlife corridors and 'High Potential Areas' for biodiversity gain on Map 8 will need to be supported by a full site specific independent ecological habitat and species assessment and production of a site-specific biodiversity action plan that provides for protection, conservation, and enhancement of biodiversity. Development impacting national and locally important sites will only be supported in the most exceptional and unavoidable circumstances, and where the public benefit would clearly outweigh the loss or deterioration of habitat. For other sites Local Plan policy ENV02 should apply, and the local planning authority's hierarchy of mitigation adhered to.
- 8.31 *"Use of the mitigation hierarchy is fundamental to Dorset Council's approach to protecting biodiversity as detailed in the Dorset Biodiversity Appraisal Protocol<sup>29</sup> The hierarchy aligns with the NPPF and is stated - If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, 'compensation' or 'offset' is an element of then planning permission should be refused.* (Paragraph 186 (a)).
- Whilst policy W03 recognises the hierarchy of mitigation in the Local Plan, this should only be accepted as last

resort when all other options have been investigated and proven to be impractical.

- 8.32 Policy W03 recognises the critical importance of connectivity to wildlife. The ecological networks are a valuable resource towards constructing a Habitat Recovery Network for Dorset. Connectivity is key to building such a network and Weymouth has much to offer by linking designated and non-designated areas of wildlife importance through wildlife corridors. Such connectivity should recognise adjoining wildlife corridors and seek to bridge 'gaps' in transit routes for example through the natural extension of the Chickerell Wildlife Corridor by recognition of the land south of Wessex roundabout as a wildlife link to Radipole and the Lorton Valley. Further links within the area are also possible by utilising the natural features of the river valleys such as by extending the Sutton Poyntz Wildlife corridor along the River Jordan to Bowleaze Cove and incorporating the Wey Valley Water Meadows into the River Wey corridor at Nottingham.
- 8.33 The DERC ecological maps provide a consistent framework to assist prospective developers of a specific site to make an initial assessment of the ecological status of that site based upon validated research and develop appropriate and proportionate mitigatory measures as part of a biodiversity action plan. Reference by developers to DERC regarding the sites identified on Maps 6, 7 and 8 will better facilitate the recognition and evaluation of connectivity within and between sites of ecological importance (including 'High Potential Areas') when formulating development proposals for

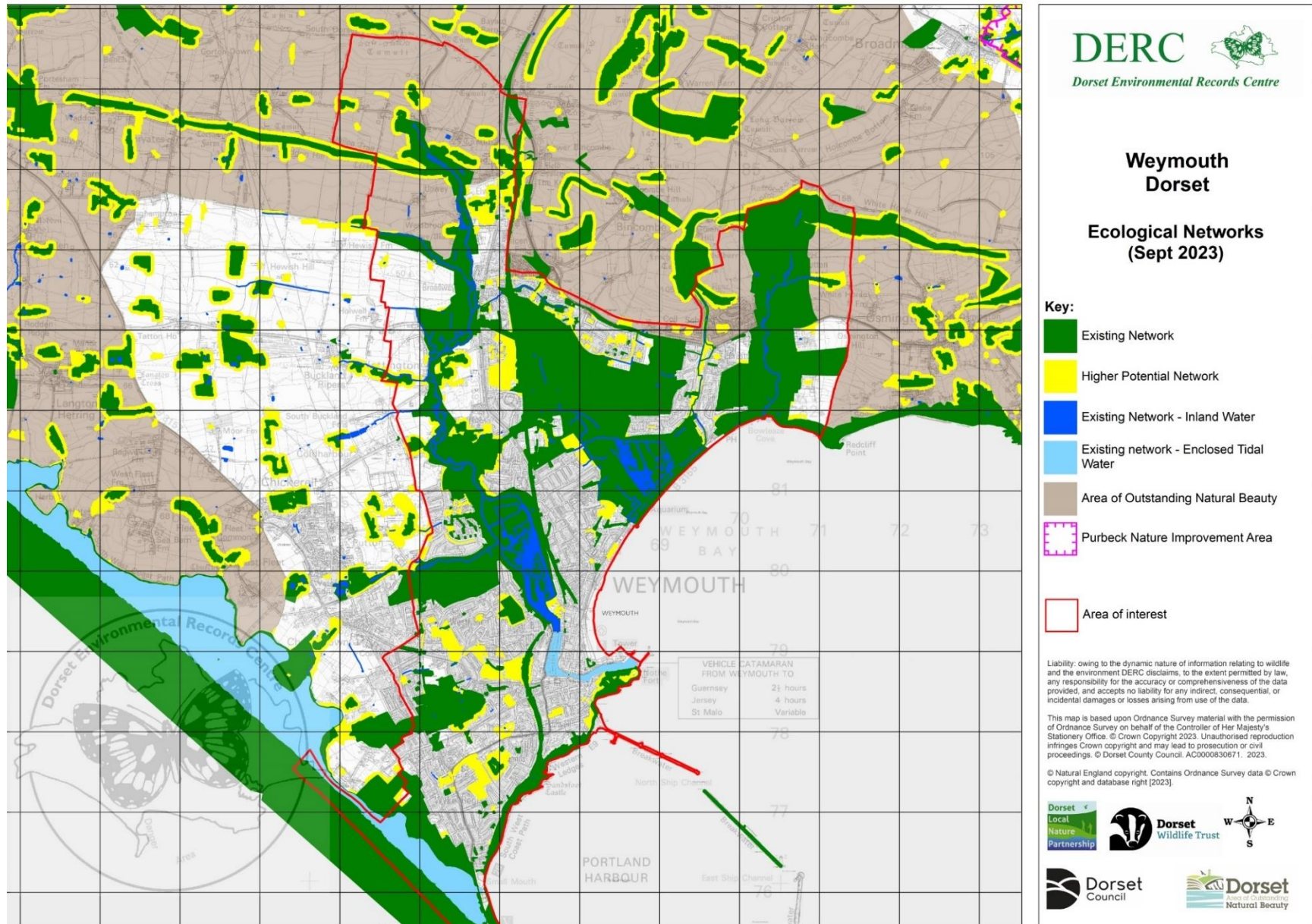
<sup>29</sup> [DBAP Technical Guidance Section 3](#)

a specific site and avoiding negative impacts on both that and nearby sites.

- 8.34 It is the intention that the DERC maps will be regularly updated based upon field study and feedback from public and specialist organisations and become a permanent part of the existing Dorset Ecological Networks maps. The data, being subject to validation, will provide a reliable and current source of ecological status of potential sites.

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**Map 8: Ecological Networks – Existing and Higher Potential**



**Policy W04: Wildlife Corridors**

1. All development proposals impacting the areas recognised as Wildlife Corridors on Map 9 should meet the requirements of the Dorset Biodiversity Appraisal Protocol.
2. Wherever appropriate, development proposals should demonstrate they take the opportunity to enhance and extend the network of Wildlife Corridors as a means of mitigating development impact with a focus on increasing biodiversity, wildlife value and general amenity value of these corridors.
3. Where wildlife corridors are disrupted as an unavoidable consequence of adjacent or nearby development, developers will be required to minimise the impact and to carry out remedial action in accordance with a scheme agreed with the Local Planning Authority.

8.35 Whilst the neighbourhood area appears predominantly urban, it includes many significant wildlife areas and habitats. In 2010 it was acknowledged<sup>30</sup> that these were relatively isolated from each other and from the wider countryside by urban development. Since that time much attention has been paid to identifying, protecting, and enhancing the areas wildlife corridors and stepping stone habitats in the interests of maintaining biodiversity and maintaining the migratory bird routes. In 2020 a follow-up study<sup>31</sup> showed improvements in some areas and noted some losses because of development.

8.36 Map 6 shows the recognised wildlife corridors of the neighbourhood area in relation to designated sites. These are protected from inappropriate development. Any development that does take place within these areas should be justified on the basis of necessity and generally satisfying the requirements of the Dorset Biodiversity Appraisal Protocol (DPAP)<sup>32</sup>. The DBAP applies to all development sites of 0.1ha or greater in size, or where there are

known protected species or important habitats/habitat features. It applies a mitigation hierarchy of avoid, mitigate, compensate in line with the NPPF.

8.37 Development that takes place within, or has an impact on, the Landscape and Wildlife Corridors should minimise damage and disruption and take every opportunity to enhance and/or extend the network of Landscape and Wildlife Corridors (as identified in Map 6). In accordance with the Environment Act (2021), all DBAP applications are required to provide a measurable biodiversity net gain of at least 10%. This policy recognises the value of directing Biodiversity Net Gain to enhance the broad habitat within the wildlife corridors and their inter and intra connectivity due to the proximity to developed areas.

BNG units delivered closer to a development site should be calculated at a higher value in the statutory biodiversity metric than those delivered further away so as to incentivise BNG within the wildlife corridors.

<sup>30</sup> <https://dorsetlnp.org.uk/wp-content/uploads/2020/10/Weymouth-Portland-Corridors-and-Stepping-Stones-Report-2010.pdf>

<sup>31</sup> <https://dorsetlnp.org.uk/wp-content/uploads/2020/10/Weymouth-Portland-Addendum-Sept-2020.pdf>

<sup>32</sup> <https://www.dorsetcouncil.gov.uk/countryside-coast-parks/countryside-management/biodiversity/the-dorset-biodiversity-appraisal-protocol.aspx>

**Policy W05: Ecological Impact of Development**

1. Development proposals should comply with national legislation and the requirements of the Local Planning Authority and, unless statutorily exempt, must contribute to the enhancement of the natural environment by providing for a substantial biodiversity net gain.
2. All development proposals should consider potential ecological impacts at an early stage in their design consistent with best practice guidance and identify an array of suitable habitats and other measures (e.g. bat tiles, swift bricks, bird boxes, retention of hedges and other heritage boundaries, green roofs, rainwater gardens etc) to be included in the development.

8.38 The NPPF [para. 186](#) says that *“opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate”*.

8.39 Local Plan Policy ENV 8. requires developers to take *“opportunities to incorporate and enhance biodiversity in and around developments will be encouraged”*. It is expected that the new Local Plan will be much firmer in its biodiversity requirements. It will compel developers to deliver a minimum net gain in biodiversity through the restoration and re-creation of habitats and provide for the long-term monitoring and management of biodiversity features.

8.40 The relevant policy in the new Local Plan will be informed by the Environment Act 2021 under which all planning permissions granted in England (with a few exemptions<sup>33</sup>) will have to deliver at least 10% biodiversity net gain. Biodiversity net gain (BNG) delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. BNG can be achieved on-site, off-site or through a combination of on-site and off-site measures. BNG will be measured using Defra’s

biodiversity metric and habitats will need to be secured for at least 30 years.

8.41 The policy calls for a substantial biodiversity net gain and a figure of at least 20% is called for wherever possible in alignment with the Supporting Environmental Targets (Objective 3 Target 22) in Appendix A of this document. This is particularly relevant in those areas in close proximity to designated sites of wildlife importance and wildlife corridors. Such a figure aligns with feedback from the Environment Agency in response to the Dorset Council Local Plan (insert reference) consultation and is deemed viable on the basis of the Guildford report (insert reference). The higher figure also recognises the impact that residential development will have on nearby wildlife sites from an increase in recreational pressure in the local area.

8.42 Policy W05 requires development proposals to demonstrate that the possible ecological impacts have been considered and measured as part of the design process and, in accordance with guidance available from the local planning authority, several measures have been integrated into the development to achieve the required biodiversity gains.

<sup>33</sup> [development impacting habitat of an area below a ‘de minimis’ threshold of 25 sq. m, or 5m for linear habitats such as hedgerows and watercourses;](#)

[householder applications; biodiversity gain sites \(where habitats are being enhanced for wildlife\); small scale self-build and custom housebuilding](#)

**Policy W06: Trees, Woodlands, and Hedgerows**

1. Development proposals should avoid the loss of or damage to trees, woodland, orchards, or hedgerows that contribute positively to the character, biodiversity, and amenity of an area.
2. Development proposals which could result in loss or damage to ancient, protected, or veteran trees will not be supported.
3. Where loss or damage to trees, woodland, orchards, or hedgerows is unavoidable, development proposals must provide for appropriate replacement planting on the site with an indigenous species along with a method statement for the ongoing care and maintenance of that planting. The planting of new trees and hedgerows on the same basis will be supported.
4. Replacement planting should at least be on a two-for-one basis, adopt a 'right tree right place' approach and demonstrably increase the canopy cover on site consistent with an overall objective of a minimum 15% canopy cover over the plan period.

8.43 Areas of woodland within the neighbourhood area are generally small, for example in the Lorton Valley, at Redlands and along the Rodwell Trail. The only known area of designated Ancient Woodland is at Two Mile Coppice. Trees are essential infrastructure to support public health and climate resilience. Their current status is assessed by a tree equity score. Approximately 12% of the assessed Weymouth areas have the priority of give categories for increased canopy cover with a further 32% in the next category, a high priority.<sup>34</sup>

8.44 It is therefore important that where trees are lost for whatever reason they are replaced with an appropriate species, at a ratio greater than one-for-one. Weymouth Town Council is committed to planting 1,000 trees by 2025 as part of its Parks & Open Spaces Policy<sup>35</sup>. There are also a few traditional orchard sites that satisfy the definition<sup>36</sup> of a priority habitat as well as several recently planted 'community orchards'. Weymouth has an estimated tree

canopy cover of 9.8%<sup>37</sup>. An overall objective of 15% is considered reasonable over the plan period and is consistent with the Weymouth Town Council Tree Management Plan 2021-2026. Development proposals that include tree replacement should indicate how the canopy cover will be increased.

8.45 Areas of established trees, particularly veteran trees, and traditional orchards, need to be protected from further loss to land development if the character of the area landscape is not to be further eroded. Information on the status of trees in the Weymouth area is available from Dorset Council<sup>38</sup>.

8.46 Established hedgerows too are an important feature of the landscape as historical boundaries, for their amenity value and are a priority biodiversity habitat. The loss of historical boundary hedges and dry-stone walls on agricultural land is seen as detrimental to conservation of the landscape. Agricultural hedges have some

<sup>34</sup> [Tree Equity Score UK Map](#)

<sup>35</sup> [Weblink to Parks & Open Spaces Biodiversity Policy](#)

<sup>36</sup> [UK BAP Definition \[Traditional orchards \(jncc.gov.uk\)\]](#)

<sup>37</sup> <https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2022/02/Tree-Management-Policy-2021-2025.pdf>

<sup>38</sup> <https://www.dorsetcouncil.gov.uk/countryside-coast-parks/countryside-management/tree-management/tree-preservation-orders/tree-preservation-orders-weymouth-portland>

protection from the Hedgerows Regulations 1997.

- 8.47 It is important that new developments carefully consider the selection of species if biodiversity gain is to be maximised. Wildflower and grass seed mix should be selected to result in a food source across the growing season and consist mainly of perennial plants with addition of seeds that provide the appropriate food plant for invertebrate species present.
- 8.48 Trees and shrubs should be selected according to the site, specific location and to benefit a wide range of species of wildlife. Situations where native trees and shrubs can be mixed, such as in hedgerows, are ideal for plantings in new developments. They could also be planted in small copses or woodland or included in the gardens of homes and offices. For smaller properties, single small trees or shrubs could be planted and intermixed with typical low-maintenance planting
- 8.49 It is important to consult relevant organisations such as Butterfly Conservation, Dorset Wildlife Trust and the Woodland Trust who will be able to provide sound advice on suitable species of wildflower, trees and shrubs.



**Policy W07: Rights of Way, and Access to the Countryside**

1. Rights of way and other non-vehicular public access routes should be protected. Proposals for improvements or extensions to those that exist will be supported where there is no adverse or harmful impact on biodiversity.
2. New developments must ensure that existing footpaths, bridleways, cycleways and other rights of way are retained, or that any diversion would not result in an adverse impact on biodiversity, residential amenity, or the safety of the public.
3. Opportunities to connect major new developments via footpath, bridleway and cycleway links to the network of countryside and coastline footpaths should be maximised.

8.50 The NPPF ([para. 104](#)) says “*planning policies should protect and enhance public rights of way and access*” and through the planning policies we should encourage improved public access to the Countryside (NPPF para 124). Whilst the PPG<sup>39</sup> recognises that “*public rights of way form an important component of sustainable transport links and should be protected or enhanced*”.

8.51 The network of footpaths, rights of way, and bridleways in the area is shown on Map 9. Several have been promoted in local guides such as the Rodwell Trail and the series of Littlemoor walking maps and information, which aid local people and visitors alike to appreciate the ecology and heritage adjacent to the paths. Weymouth Town Council will continue to promote the value of the footpaths to community wellbeing.

8.52 Improvements to the footpath network of the area are consistent with the Ramblers Charter<sup>40</sup> that was adopted by the Town Council in 2019. We are committed to strive to ensure that everyone has access to high-quality green space within five minutes’ walk of their doorstep, a network of green walking routes connects people to the places they want to go, and green routes and spaces are designed with communities and open to all.

8.53 Policy W07 supports improvements and enhancements to the areas footpath network in the interest of responsible access and improving accessibility. It is important that any changes should be done in a way that cause least harm to local ecology and includes measures that will help enhance biodiversity.

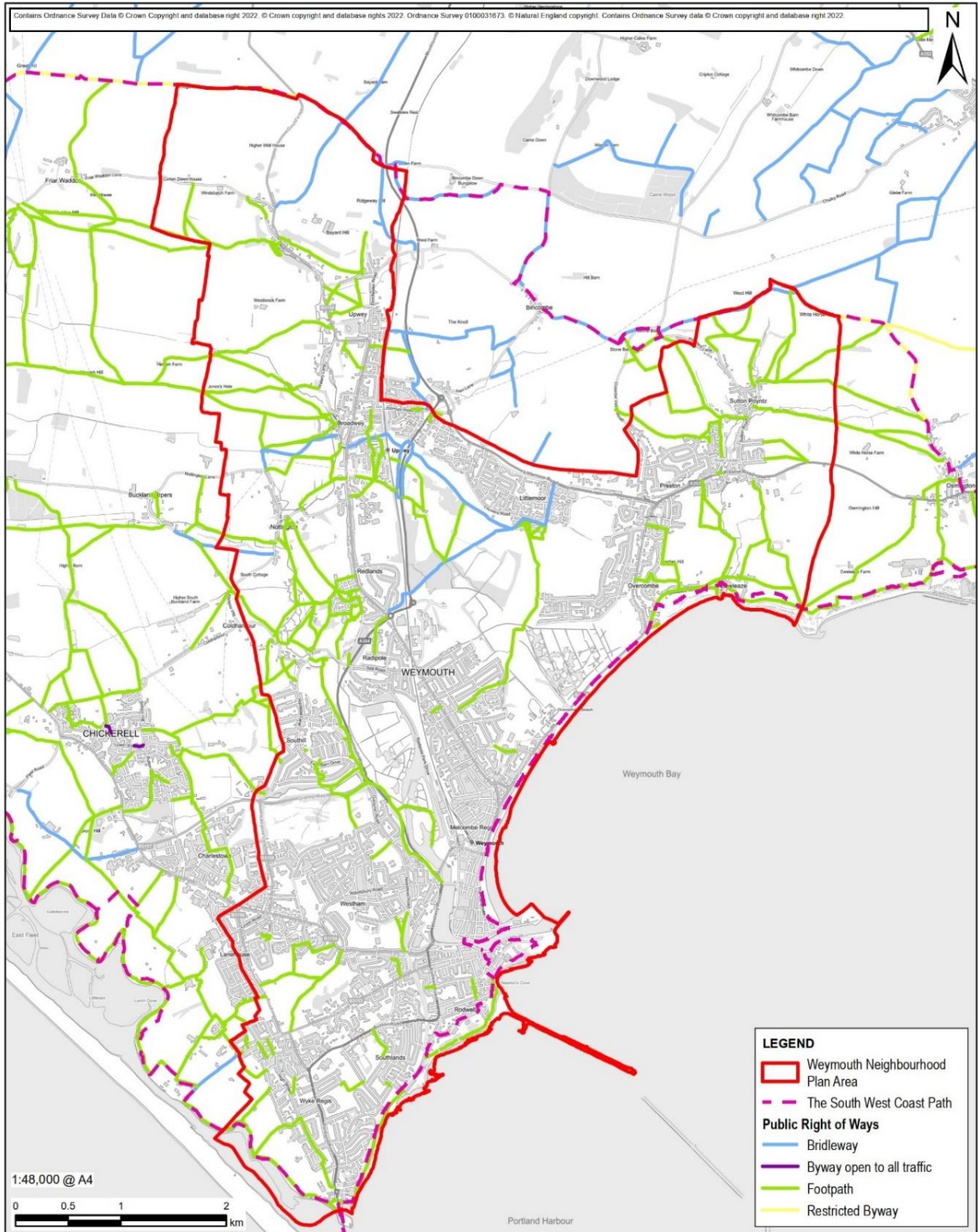
8.54 New development should ensure that rights of way are incorporated into the layout whenever possible. Any diversion deemed necessary and acceptable to the local planning authority should provide demonstrate benefits for the natural environment and the users of the route.

8.55 Policy W07 also encourages the provision of dedicated easy walking routes through new developments that link to the wider green walking network and thereby provide safe and accessible motor-vehicle-free routes from urban areas into the countryside and to local services and facilities.

<sup>39</sup> [Planning Practice Guidance para. 004 Reference ID: 37-004-20140306](#)

<sup>40</sup> [Item-14-Walking-Charter-1.pdf](#)

**Map 9: Public Rights of Way**



**Policy W08: Coastal Green Recreation Areas**

Coastal recreation areas shown on Map 10 are protected from development for purposes of public recreational access and enjoyment unless it is for:

- i. coastal defence purposes; or
- ii. for the improvement or extension of an existing built facility; or
- iii. the provision of an additional unobtrusive small-scale public facility; or
- iv. improved accessibility; or
- v. enhanced recreation opportunities of an appropriate scale and nature; and
- vi. enhances the quality and appearance of the built environment in relation to the coastal landscape and seascape.

8.56 Map 10 shows the very important coastal green recreation areas that Weymouth is famous for, and which contribute so much to the wellbeing of residents and the enjoyment of visitors. These areas provide access to the public to coastal spaces providing natural recreation and views across the bay.

8.57 Several parts of the undeveloped coastal strip are protected by statutory designations, most notably The Fleet Coastal Area. Several other areas, in total or part, identified on Map 10 (Bingleaves Open Space, Nothe Peninsula, Bowleaze Cove Open Space) are also proposed for Local Green Space Designation under policy W11 in this Plan. This policy however seeks to recognise those areas that are specifically coastal and where the prime purpose is not to protect and “fossilise” them but to control and constrain their development so as to avoid detrimental impact on future recreational public access and enjoyment. This policy specifically extends the right to safe and responsible recreational public access to these areas and the inter-connecting rights of way which is not provided for by Local Green Space Designation.

8.58 Policy W08 places protection, from most kinds of development, on those other predominantly green areas, which are primarily used for outdoor recreation purposes.

8.59 Policy W08 recognises that the following coastal locations have a special appeal, and each has its own unique character and setting, that should be safeguarded for public access and enjoyment. Their appeal is self-evident. The policy is intended to future-proof the value and appeal of these locations by being permissive of certain small-scale developments that serve public needs.

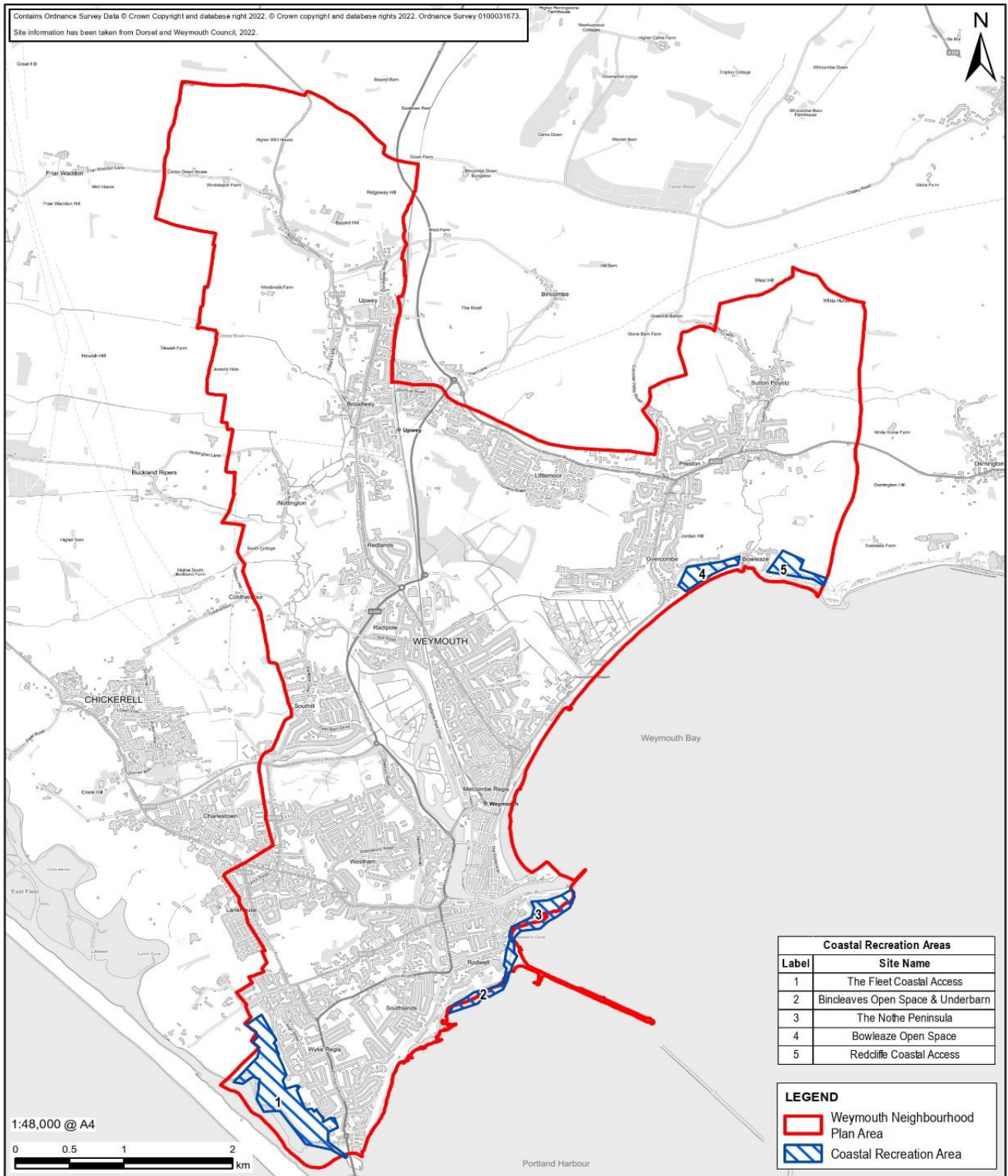
**Designated Coastal Recreation Areas:**

8.60 *Bingleaves Open Space*: This is an important coastal grassland area with scenic views over Portland Harbour, which is well used by all age groups for walking, dog walking and relaxation. It is a significant part of a well-used green corridor for walkers between south and central Weymouth.

8.61 *Nothe Peninsula*: This landmark area is well known for its panoramic coastline views of Weymouth Bay and Portland Harbour. It is a tranquil area that is appreciated and well used by visitors and locals alike. A range of trees, established shrub beds and winding paths lead down to sheltered slopes and picnic spots that serve walkers, sun bathers and families. The large, grassed area is used for ball games while, at the foot of the gardens, the seashore is a fun place for children to go crabbing in the rock pools.

- 8.62 *Bowleaze Open Space*: This coastal stretch of amenity grassland with a café, offers beautiful scenic views of the coastline. It has high recreational value, both for local people and visitors to the area. It is part of a green corridor through east Weymouth and falls within the ecological network with significant wildlife value. It is well used and appreciated by coastal trail walkers, dog walkers, picnickers and those that simply want to appreciate the beautiful view.
- 8.63 *Bincleaves Open Space and Underbarn*: This stretch links The Nothe Peninsular with the Rodwell Trail. The Bincleaves Open Space has high recreational value, both for local people and visitors to the area and has views across Portland Harbour and Weymouth Bay. The Thomas Fowell-Buxton memorial is a significant local landmark. The area includes the Coastal Look-out Station and gun-emplacement markers. Sections of the Underbarn remain open, whilst there are sections which are temporarily closed. Once safety issues are addressed re-opening the underbarn will increase the use of the space and enable the Coastal Path to be re-routed along the coast.
- 8.64 *The Fleet Coastal Access Area* – The King Charles III Coastal Path runs beside the Fleet, but the area of open space provides access to Pirate Cove and views across the Fleet. The area extends beyond the Weymouth Neighbourhood Plan Area.
- 8.65 *Redcliffe Coastal Access Area* – The English coastal path runs through this area and there are links to the nearby caravan sites and Preston village. The landslip area visible from the area is a unique habitat with deer and varied birdlife. The views across Weymouth Bay and along the coast to Weymouth are stunning. The area is much

**Map 10: Coastal Recreation Areas**



**Policy W09: Green Gaps**

1. The areas (shown on Map 11) are fundamental to retaining and protecting the special character and setting of settlement areas and preventing coalescence (the joining or merging of elements to form one mass).
2. Development proposals in the designated green gaps will not be supported unless it can be demonstrated that the development is for:
  - i. measures to prevent flooding; or,
  - ii. improvements to access to the countryside; or
  - iii. enhancement of recreation activities; or,
  - iv. for essential agricultural uses to enhance food production.
3. Development should not compromise:
  - i. the visual openness and landscape character of the gap; or
  - ii. the character or setting of local heritage assets.

8.66 The Neighbourhood Plan has emphasised the importance of the local countryside and the natural environment within the neighbourhood area. To safeguard what we have, there is a need to keep the sprawl of settlement areas to a minimum. The Local Plan defines development boundaries, and these are endorsed by the Neighbourhood Plan (see policy W14). Policy W09 is intended to reinforce this approach with a specific policy that seeks to maintain a buffer or 'local green gap' between settlement areas, specifically to prevent coalescence.

8.67 The principle of a buffer to prevent coalescence or urban sprawl and protect the integrity of the settlements *"that have distinct and separate characters from merging into one another"*, is accepted by the Local Plan under Policy ENV3 'Green Infrastructure Network'. This policy, inherited from the West Dorset Weymouth and Portland Local Plan 2015, has been applied to those *"important open gaps (as identified in the previously adopted local plan for Weymouth and Portland)"* see Map 11. The Local Plan also commits the LPA to *"work together with local communities, developers and other*

*relevant partners, such as town and parish councils, to develop a green infrastructure strategy for the plan area"*.

8.68 In preparing the Neighbourhood Plan a review was undertaken of the 'important open gaps' policy and the areas recognised by the 2015 version of the Local Plan. The 2023 community survey confirmed that considerable public support remained for the gap policy in providing buffer zones against coalescence in order that neighbourhoods are able to retain their individual character and identity. Only 3% of survey respondents were opposed to this idea or its application. In response to this endorsement areas to be recognised as 'green gaps' for the duration of the Plan period and serve as neighbourhood buffers are shown on Map 11 and the importance of their function is described in 8.68.

8.69 The importance and purpose of the 'green gaps' as numbered on Map 11 are described below.

**1. Littlemoor And Preston/Overcombe**

This Green Gap separates the residential areas of Littlemoor, Preston and Overcombe and has been defined to prevent the

coalescence of development of these built up areas. Wyke Oliver Hill is a significant landscape feature that together with the ridge further south provides an open green wedge of aesthetic value and helps provide a backcloth to existing development. Retention of this gap is particularly important given the approved development within the Littlemoor Urban Extension. The site allocation arising from policy W20 provides for future protection of the remaining gap through transfer of 23 Hectare of land to Lorton Valley Nature Park.

**2. Nottingham, Redlands, Radipole**

This is best described as two parts -

- a) The Nottingham/Redlands gap separates the village of Nottingham from the built up area of Weymouth at Redlands and Broadway and provides a 'green' link to the open countryside to the west, being comprised of farmland and tree belts and generally rising from west to east. It is of considerable visual importance to the setting of both Nottingham and Broadway/Redlands, this being acknowledged both by part inclusion within the Nottingham Conservation Area and the identification of the whole area as being of Local Landscape Importance. The development between Nottingham and Redlands/Broadway has taken place following an appeal. The proposed Redlands Farm Allocation W21 preserves the gap between Redlands and the River Wey and the Radipole Conservation area by transferring land to the west of the development up to the River

Wey to a public body as Public Open Space'.

- b) The Radipole and Redlands / Southill gap separates the neighbourhoods of Southill and Redlands and is vital for the protection of the character and setting of Radipole Village. The character of Radipole is essentially a rural one of buildings in the landscape dominated by the steeply rising fields to the south and the numerous treed hedges. It has a mature landscape with good tree cover and roadside hedges and is characterised by the narrow and steep lanes. The River Wey is greatly valued by local residents and visitors for its landscape value and ecological interest and the 'green' gap at Radipole links Radipole Lake which itself penetrates into Weymouth Town Centre with the open countryside up the Wey Valley to the north and west. It therefore does much to maintain the identity of Radipole, prevents the coalescence of development between Southill and Redlands, provides a setting and backcloth to the existing built up areas at Redlands and Southill and provides a link between developed areas and the open countryside to the west.

**3. Broadway and Wey Valley**

This 'green' gap can again be best described in two parts.

- a) That which focuses on the Wey Valley has been defined to prevent the coalescence of the separate and distinct parts of the built up area along the valley floor (Church Street and Watery Lane); and the coalescence of the ribbon of suburban

development along Dorchester Road with built development along the valley bottom. It comprises mainly of farmland and tree belts which help maintain the identity of individual parts of the built-up area and provides a setting for development along the Dorchester Road.

- b) The gap in the southern part of the Wey Valley separates the built-up areas of Broadwey and Redlands and provides a visual break in the ribbon development along both sides of Dorchester Road. Importantly it helps retain the separate identity of the older settlements of Broadwey and Upwey (parts of which are designated as Conservation Areas) from suburban Weymouth as well as providing a link between the open countryside to the west of Dorchester Road and the more enclosed landscape to the east of Dorchester Road. Thus it does much to prevent coalescence of development, provides a link between the developed area and the surrounding countryside and provides the setting for development in this area.

#### **4. Westham, Lanehouse And Wyke Regis**

Although this 'green' gap has been significantly eroded by approved development at Curtis Fields in recent years the remaining area to the south provides attractive views when viewed from the network of public rights of way. It is therefore particularly important to protecting this green open tract of land in an otherwise densely built up area, helping to maintain the individual identity of Westham/Lanehouse and Wyke Regis to the south, by

preventing the coalescence of the dense development in the area. It also maintains a vital 'green' link between the developed areas and the undeveloped Heritage Coast to the West and facilitates public access to the countryside.

#### **5. Preston and Sutton Poyntz**

This 'green' gap separates the distinct communities of Preston and Sutton Poyntz and has been defined to prevent the coalescence of development between these two settlements. To the north the Gap has been drawn with regard to the very steep, undulating topography, excluding the steepest slopes and following field boundaries as appropriate. Further south Puddledock Lane bisects the gap at the narrowest part where the area is semi-rural in character. The narrow neck of land between Preston and Sutton Poyntz links the more open character of the northern and western part of the gap, which is more typical of the Dorset National Landscape area, and the more intimate landscape character associated with the area between Puddledock Lane and Sutton Road, thus making an important contribution to the setting of this part of the built up area. This 'green' gap helps maintain the separate and distinct identities of Sutton Poyntz and Preston and provides a setting for both settlements as well as an important visual and functional link between the developed areas and the countryside.

#### **6. Southill and Westham**

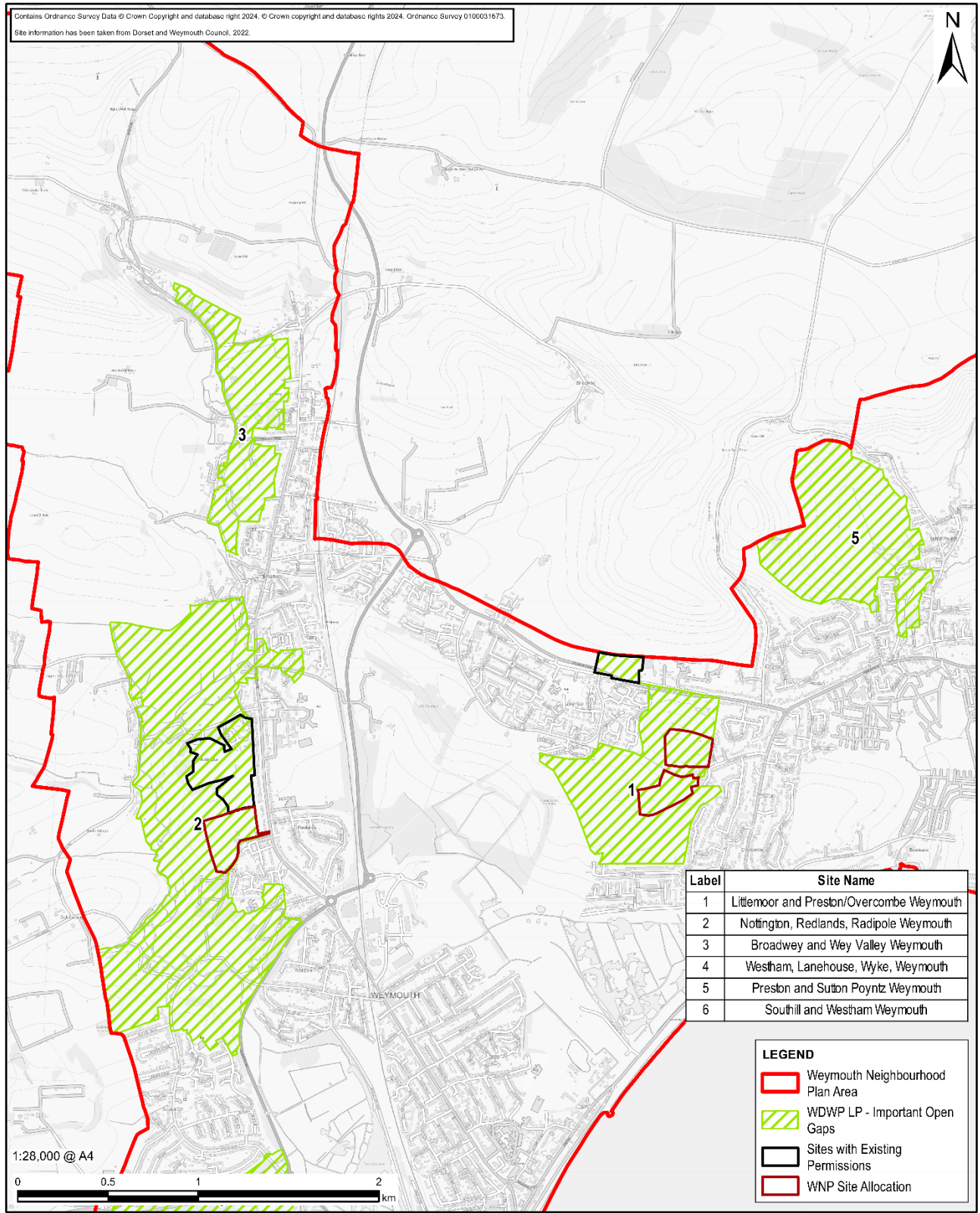
This 'green' gap separates the two distinct communities of Southill and Westham and principally comprises of Chafey's Lake, a Site of Special Scientific Interest, and the golf



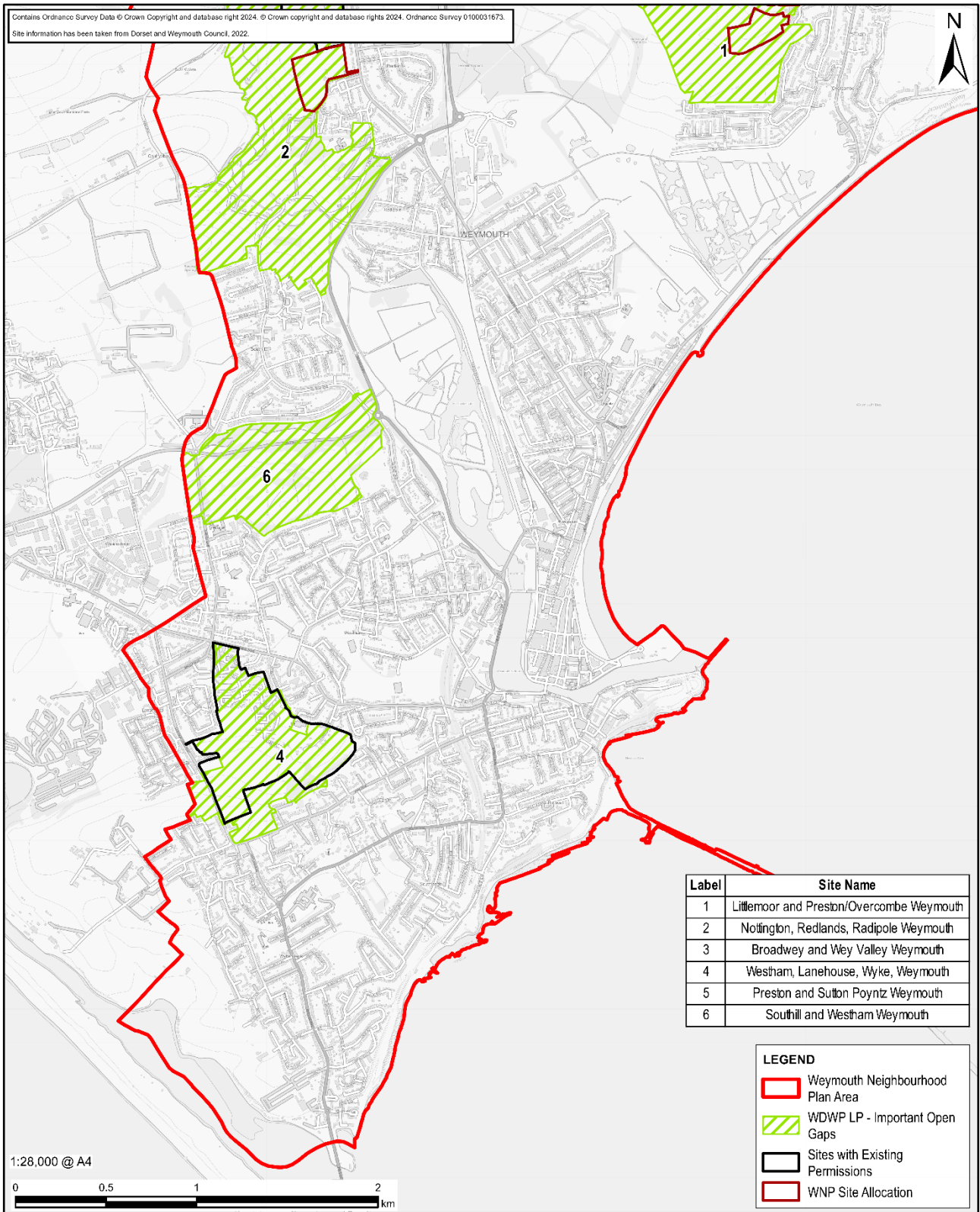
course which are intersected by Granby Way. Thus it provides an important visual and functional link from the 'green wedge' between Chickerell and to Radipole Lake thereby maintaining an open green area of aesthetic value as a backdrop to development in Southill and Westham as well as providing a link between the developed area and surrounding countryside.

- 8.70 As noted above encroachment has occurred due to approved development in Area 1 (Littlemoor and Preston / Overcombe) and Area 2 (Nottingham, Redlands, Radipole). It has also been necessary to allocate two sites which fall within these 'green gaps' in order to impact the shortfall of Affordable Housing in the existing and emerging Local Plans. The areas affected result from policies W20 and W21 and are shown on Map 11a & 11b. Each of these allocations involve the transfer of ownership of land to extend Lorton Valley Nature Park or create new public open space which gives greater protection to the remaining gaps. Further development proposals within these 'green gaps' will only be supported for uses which are essential and consistent with their ecological and public recreation value. Proposals that qualify for development in these defined areas must not take place at the expense of the quality of the landscape or setting. Policy W09 seeks to ensure this is taken fully into account.

**Map 11A: Green Gaps - North**



**Map 11B: Green Gaps - South**



**Policy W10: Local Green Space**

The areas listed in Schedule 1 of the Neighbourhood Plan are designated ‘Local Green Spaces’ and are protected from new development unless minor and ancillary to their existing use, or ‘very special circumstances’ can be demonstrated.

- 8.71 Local green spaces within the urban area provide important amenity and casual recreation space for residents and a valuable part of the overall green infrastructure, which contribute to the quality and distinctiveness of the local environment as well as safeguarding local biodiversity. Many of the local green spaces incentivise walking and physical activity and generally add to quality of life.
- 8.72 The NPPF ([para. 105](#)) gives us the right to designate amenity areas that are highly regarded as ‘local green spaces’ and give them protection for current and future generations via policies in the Neighbourhood Plan.
- 8.73 54 locations were submitted for consideration by the public along with seven areas from the made Sutton Poyntz Neighbourhood Plan and following assessment against the required criteria ([paragraph 106](#) of the NPPF) a total of 49 are proposed for designation. (see Map 12) Those listed in Schedule 1 below are under consideration as ‘Local Green Space’ in recognition of their importance to the amenity and wellbeing of their neighbourhood and to protect them for the continued enjoyment and appreciation by local people and visitors (see the Local Green Space Assessment Report<sup>41</sup>). They vary in character from formal gardens, informal play areas, to wilder amenity area. They all share a similar regard by the people and communities that have nominated them and supported their designation.
- 8.74 Development on sites designated as local green space should be limited to that which is deemed appropriate by being ancillary to its existing use and small scale. ‘Very special’ circumstances to justify other forms of development will not exist unless the potential harm to the designated space by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations such as where the public benefit would clearly outweigh the loss. In these instances, the local green space to be lost should be replaced by alternative green space that will benefit the community and the area. Several of the sites are maintained by Weymouth Town Council for the enjoyment of residents and have supported all of the proposed areas where they are the landowner.
- 8.75 The sites on Schedule 1 have been through a thorough process of assessment and consultation. They are designated as Local Green Space and subject to policy W10. Please refer to the individual site maps in Appendix B.
- 8.76 A number of these sites are deemed by the public to be of such great importance that they have also been addressed to varying degrees under other specific policies consistent with the reasons for their proposed designation.

<sup>41</sup> [Local Green Space Assessment Report](#)

## Weymouth Neighbourhood Submission Plan – November 2024

**Table A: Weymouth Neighbourhood Plan Local Green Spaces**

Map ref no.	Name and location of site	Brief Description	Area Ha	Is it an extensive tract of land?	Is it in close proximity to the community ?	Reasons the area is demonstrably special					
						Beauty	History	Recreation	Wildlife	Tranquility	Other
<b>Schedule 1 : Weymouth Neighbourhood Plan Local Green Spaces</b>											
1	Castle Cove DT4 8QB	Publicly accessible coastal cove and greenspace	1.02	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
2	Hurdlemead, Upwey	Centrally located field with multiple footpath access regularly used by the community.	5.70	No	Yes		Yes	Yes	Yes	Yes	Public access
3	Area between Beaumont Avenue and Grove Avenue at DT4 7RJ	Woodland, green space alongside a public footpath between residences.	0.53	No	Yes			Yes	Yes	Yes	Public access
4	Adjoining fields adjacent to Hurdlemead, Upwey.	Rough pasture adjacent to village	1.96	No	Yes			Yes	Yes	Yes	Public access
5	Wey Valley Watermeadows part A, Nottingham	Publicly accessible Watermeadows	1.48	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
6	Wey Valley Watermeadows part B, Nottingham	Publicly accessible Watermeadows	3.3	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
7	Area of recreational land south of Elm Close DT3 6JN	Grassed recreational area with playground and woodland fringe in a residential area.	1.25	No	Yes			Yes	Yes	Yes	Public access
8	Interconnecting strips of grass verge between streets at Southill	Multiple small open spaces between houses and roads that interconnect within the original Southill Garden	4.04	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access

## Weymouth Neighbourhood Submission Plan – November 2024

Map ref no.	Name and location of site	Brief Description	Area Ha	Is it an extensive tract of land?	Is it in close proximity to the community ?	Reasons the area is demonstrably special					
						Beauty	History	Recreation	Wildlife	Tranquility	Other
		Village.									
9	Field adjacent to top of Southill Garden Drive by the turning circle and adjacent to the school playing field.	Publicly accessible open space close to a residential area.	1.1	No	Yes			Yes	Yes	Yes	Public access
10	Recreation Area off Telford Close, Preston	Grassed area with fruit trees and adjacent playground in a residential area.	1.09	No	Yes			Yes	Yes	Yes	Public access
11	Remembrance/Memory Garden at Littlemoor	Small open space.	0.01	No	Yes	Yes		Yes	Yes	Yes	Public access
12	Open space with path adjacent to Littlemoor Road	Accessible wildlife area enclosed by hedge with path, community orchard and ponds.	2.91	No	Yes			Yes	Yes	Yes	Public access
13	Radipole Park and Gardens	Formal Park and Gardens close to residential properties.	5.27	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
14	Links Road Open Space	Publicly accessible open area with perimeter hedging and native trees close to residential properties.	1.59	No	Yes	Yes		Yes	Yes	Yes	Public access
15	Open Space at Bowleaze Covey	Green cliff top recreation area	7.93	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
16	Green Strip between the Finches and the A354 to Southdown Ridge bridge,	Green strip with trees adjacent to residential properties.	0.54	No	Yes	Yes		Yes	Yes	Yes	Public access

Weymouth Neighbourhood Submission Plan – November 2024

Map ref no.	Name and location of site	Brief Description	Area Ha	Is it an extensive tract of land?	Is it in close proximity to the community ?	Reasons the area is demonstrably special					
						Beauty	History	Recreation	Wildlife	Tranquility	Other
	Littlemoor										
17	Green Space between Sanderling Close and Reedling Close, Littlemoor	Green strip with culvert/stream adjacent to residential properties	0.61	No	Yes	Yes		Yes	Yes	Yes	
18	Green Space between Kestrel View, Beverley Road and Fieldfare Close, Littlemoor	Green strip connecting residential areas on a large estate.	1.13	No	Yes	Yes		Yes	Yes	Yes	Public access
19	Nothe Gardens/Peace Gardens	Green coastal cliff top recreational open space.	5.01	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
20	Bingleaves Open Space	Green coastal cliff top recreational open space	1.51	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
21	Chapelhay Open Spaces	Recreational green spaces adjacent to residential properties	0.42	No	Yes			Yes		Yes	
22	Larkspur Close Green Space	Recreational green space adjacent to residential properties	0.18	No	Yes	Yes		Yes	Yes	Yes	Public access
23	Westmacott Estate Green Space	Recreational green space adjacent to residential properties	0.18	No	Yes	Yes		Yes		Yes	Public access
24	Corfe Road/Tyneham Close Green Space	Recreational green space adjacent to residential properties	0.35	No	Yes	Yes		Yes	Yes	Yes	Public access
25	St Johns Gardens, Park District, Weymouth	Recreational green/growing space and community	0.13	No	Yes			Yes	Yes	Yes	Public access

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Map ref no.	Name and location of site	Brief Description	Area Ha	Is it an extensive tract of land?	Is it in close proximity to the community ?	Reasons the area is demonstrably special					
						Beauty	History	Recreation	Wildlife	Tranquility	Other
		orchard									
26	Green area between Enkworth Road and Oakbury Drive, Preston.	Recreational green space with mixed trees adjacent to residential properties	0.18	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
27	Woodland area off Oakbury Drive, Preston.	Publicly accessible woodland area adjacent to residential properties.	0.29	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
28	Bradford Road Green	Recreational green adjacent to residential properties	0.11	No	Yes		Yes	Yes	Yes	Yes	Public access
29	Bradford Road Woodland Area	Recreational woodland adjacent to residential properties	0.61	No	Yes	Yes	Yes	Yes	Yes	Yes	Public access
30	Tennyson Road Green	Recreational green adjacent to residential properties	0.07	No	Yes		Yes	Yes	Yes	Yes	Public access
31	Wyke Playing Fields	Sports and recreational area adjacent to residential properties.	2.71`	No	Yes			Yes	Yes	Yes	Public access
32	Ryemead Open Space	Recreational open space adjacent to residential properties.	1.67	No	Yes	Yes		Yes	Yes	Yes	Public access
33	Douglas Road Play Area and Open Space	Recreational open space with play area adjacent to residential properties.	0.16	No	Yes			Yes		Yes	Public access
34	Wyke Gardens	Formal gardens and recreational area close to residential properties	0.37	No	Yes	Yes		Yes		Yes	Public access
35	Purbeck Close Green	Recreational green adjacent	0.26	No	Yes			Yes		Yes	Public



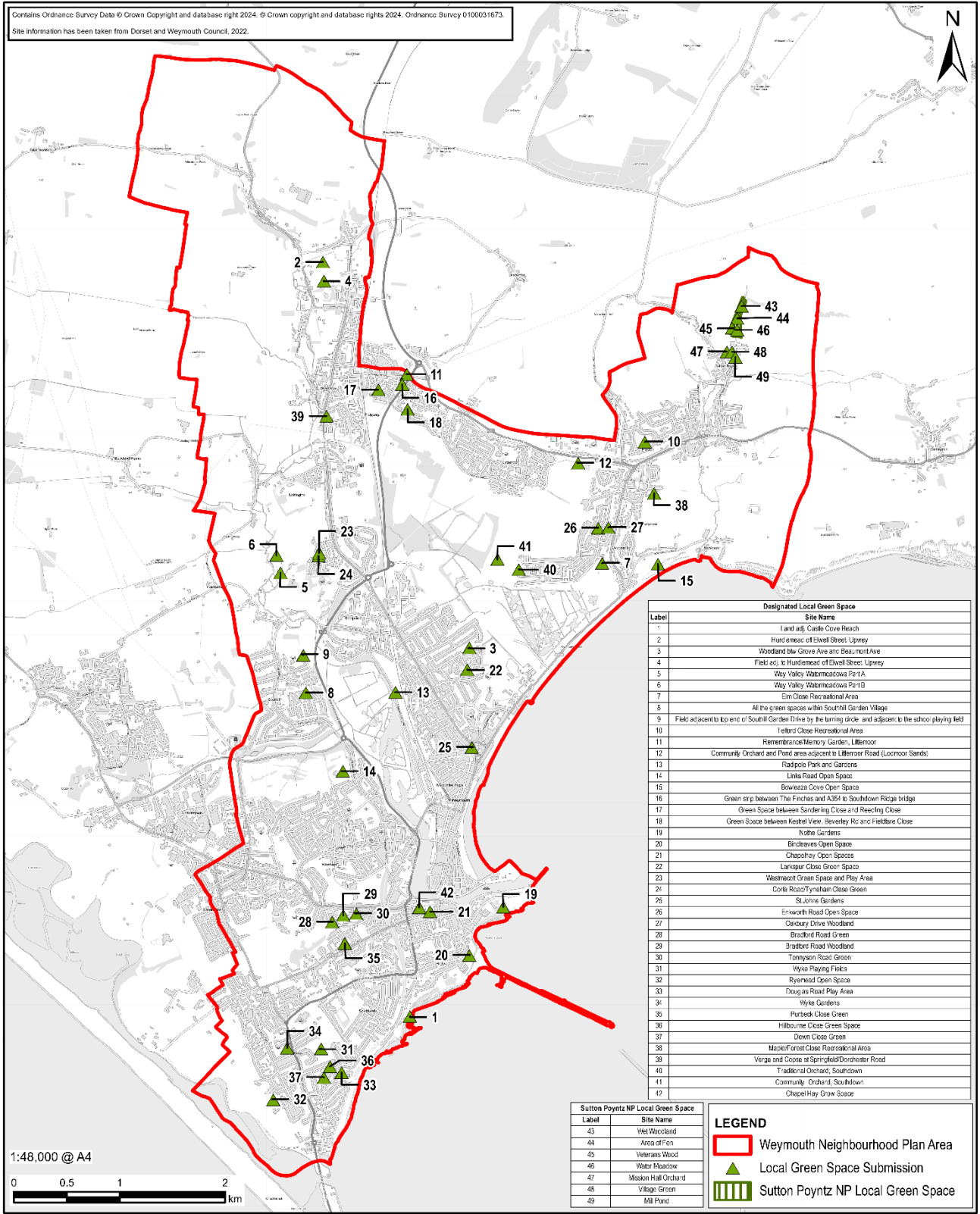
Weymouth Neighbourhood Submission Plan – November 2024

Map ref no.	Name and location of site	Brief Description	Area Ha	Is it an extensive tract of land?	Is it in close proximity to the community ?	Reasons the area is demonstrably special					
						Beauty	History	Recreation	Wildlife	Tranquility	Other
		to residential properties									access
36	Hillbourne Road Green	Recreational green adjacent to residential properties	0.29	No	Yes		Yes	Yes		Yes	Public access
37	Down Close Green	Recreational green adjacent to residential properties	0.09	No	Yes		Yes	Yes	Yes	Yes	Public access
38	Forehill Maple Close Green Space	Recreational green /former equipped play area adjacent to residential properties	0.11	No	Yes			Yes	Yes	Yes	Public access
39	Verge and Copse at junction of Springfield/Dorchester Road	Woodland copse of wildlife value adjacent to residential properties	0.16	No	Yes	Yes			Yes	Yes	
40	Traditional Orchard, west of Southdown Avenue	Former farmhouse orchard adjacent to residential area.	0.06	No	Yes		Yes		Yes	Yes	
41	Community Orchard, near Southdown Avenue	Recently planted community orchard and grassland.	1.16	No	Yes	Yes		Yes	Yes	Yes	Public access
42	Chapelhay Community Growing Space, Chapelhay Gardens.	Community open space in a residential area	0.02	No	Yes			Yes		Yes	
<b>AREAS DESIGNATED AS LOCAL GREEN SPACE IN THE 'MADE' SUTTON POYNTZ NEIGHBOURHOOD PLAN</b>											
43	Wet Woodland	Woodland with River Jordan running through.	0.60	No	Yes	Yes		Yes	Yes		
44	Area of Fen	Fen area with River Jordan running through	0.54	No	Yes	Yes		Yes	Yes		
45	Veterans Wood	Mixed deciduous woodland with River Jordan running through	0.27	No	Yes	Yes		Yes	Yes		Public access

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Map ref no.	Name and location of site	Brief Description	Area Ha	Is it an extensive tract of land?	Is it in close proximity to the community ?	Reasons the area is demonstrably special					
						Beauty	History	Recreation	Wildlife	Tranquility	Other
46	Water Meadow	Meadow with River Jordan running through	0.96	No	Yes	Yes	Yes	Yes	Yes		
47	Mission Hall Orchard	Traditional orchard at the rear of a community hall	0.03	No	Yes		Yes	Yes	Yes		Public access
48	Village Green	Small green open space central to the village	0.01	No	Yes	Yes	Yes	Yes			Public access
49	Mill Pond	Former mill pond in the historic centre of the village	0.09	No	Yes	Yes	Yes	Yes	Yes		Public access

**Map 12: Designated Local Green Spaces**



**Policy W11: Incidental Open Space**

Areas of incidental open space in residential areas that were designed as part of the layout to contribute to local amenity, character and/or green infrastructure should be protected from development except where:

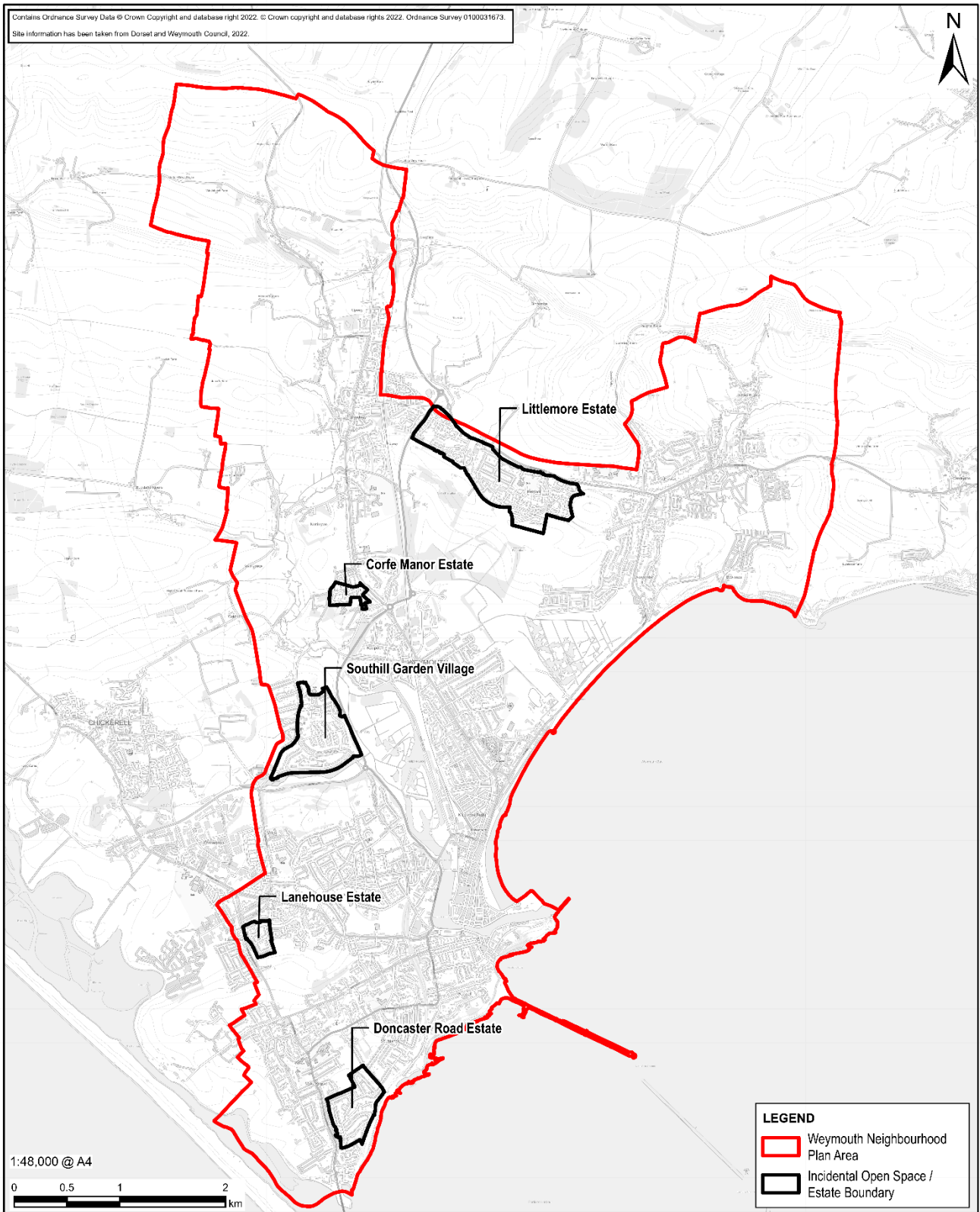
- i. new and appropriate alternative provision can be demonstrated to compensate for localised loss of public amenity and community wellbeing; or,
- ii. it can be demonstrated that any damage to green infrastructure and/or local character can be satisfactorily mitigated, or the existing situation enhanced.

8.77 Several of the housing areas of Weymouth were designed and developed with areas of incidental open space included in the layout to provide amenity and/or a shared recreation space for residents. These, now mature, open spaces are part of the essential character of the residential areas such as in the Southill Garden village area, which has 44 individual areas of amenity space of various sizes that total almost 4ha. They are an integral part of the design of the estate and together form an essential part of its attractive open and green character and pleasant living environment. Some of the spaces are used for informal play. Several contribute to local biodiversity and form an important part of the green infrastructure by serving as green corridors through the built-up area.

open space coloured green with a black boundary.

8.78 Other estates are similarly recognised for their amenity spaces. In acknowledgement of their value and the purpose they were designed for, policy W11 applies to all areas of incidental open space within the residential areas listed below and shown on Map 13. The policy recognises all incidental areas within these residential areas as 'sites of open space value' and places a protection upon them unless the community they serve is supportive of their change of use. The boundary of these estates is shown on Map 13, outlined in red and Maps 13A-E inclusive, with the individual incidental

**Map 13: Estates with Protected Green Spaces**



**Policy W12: Riversides**

1. Development proposals to further safe and responsible access and recreation and tourism activity alongside the waterways shown on Map 15 will be supported if they conform with the NPPF requirements for development in higher flood risk areas.
2. Development proposals should take full account of natural river processes, and the ability for maintenance of the watercourse, including for flood risk management purposes.
3. Development proposals should be accompanied by a site-specific Flood Risk Assessment.
4. Development proposals should be consistent with the Environmental Objectives of the Neighbourhood Plan.

8.79 The lower valleys of the River Wey and River Jordan and their tributaries form a natural infrastructure of green/blue corridors which play an important role in the life and wellbeing of the neighbourhood area and are of significant benefit to biodiversity. In general, and for good and bad, flood patterns follow the rivers. They provide vital drainage courses but are themselves prone to causing flooding because of tidal effects. Map 15 shows the area's flood risk zones, within which the river courses are clearly identifiable.

8.80 Most of the land either side of the rivers is flood zone 3b. The NPPF (para. 165) makes clear that inappropriate development in areas at risk of flooding "should be avoided". The Environment Agency identifies what it considers to be 'water-compatible' development that could take place in flood zone 3b. These include water-based recreation (excluding sleeping accommodation), and amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms. It may also include measures to ensure water quality is maintained or improved.

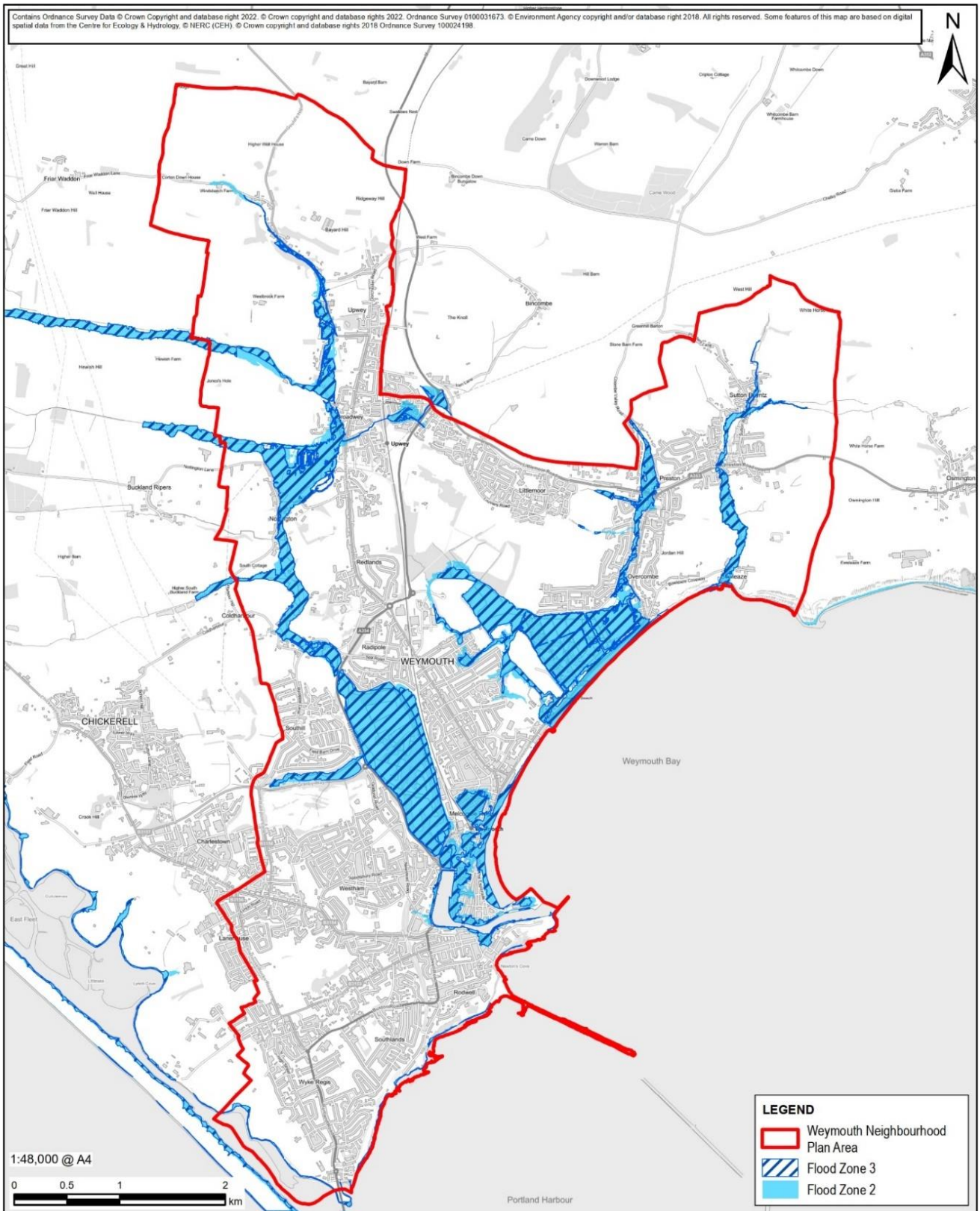
8.81 There is public support for an improved riverside walkway from Upwey to Weymouth. Large stretches of the current Wey Trail are not beside the river. Support for better access along

the River Wey was confirmed in the community consultation in 2023.

8.82 The Sutton Poyntz Neighbourhood Plan identified a green corridor along that part of the River Jordan that runs through the Sutton Poyntz neighbourhood area. It is proposed to extend this green corridor and apply the related policies to the remainder of the River Jordan to its outfall at Bowleaze Cove.

8.83 Policy W12 recognises the recreation and education potential of the riverside areas and supports appropriate recreation and tourism schemes if they satisfy the Environment Agency, and other relevant flood risk management authorities, and are deemed not to harm the ecology and wildlife habitats in the area. Measures to aid greater appreciation of the wildlife such as platforms, shelter and hides in appropriate locations are supported.

**Map 14: Rivers and Inland Water**



**Policy W13: Panoramas, Vistas and Views**

1. Development proposals should respect important public panorama, vista, and view. Development proposals likely to impact on the area's important panoramas, vistas, and views, shown on Map 15A to 15F inclusive and defined in the text in Table Y.
2. Development proposals likely to impact on the area's important panoramas, vistas and views should demonstrate due regard to the local design guidance whenever available.

8.84 The value of panoramas, vistas and views has been highlighted by the work of the Sutton Poyntz Neighbourhood Forum. Key views within the Sutton Poyntz neighbourhood area were identified in the Sutton Poyntz Neighbourhood Plan<sup>42</sup> and protected by a specific policy (H&P 3.2).

8.85 The seven views that are subject to Sutton Poyntz Neighbourhood Plan policy are identified on Map 15A.

8.86 Following the Regulation 14 consultation further views were suggested by the Weymouth Civic Society in addition to those contained in the pre-submission Neighbourhood Plan. These have been incorporated into Policy W13.

8.87 Each of the views is in accordance with the guidance established in consultation with the Local Planning Authority as follows:

- the viewpoint must be located in a publicly accessible placement.
- the viewpoint must be located within the Neighbourhood Area boundary (ref to Map 1).
- the primary view must be of an area located within the Neighbourhood Area Boundary.

Developers should be mindful of the impact their proposals could have on these historic and iconic views. Regarding these, design guidance will continue to be available in masterplans

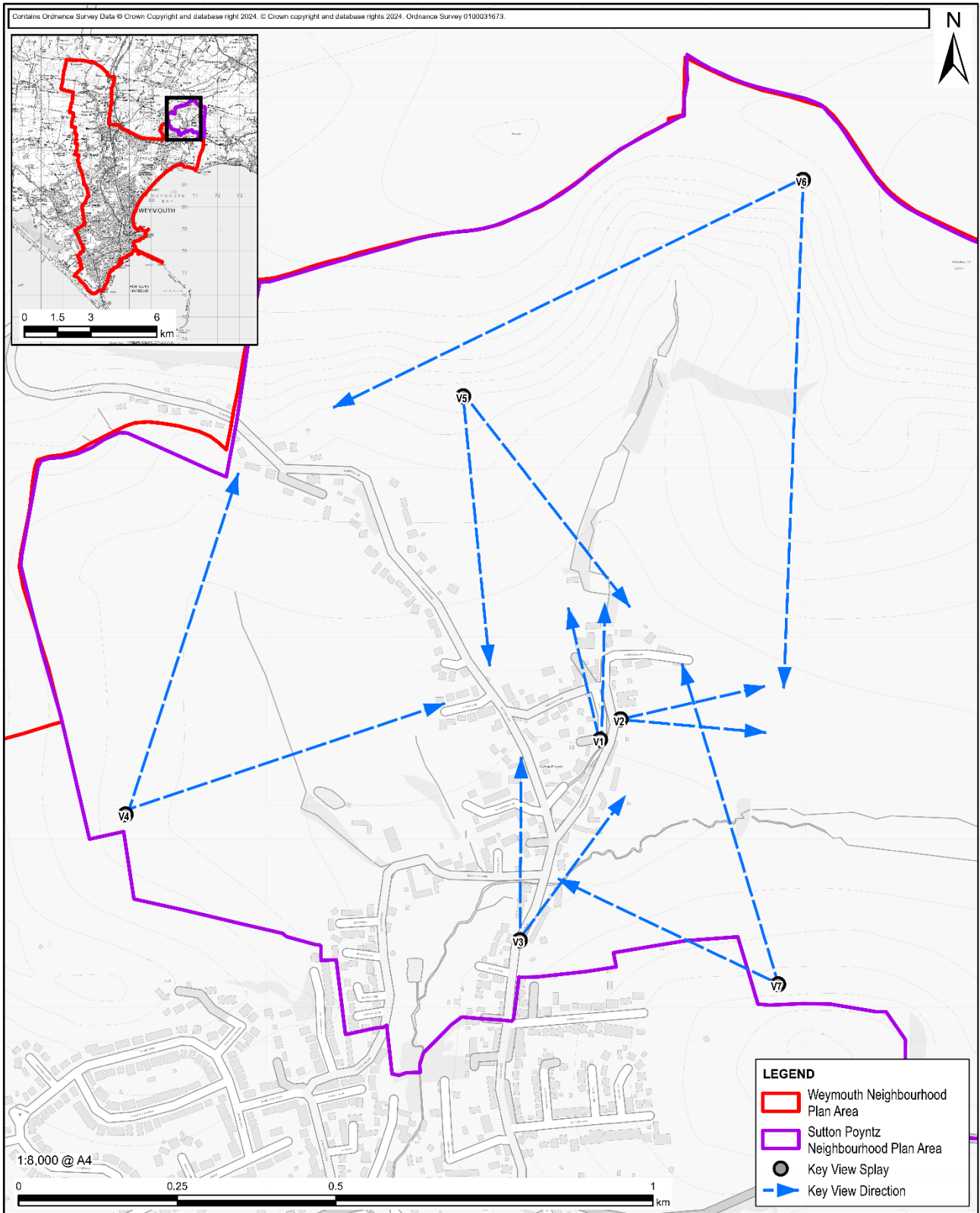
for the town centre, the sea front and the harbour.

8.88 Development proposals should demonstrate consideration of the area's panoramas, vistas, and views that are highly regarded by the public, and an awareness of the potential impact of their development proposals on the visual character and amenity of the area. Development should not impair or compromise significant panoramas, views, and vistas and where appropriate, show consideration of how it may frame a view or enhance the visual experience. Any development which would obstruct or significantly detract from them will not be supported.

<sup>42</sup> [AnnexM KeyViewsAssessment.pdf](#)



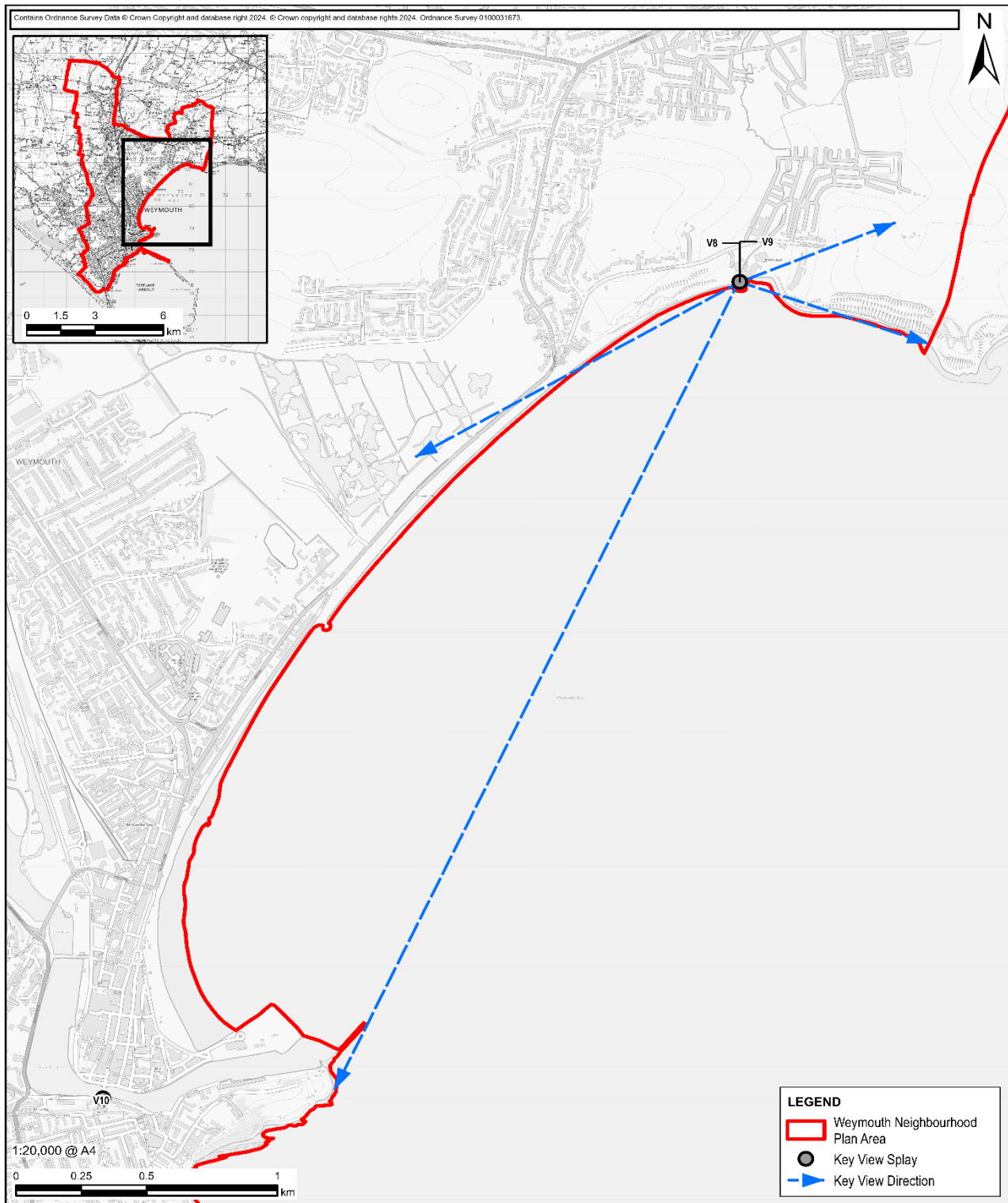
**Map 15A: Views and Vistas – Sutton Poyntz**



## Weymouth Neighbourhood Submission Plan – November 2024

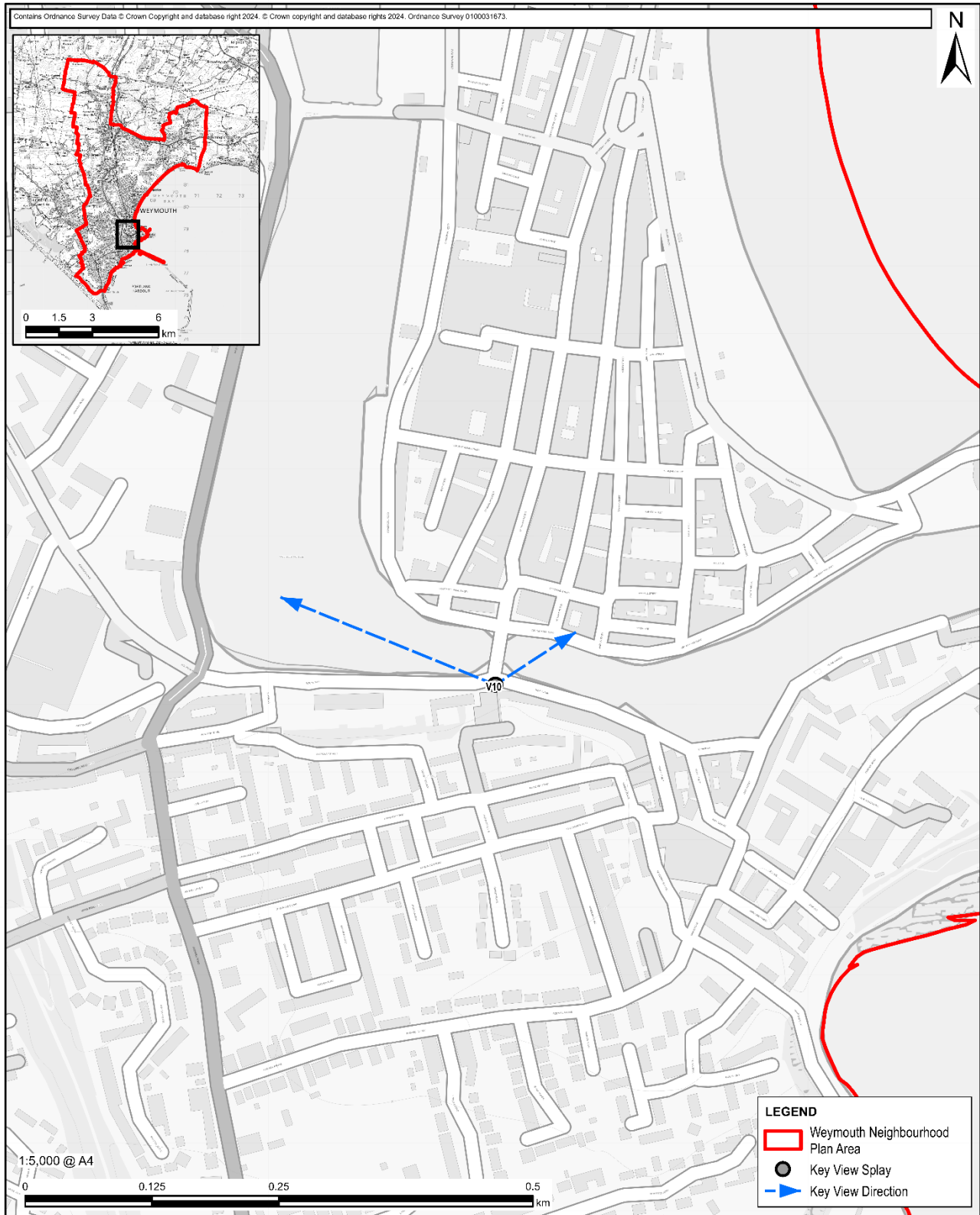
<b>Key to Map 15A: Views and Vistas – Sutton Poyntz</b>		
<i>Abstracted from the 'made' Sutton Poyntz Neighbourhood Plan</i>		
<b>Ref</b>	<b>Viewpoint</b>	<b>Description</b>
<b>V1</b>	From the stone footbridge over the villages mill pond.	This view is considered important as it captures the essence of the village; it is the classic picture postcard view which includes the key characteristics of Sutton Poyntz.
<b>V2</b>	From the Mill Pond towards White Horse Hill	This view gives a feeling of openness and connection to the hills beyond the village and is important as a backdrop to the Mill Pond which is the heart of the village. Any development in this area would detract from the centre of the village and remove its rural feel. This field and beyond towards White Horse Hill should remain as open space.
<b>V3</b>	From the Sutton Poyntz stone towards the junction outside the Cart Shed	The view of the South Dorset Ridgeway and White Horse Hill has been partially obscured by infill development in the gateway to the village. Any future development will retain the narrow lane and protect the residual views.
<b>V4</b>	North from the path below Chalbury	This view is important because it is framed by the houses on the hill running up Plaisters Lane. Any development in and around those existing houses should not stand out from the neighbouring properties and should not detract from this view.
<b>V5</b>	From the Beacon below West Hill	This view is an important one for the village. There is a seat for walkers and this is a regular viewing point for those approaching the village on foot. It encompasses the whole village. Any development that can be seen from this point must enhance the DNL and reflect the traditional building styles within the village.
<b>V6</b>	From Margaret's Seat above Spring Bottom	Another important view for those approaching on foot. It encompasses the whole village and sets it in the landscape with the view of the sea in the distance. As for view 5 any development that can be seen from this point must enhance the DNL and reflect the traditional building styles within the village.
<b>V7</b>	From Winslow	This was seen as a particularly important view by the independent assessor. It encompasses the whole village and sets it in the landscape with the South Dorset Ridgeway beyond. Again, any development that can be seen from this point must enhance the DNL and reflect the traditional building styles within the village.

**Map 15B: Views and Vistas – Weymouth / Melcombe Regis**



Key to Map 15B: Views and Vistas – Weymouth		
Ref	Viewpoint	Description
V8	Bowleaze Cove looking west from the 'Lookout' Cafe	View towards Lodmoor, Greenhill and the Georgian Esplanade and Harbour, taking in Weymouth Beach and Town Centre.
V9	Bowleaze Cove looking east from the Lookout Café	Bowleaze Cove Open Space eastwards along the coastal fringe towards Bowleaze and Bradrock.

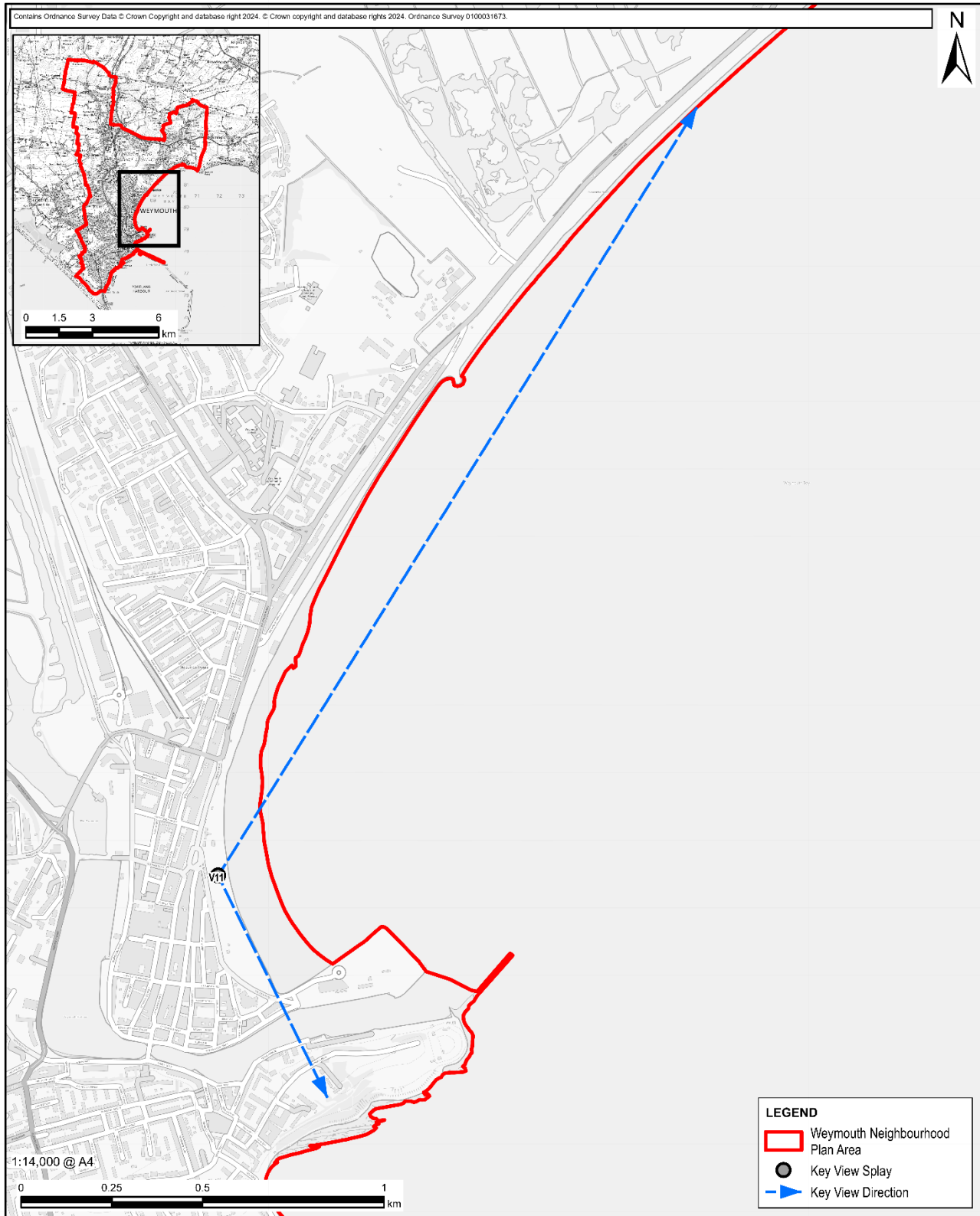
**Map 15C: Views and Vistas – Melcombe Regis**



**Key to Map 15C – Views and Vistas - Weymouth**

Ref	Viewpoint	Description
V10	Looking North from Chapelhay Steps	A view of the iconic Town Bridge and taking in part of the inner harbour (marina) with converted warehouses in the near background.

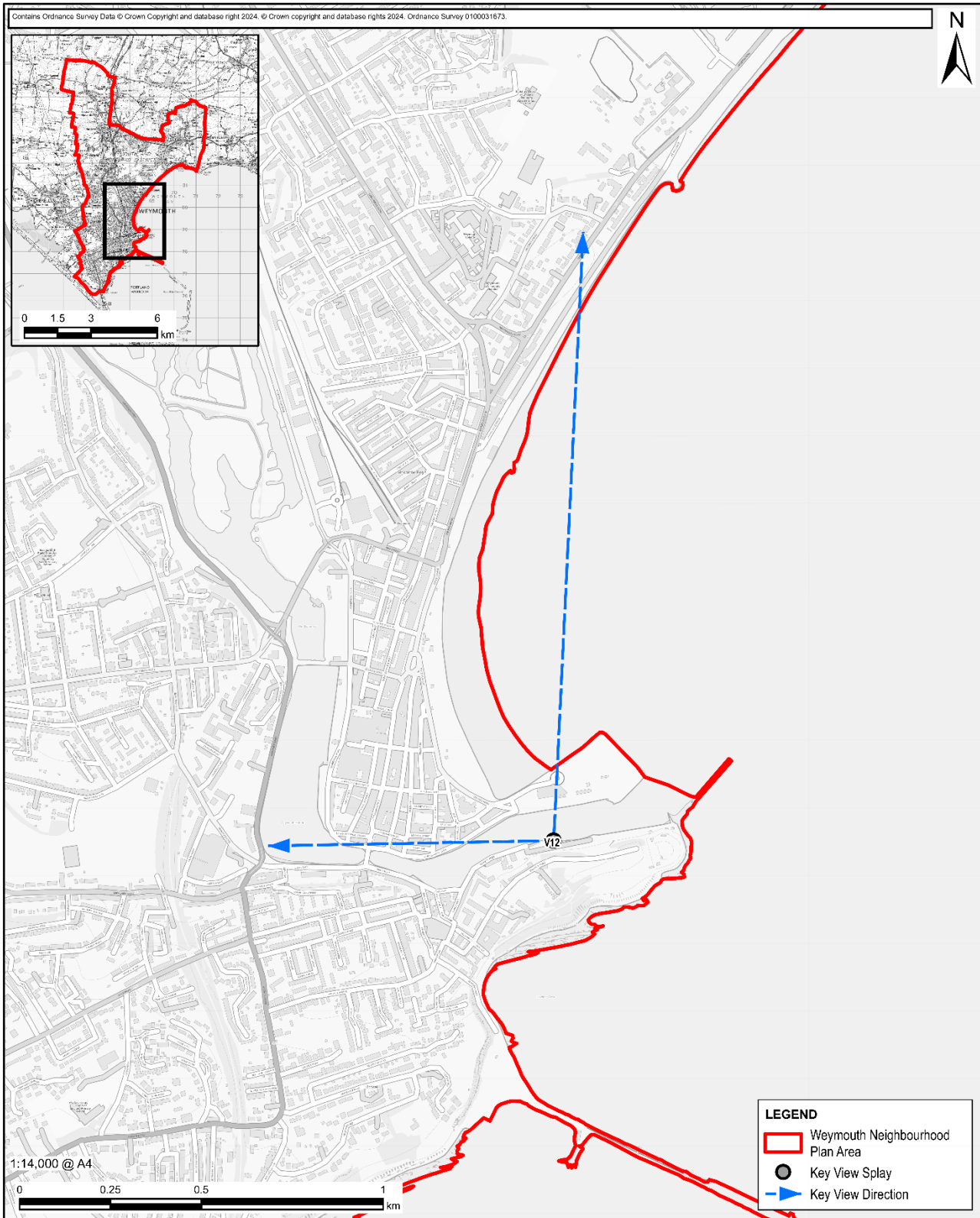
**Map 15D: Views and Vistas – Weymouth Coastline**



**Key to Map 15D – Views and Vistas – Weymouth Coastline**

Ref	Viewpoint	Description
V11	The Esplanade near the Kings Statue	Looking eastwards along Weymouth Bay towards the coastal cliffs including Bowleaze Cove Open Space and Broadrock AND westwards towards the Pavilion Peninsula and the Nothe Fort and Gardens.

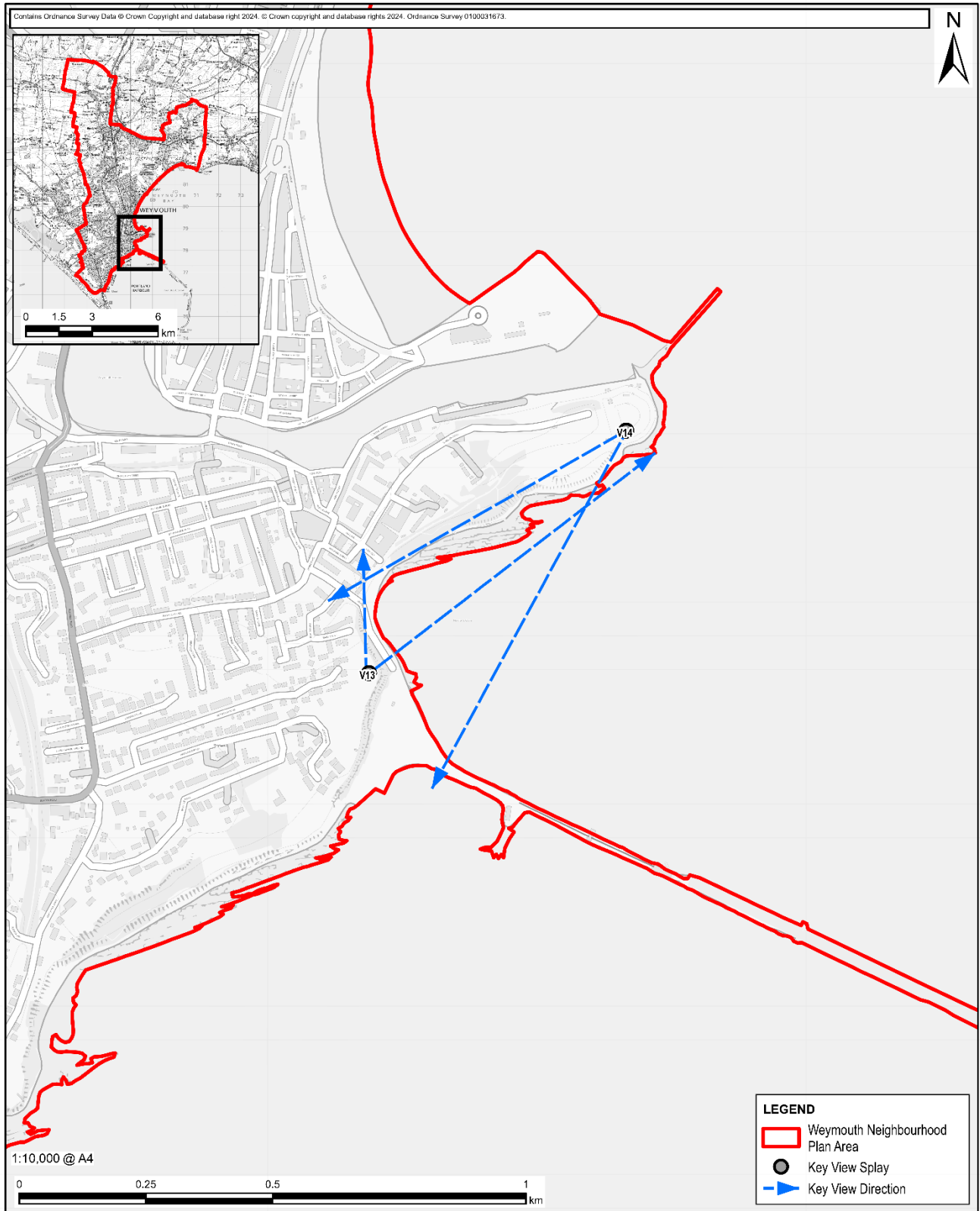
**Map 15E: Views and Vistas – Across Weymouth Harbour**



**Key to Map 15E – Views and Vistas – Across Weymouth Harbour**

Ref	Viewpoint	Description
V12	Top of Nothe Steps in Noth Fort Gardens	View along the Quayside and across the Harbour, towards the Georgian Esplanade and Greenhill Gardens; the gap between the Round House and Pavilion Theatre is important, linking the harbour and beach.

**Map 15F: Views and Vistas – Newtons Cove**



**Key to Map 15F – Views and Vistas – Newtons Cove**

Ref	Viewpoint	Description
V13	Outside Nothe Fort	Looking south-westwards across Newton’s Cove towards Bingleaves.
V14	Bingleaves Open Space	Looking north-east towards Newton’s Cove and the Nothe Peninsula.

## 9. Development and Homes

- 9.1 The population of the neighbourhood area in April 2021 was approximately 53,400 comprising 24,600 households. Average household size was 2.2 persons. A third of households in 2021 were single person households and 14% were four or more persons.
- 9.2 In 2021 a quarter of households lived in a flat, maisonette or apartment. 14% of all households occupied a one-bedroom dwelling, 29% a two-bed dwelling, 39% had 3 bedrooms, and 18% had four or more bedrooms. Almost two-thirds of households owned their home. A third were in rented accommodation (14% social rented, 20% private rented). All evidence suggests that area in and around Weymouth Town Centre has the highest proportion of flats and many bedsits.
- 9.3 Properties in Weymouth had an overall average price of £311,928 in 2022<sup>43</sup>. Most sales in Weymouth during the year were detached properties, selling for an average price of £474,572. Terraced properties sold for an average of £263,630, with flats fetching £185,784. Overall, sold prices in Weymouth over the last year were 10% up on the previous year and 16% up on the 2020 peak of £268,533.
- 9.4 A Housing Needs Assessment<sup>44</sup> (HNA) was commissioned by the Steering Group in 2021. It concluded that average house sale prices were unaffordable to those on average incomes (with an average resale home requiring an income of over £60,000 and a new build requiring on average an income of over £100,000). Households on two lower quartile incomes cannot afford any of the available tenures in

Weymouth without recourse to benefits to top up their incomes, except social and affordable rent. The only affordable ways to home ownership for those on an average income in Weymouth are either through shared ownership at 25% or through a discount market sale scheme, which would have to offer a minimum discount of at least 34%.

- 9.5 The HNA has been updated to reflect the latest data from Census 2021 and the 2021 LHNA<sup>45</sup> produced by Dorset Council. The 2024 report<sup>46</sup> reaches similar conclusions. Local households on average incomes are unable to access even entry-level homes unless they have the advantage of a very large deposit. Private renting is generally only affordable to higher earners. Households on mean incomes can only afford entry-level rental affordability thresholds.

Affordable rented housing is generally affordable to households with two lower earners, with households with a single lower earner only able to afford social rented housing.

The HNA 2024 recommends that in Weymouth First Homes are delivered at a 30% discount, making the product affordable to households on mean incomes and with two lower quartile earners. Shared ownership appears to be slightly more affordable than First Homes but is broadly accessible to the same groups, with the exception of shared ownership at 10% equity, which is accessible to households with one lower quartile earner. Rent to Buy may offer a useful product to meet the

<sup>43</sup> 2022 Data from Right Move website

<sup>44</sup> <https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2023/01/Weymouth-Housing-Needs-Assessment.pdf>

<sup>45</sup> Local Housing Needs Assessment, BCP and Dorset Councils, 2021 [caac9843-8acc-66bd-91f3-554b75c70091](https://www.bcp.gov.uk/wp-content/uploads/2021/09/caac9843-8acc-66bd-91f3-554b75c70091)

<sup>46</sup> Link to the 2024 HNA – to be updated



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needs of some households with little or no savings for a deposit.

- 9.6 In August 2024 there were 1,166 applications to the Housing Register for homes in Weymouth this is an increase of 207 since September 2023. Of these applications, 513 have a local connection and 653 do not. The figure for numbers in Temporary Accommodation has increased in the same period from 158 to 163. This includes 50 households with 99

children. There is movement on the figures with only 1 household having been in Temporary Accommodation for more than 6 weeks. As can be seen in the table below these are categorised in bands A-D according to urgency of need. The average waiting time on the housing register across Weymouth and Portland ranges from 289 days Band A to 678 in Band D with an average across the bands of 366 days. Since 2021 471 households have been found homes via the Housing Register process.

Households with a local connection to Weymouth						
Row Labels	1	2	3	4	5	Total
Band A - Urgent Housing Need	20	9	4	2	1	36
Band B - High Housing Need	65	19	13	3	1	101
Band C – Medium Housing Need	64	33	36	3	-	136
Band D – Low Housing Need	178	48	10	3	1	240
<b>Grand Total</b>	<b>327</b>	<b>109</b>	<b>63</b>	<b>11</b>	<b>3</b>	<b>513</b>

Households requesting to live in Weymouth						
Row Labels	1	2	3	4	5	Total
Band A - Urgent Housing Need	25	7	6	3	1	42
Band B - High Housing Need	83	16	8	2	2	111
Band C – Medium Housing Need	75	32	23	11	1	142
Band D – Low Housing Need	258	74	19	7	-	358
<b>Grand Total</b>	<b>441</b>	<b>129</b>	<b>56</b>	<b>23</b>	<b>4</b>	<b>653</b>

- 9.7 Dwellings that are affordable to local households are much needed. The HNA 2024 reports a chronic need for affordable homes in Weymouth. It estimates that up to 134 new affordable homes for rent per annum plus 108 new affordable home to buy per annum are needed, together totalling 242 new affordable homes per annum.

- 9.8 The most recent strategic housing requirement for Weymouth the period 2021 to 2038, set by the LPA, is 3,118 dwellings, over the remaining 15-year

period. This figure was update from 3,225 to take account of 314 homes built between April 2021 and March 2023 reducing the number of homes with extant planning permission to 1,396 and the Large Windfall site estimate to by 140 and the Small Windfall site estimate by 217. The site allocations without planning permission is based on 400 Homes in the Town Centre WEY2 and 150 homes in WEY14 Land South of Wey Valley recorded in the Dorset Local Plan Draft of 2021.

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Source of Supply	Number of Dwellings
Completions [1 April 2021 – 31 March 2023]	314
Sites with Planning Permission at April 2023	1,396
Site Allocations with Planning Permission [both current & proposed]	550
Large Site Windfall Allowance [ based on sites identified in the SHLAA]	150
Small Site Windfall Allowance [based on past completion rates]	708
<b>TOTAL</b>	<b>3,118</b>

9.9 The Local Plan requires 35% of new homes, on sites of 10 dwellings or more, to be ‘affordable’. If this proportion is viable, it would only deliver 1,091 affordable homes over the remaining plan period or 72 pa. Dorset Council’s latest monitoring information however shows that in 2021 and 2022 only 13% of the homes built were ‘affordable’ which would only generate 27 affordable homes per annum. This is a significant shortfall on the estimated 242 per annum.

9.10 The construction of 7,000 or more dwellings over the 17 years of the plan-period is unachievable. Such a rate of completions would exceed what the local building industry is capable of sustaining<sup>47</sup> and our land supply assessments show that there is insufficient available and developable land to accommodate that number. The Town Council has endorsed the Affordable Homes Paper produced by the Neighbourhood Plan Steering Group which seeks to maximise the provision of affordable homes, giving primacy to the needs of the local community. The Town Council is also concerned that, unrestrained, open market housing development may increase the number of second homes and increase the

number of people moving into the area whose buying power will force up local prices to the disadvantage of local people (Mar 2021). Seeking to prioritise and satisfy local housing need is consistent with the **NPPF social objective** – *to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations.*

9.11 The Town Council has endorsed the Affordable Homes Paper produced by the Neighbourhood Plan Steering Group which seeks to maximise the provision of affordable homes, giving primacy to the needs of the local community. The Town Council is also concerned that, unrestrained, open market housing development may increase the number of second homes and increase the number of people moving into the area whose buying power will force up local prices to the disadvantage of local people (Mar 2021). Seeking to prioritise and satisfy local housing need is consistent with the **NPPF social objective** – *to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the*

<sup>47</sup> [Housing completions in Weymouth average 101 per annum 2013-2021 \(source Joint Annual Monitoring](#)

[Report West Dorset and Weymouth and Portland 2020/21](#)

## Weymouth Neighbourhood Submission Plan – November 2024

*needs of present and future generations.*

- 9.12 In 2022 a Site Options Assessment Study<sup>48</sup> to assess the developability of sites that had been identified as potential housing sites. 34 of 61 sites were assessed as potentially suitable for allocation as housing or mixed-use development. 27 of the sites have the potential to accommodate 10 or more dwellings and would therefore be required to include a proportion of affordable housing.
- 9.13 It was recognised that many of the proposed sites had development issues to overcome and some were unlikely to win local community approval. Consultation exercises were carried out in 2023 to give the community an opportunity to review the studies and express their own views about the developability of the 34 potentially suitable sites. The feedback from the community was given serious consideration. As a consequence the Pre-Submission Draft proposed allocation of 8 sites which were either for mixed residential use, or mixed use (residential and employment).
- 9.14 Viability Testing has been completed this has shown that Greenfield sites are viable at 50% but that St Nicholas Street and Jubilee Siding are not viable for commercially-led affordable housing development without significant external investment. St Nicholas Street site is removed from the site allocation because of the low viability and the high flood risk – it is hoped that this site will be brought forward by Dorset Council using Levelling Up Funds to offset costs enabling residential development (particularly Social Housing). Jubilee Sidings remains as an allocated site given it is government owned land well situated for employment or higher education/skills training development alongside some residential development to help fund the necessary brownfield development costs.
- 9.15 The Regulation 14 consultation is reported in the Consultation Statement. Site allocations have changed as a result of the consultation. Planning considerations raised by Statutory Consultees have been addressed by modifying the Policy statements. Suggestions by residents have been taken on board by modifying the Policy statements. The two major sites (Budmouth Avenue and Wyke Oliver Farm) in Preston received a high incidence of objections from residents, particularly those living nearby. Both of these sites were considered available, developable and deliverable and the Viability Testing has confirmed that 50% Affordable Homes (with 70% Social Housing for Rent is viable). Budmouth Avenue has been removed from the allocation, because of the high number of adverse impacts raised in the Strategic Environmental Assessment (SEA). The third major site (Redlands Farm) received a low level of objections and few adverse impacts in the SEA. Both Redlands Farm and Wyke Oliver Farm are allocated as although there were objections it is considered on balance that benefit of the Affordable Homes (at 50% for 400 homes) outweighs the adverse impacts identified in the SEA.
- 9.16 On 29<sup>th</sup> October the Secretary of State for Housing announced a £500 million cash injection to boost the Affordable Homes Programme to create 5,000 new social and affordable homes; consultation on a 5-year rent cap for social housing, limiting rent increases to

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<sup>48</sup> <https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2023/01/Weymouth-Neighbourhood-Plan-Site-Assessment-Final-Report.pdf>

the Consumer Price Index inflation rate plus 1%; Right to Buy reforms allowing councils to retain 100% of receipts generated by Right to Buy sales; and £128 million funding for new housing projects.

- 9.17 The housing policies that follow reflect what we consider is desirable and achievable to address the housing crisis with which we are faced. The policies both supplement and extend the influence of the Local Plan on housebuilding and endeavour to ensure the local issues and opportunities are to the fore.
- 9.18 The Neighbourhood Plan policies respond to the agreed housing aims and objectives. They define and affirm the limits of development. They recognise the importance of design and layout on sustainability and wellbeing. They ensure that local needs, both ordinary and special, are recognised. They address affordability as much as they can. They encourage imagination and innovation. They place importance on quality as well as quantity. They prioritise local households. They help to release those sites that have been long recognised but still have not been developed.

**Policy W14: Development Boundaries**

1. Development on brownfield sites within the defined development boundary, shall be prioritised in the development plan.
2. Development proposals will be supported within the defined development boundaries subject to alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with relevant policies in the development plan.
3. Outside of the defined development boundaries, development should be strictly controlled to safeguard the unique character, natural beauty, agricultural value, and environmental significance of countryside areas with the neighbourhood area.

9.19 Local Plan Policy SUS 2 ‘Distribution of Development’ establishes a settlement hierarchy for West Dorset, Weymouth, and Portland, which has been used to direct the greater proportion of development at the larger and more sustainable settlements. Weymouth, along with Dorchester are the highest priority locations for new development.

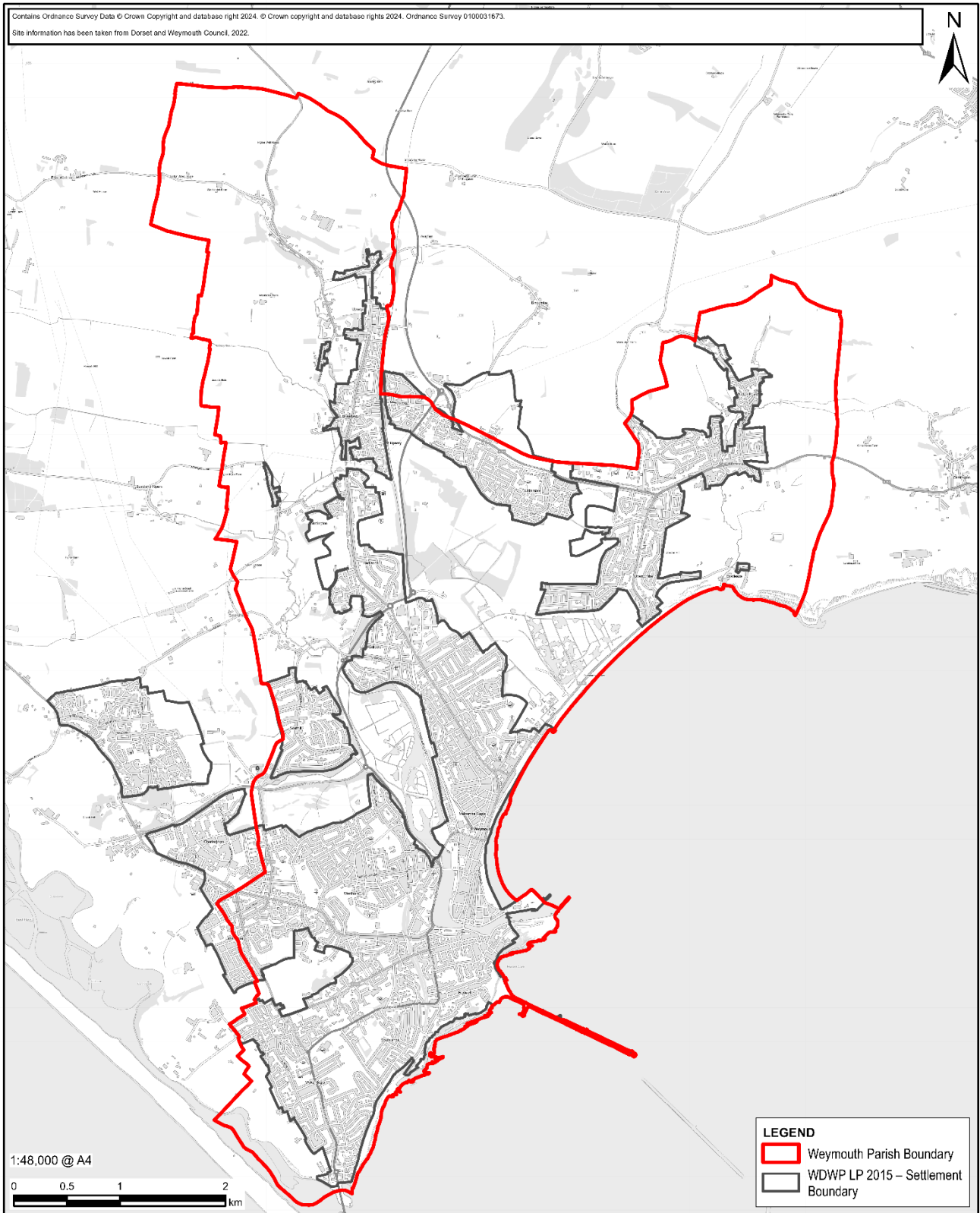
9.20 To further direct development the Local Plan includes defined development boundaries for Weymouth, “*within which residential, employment and other development to meet the needs of the local area will normally be permitted*”. The West Dorset Weymouth & Portland Local Plan DDB has been modified to include the two site allocations at Redlands W21 and Wyke Oliver Farm W20. Note only the development areas are included the adjacent land transferred to public ownership is outside the DDB. (See Map 16)

9.21 Policy W14 endorses the principle of a defined development boundary (DDB) as a device to focus development and generally protect the more environmentally sensitive and significance parts of the neighbourhood area. The defined development boundaries for the neighbourhood area are based on a set of criteria, to identify which areas are built-up, and demarcate them from areas where the ‘countryside’, and related restrictive policies may apply.

9.22 Within the DDB there is a presumption in favour of sustainable development if it conforms with relevant policies in the development plan. In countryside areas, i.e. on land outside the DDB, unless land is specifically allocated or identified for development, development must accord with the restrictive policies in the development plan (*name relevant NP policies and refer to Local Plan Policy SUS 2*). Any development proposals that are considered permissible should be accompanied by a landscape character assessment to establish that there will be no adverse visual impact on the character and sensitivity of the landscape.

Policy W14: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 5, 7
<b>Objective 2:</b>	Resource Efficiency Targets 11, 12, 14, 15, 16
<b>Objective 3:</b>	Biodiversity Net Gain Targets 23
<b>Objective 4:</b>	Climate Change Management Targets 26, 31

**Map 16: Defined Development Boundaries**



**Policy W15: Extensions and Alterations**

1. Extensions, and alterations to a building that require planning consent, should be designed to the highest sustainability standards and reflect the character of nearby buildings and their setting. This will require particular attention to:
  - i. the choice of materials
  - ii. the scale of development including roof heights, and
  - iii. layout within the plot
2. Measures to improve the sustainability of a building, including retrofitting to increase its energy efficiency and the appropriate use of micro-renewables, are encouraged.
3. Proposals should demonstrate due regard for the design guidance relating to the location of the development.

9.23 The significance of design and character should apply not just to new buildings but to additions and alterations to existing ones.

9.24 Policy ENV12 of the Local Plan requires that any alterations to or extensions of buildings should be well related to, and not overpower, the original building or neighbouring properties, unless they achieve significant visual enhancement to both the building and surrounding area.

9.25 Policy W15 requires owners / developers of properties in Weymouth who are considering altering a property to the extent it requires planning permission, to also have regard to the suitability and sustainability of the design and construction proposals.

9.26 Whether designing a new extension, or retrofitting an existing building, consideration should be given to utilising Passive House principles; materials with low embodied energy and/or a high thermal mass; green roofs or walls; photovoltaics or solar thermal

water heating; water efficiency measures; ground or air source heat pumps for heating and; low flow technology in water fittings. The sourcing of local materials and use of recycled materials is encouraged.

In the case of heritage properties proposals should accord with policy W19 and the retrofitting criterion of policy W37.

9.27 Developers should refer to the design guidance available from Dorset Council and any locally approved design statements and historic buildings as well as Historic England's guidance on the sensitive retrofitting and energy efficient of historic buildings<sup>49</sup>.

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<sup>49</sup> <https://historicengland.org.uk/advice/technical-advice/retrofit-and-energy-efficiency-in-historic-buildings/>

**Policy W16: Major Housing Sites**

1. In the interests of ensuring that the development of major housing sites in the neighbourhood area meets the needs of the communities and contribute significantly to increasing community resilience, their development should provide for:
  - i. a minimum of 10% of dwellings that satisfy Lifetime Home Standards;
  - ii. adequate secure storage for cycles, children’s buggies, and mobility scooters where appropriate;
  - iii. adequate storage facilities for refuse and recycling including communal storage provision where appropriate;
  - iv. sufficient open space, including private gardens, play areas, multi-functional public amenity and community space, to satisfy Dorset Council’s standards of provision, and integrated into the development;
  - v. community orchards and communal allotment space where demand and opportunity exists;
  - vi. parking and servicing provision with adequate EV charging points, which as a minimum should be in accordance with the standards adopted by the local planning authority;
  - vii. a legible street network, where applicable, which links the residential properties with services and facilities such as community building, recreation space and allotments;
  - viii. off-street resident and visitor parking and servicing provision with EV charging facilities which, as a minimum, should be in accordance with the standards adopted by the local planning authority;
  - ix. safe footpaths and cycle routes throughout the development, with relevant links, wherever possible, to the wider network;
  - x. natural surveillance of public spaces, safe footpaths and cycle ways and parking areas;
  - xi. satisfactory street lighting, designed with pedestrian safety and minimum light spoilage and pollution in mind; and
  - xii. a district heating scheme using renewable energy sources, where practical and viable.
2. Development proposals should take account of the concept of ‘Walkable Neighbourhoods’ and include links to new or existing community facilities that will promote walking, cycling and sustainable transport.
3. Where appropriate, application should be accompanied by an appropriate landscape and visual impact assessment, a site-specific flood risk assessment, detailed drainage proposals, a transport impact assessment and travel plan, a noise assessment and an archaeological assessment, to demonstrate that the development is acceptable or to provide appropriate mitigation measures.
4. A Drainage Impact Assessment will be required for all new development with potentially significant surface run off implications.
5. To mitigate adverse effects on the integrity of the Chesil Beach & The Fleet SAC regarding in-combination recreational pressure, any development proposals that provide for a net increase in the population must make adequate financial payments in accordance with the interim mitigation strategy for the SAC. A financial tariff will be required for all such proposals within 5km of the European site, in line with Natural England advice. This policy aligns with the aims of Policy ENV2 of the adopted Local Plan, which centres on the protection of Habitats sites



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9.28 Policy W16 recognises the impact that major<sup>50</sup> housing developments can have on the area and the quality of life of our citizens. The community’s response to community consultations included a critique of recent housing developments and what were considered essential aspects of a 21<sup>st</sup> century housing environment.

9.29 The NPPF ([paras. 116](#)) encourages us to ensure that housing development achieves high space standards, and we help “*create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*”.

9.30 Policy W16 applies to all major residential development sites in the neighbourhood area, including the strategic housing sites identified in the Local Plan, see Map 18. It seeks to establish a consistency of standards, quality, and sustainability to provide a high-quality living environment. Major housing developments are also expected to make a significant contribution to meeting local needs and demands by adhering to the housing mix and affordable housing policies in the Neighbourhood Plan.

9.31 A ‘Walkable Neighbourhood’ is one that is designed to promote walking, cycling and sustainable transport by ensuring that services and amenities are accessible within a short distance. The concept originated as a model of urban

development and is recognised globally. For the purposes of the Neighbourhood Plan a reasonable definition would seem to be a ‘walkable neighbourhood’ is characterised by having a range of (predominantly day-to-day) facilities within 800 metres if possible. Strong support has been expressed for the idea at various stages of public engagement during the formation of the Weymouth Neighbourhood Plan. Developers of larger residential sites are encouraged to embrace the concept and include appropriate links and routes.

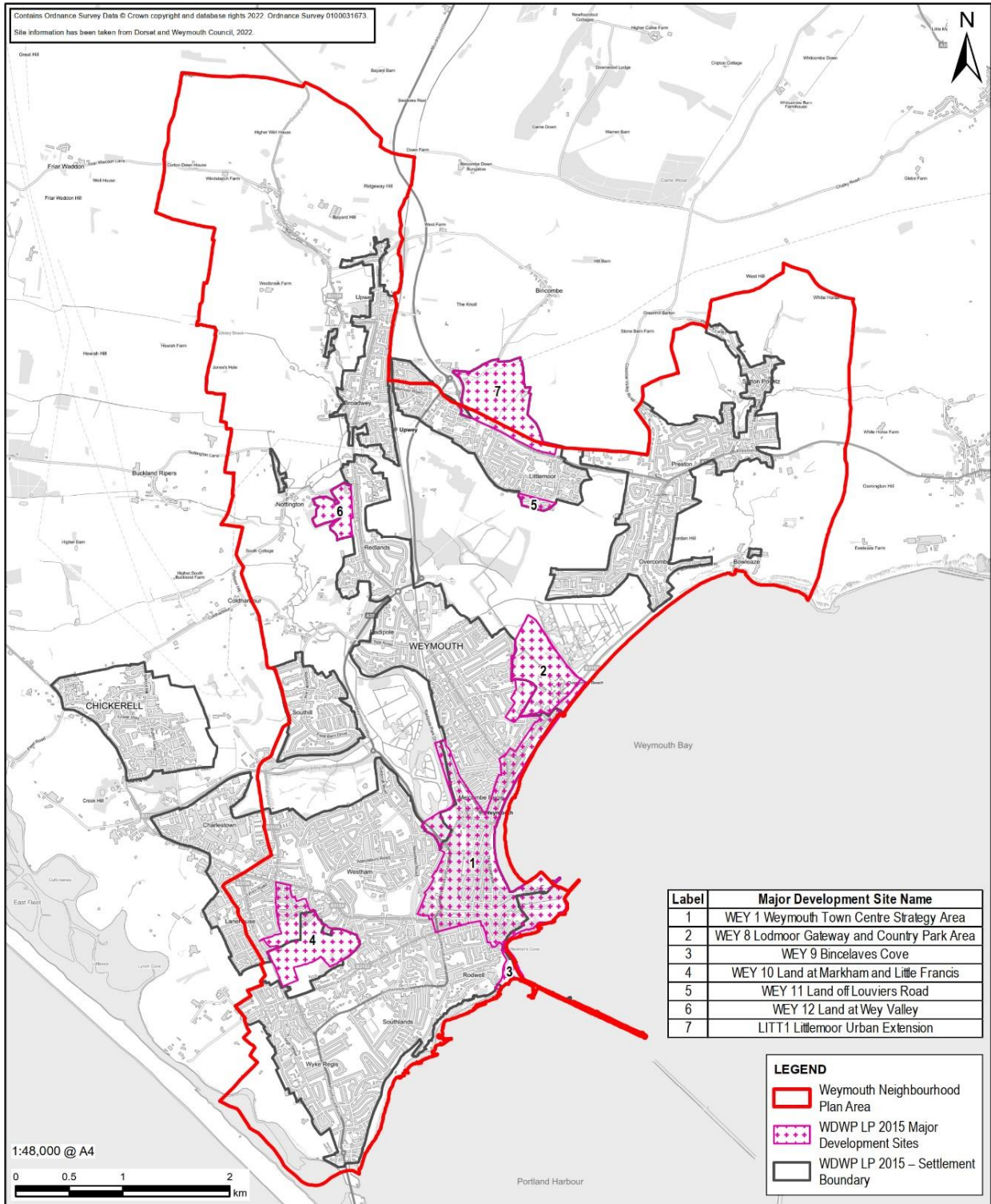
- 9.32 In October 2019 Weymouth Town Council adopted the Rambler’s Charter for Walking Neighbourhoods<sup>51</sup>. These objectives apply to Major Developments. The Charter sets out 5 objectives:
1. Make neighbourhoods green - Everyone has access to high-quality green space within five minutes' walk of their doorstep.
  2. Create a network of green walking routes - A network of green walking routes connects people to the places they want to go.
  3. Prioritise pedestrians - Walking is the easy way to travel around towns and cities.
  4. Promote walking - People are encouraged and supported to get walking.
  5. Reclaim places for communities - Green routes and spaces are designed with communities and open to all.

Policy W16: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 3, 5
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22
<b>Objective 4:</b>	Climate Change Management Targets 27, 28, 31

<sup>50</sup> [Major housing development is defined by the NPPF as a development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more.](#)

<sup>51</sup> [Councillors pledge to make Weymouth a great place for walking - Weymouth Town Council | Weymouth Town Council](#)

**Map 17: Local Plan Strategic Development**



**Policy W17: Housing Mix**

New residential development should provide or contribute to a mix of housing tenure types and sizes to help maintain mixed, balanced and inclusive communities within the neighbourhood plan area. The proposed housing mixes on major sites should be based on an up-to-date local housing needs analysis.

9.33 The NPPF (para. 63) says *“the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies”*.

9.34 Policy W17 seeks to ensure that new housing development is relevant and contributes to providing a mix of dwelling tenures, types, and sizes that will satisfy local needs and demands, including for down-sizing. This should apply whether the development is for affordable housing or open-market dwellings or a mix.

9.34 Policy W17 requires residential development proposals to provide justification for the housing mix on the site. The Weymouth Neighbourhood Plan Housing Needs Assessment 2021 advises that *“over the plan period, the greatest increase in housing stock in Weymouth is required in middle sized homes of three and two-bedrooms (48 and 35% respectively) with only minor additions of 7-9% needed to the stock in the smaller and larger 1- and 4-bedroom size categories. The lowest increase is required in the largest, 5-or-more bedroom category (0.5%). Therefore, new dwelling stock should provide some mix of all sizes of properties, but primarily deliver 2-3 bed properties.”*

9.36 At the time of making the planning application for a major development site, the most recent assessment of local housing need, which is acceptable

to the local planning authority, should be used as the ‘starting point’ for judging the acceptability of the housing mix on any specific site. In making any judgement on this matter, consideration will also be given to whether the assessment remains relevant, and whether there are any strategic or local circumstances that may justify a different housing mix. Developers should seek the advice of Dorset Council’s Housing Enabling Team as to how to establish the appropriate housing mix for their site.

**Policy W18: Affordable Housing**

1. Weymouth Town Council is committed to maximising the provision of dwellings that are affordable and accessible to local people over the plan period.
2. Proposals for housing and mixed-use developments, other than replacement dwellings, within the defined development area boundaries that result in a net increase of ten or more units or sites greater than 0.5 ha will be subject to the following criteria:
  - i. the proposals meet the minimum target of at least 35% affordable housing on brownfield sites and at least 50% on greenfield sites unless a Financial Viability Assessment or other material consideration demonstrates a robust justification for a different percentage.
  - ii. affordable housing should be provided on the same site as any open market housing which is necessary to provide cross subsidy (except where clause iv. applies);
  - iii. the dwellings will be occupied by people with a local connection in housing need in accordance with a Weymouth Local Connections Policy;
  - iv. where the Local Planning Authority consider that the provision of affordable housing on the proposed site is not viable, deliverable, or practical, consideration may be given to accepting a financial contribution in lieu of on-site provision. Any off-site contributions will be broadly equivalent in value to the cost of on-site provision. Developers' contributions for affordable housing should be committed to specific schemes within the neighbourhood area and secured through a planning obligation.
3. Any affordable housing provision should demonstrate the following:
  - i. a tenure target of approximately 70% affordable and social rented homes and 30% intermediate housing for sale, which should include 25% First Homes in accordance with Government requirements;
  - ii. the type and size mix of affordable dwellings must reflect identified local needs as evidenced through the Dorset housing register or other specific local surveys;
  - iii. affordable homes should not be readily differentiated from the open market homes by their design, quality, location, and distribution within a site.
4. Affordable housing should be provided in perpetuity, (in accordance with the most up-to date Government policy), for example, through a Community Land Trust, section 106 agreements, other community housing scheme or Registered Provider which retains stock for the benefit of the local community at an accessible cost.
5. Proposals for housing and mixed-use developments that result in between 2 and 9 units on sites less than 0.5ha will commute a sum, proportionate to 35% Affordable Homes to the Local Authority for development of Affordable Housing in the Weymouth area.

9.37 The Weymouth Housing Needs Analysis 2021 identified a chronic need for affordable homes. The need is driven by the high prices and rents and the low incomes for many people in Weymouth. The Analysis Report estimates a need for affordable homes in Weymouth with a number between 1,775 and 2,649 required over the period 2021 to 2038. This need, the report suggested, would

be best met by the provision of a tenure split which favours rented dwelling; up to as many as 70% rented (either social or affordable rent), and the balance for ownership (including first homes, discounted market sale, and shared ownership). The greatest need over the next few years will be for 3-bed and 2 bed dwellings, 48% and 35% respectively. The forward need for 1-

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bed dwellings is estimated to be less than 10%.

9.38 Policy HOUS1 the Local Plan, adopted in 2015, required 35% of the dwellings on major sites (of over 10 dwellings) to be affordable, with a caveat relating to viability<sup>52</sup>. It is disappointing to report that the Local Plan has failed to deliver anything like the required proportion of affordable dwellings. In the period from 2016-21 of the 1,069 homes that were completed in Weymouth and Portland, 160 homes (15%) were ‘affordable’. None of these were completed on exception sites. A combination of viability constraints and small site development is blamed.

9.39 The neighbourhood planning process has been used to explore ways to address the issue and ensure future housing development in the neighbourhood area delivers a much higher number and proportion of affordable dwellings. The site analysis and consultation undertaken based on the Site Assessment and Options Paper<sup>53</sup> focused on meeting the community’s housing objectives of:

- establish an appropriate mix of dwellings on new developments
- ensure housing development is suitable to its locality
- prioritise local housing needs
- maximise the provision of affordable housing
- meet the identified need for special housing

These are reflected in the housing development and site allocation policies in the Neighbourhood Plan.

9.40 Policy W18 requires developers to prioritise and maximise the provision of affordable dwellings. In view of the local housing crisis, we believe the Local Plan requirement for 35% affordable housing on major development sites within the defined development boundaries is not unreasonable, as is the requirement of 50% affordable housing on greenfield sites, where development costs are lower. We urge developers to find ways to maximise the proportion of affordable homes. Such dwellings should not be readily differentiated from the open market homes by their design, quality, location, and distribution within a site.

9.41 The exact balance of type, size, and tenure of affordable housing on every site should be determined according to evidence available at the time of any planning application, regarding current and future housing needs in the area. Reference should be made to the Dorset housing register, Dorset Council’s Housing Enabling Team and any specific local surveys. Weymouth Town Council should also be consulted. The Local Plan consultation recently suggested, in 2021, that the provision of affordable homes for rent should be split 50:50 between ‘social rent’ and ‘affordable rent’. Local needs, identified in the Housing Needs Analysis suggest a 60:40 split in favour of homes for social renting<sup>54</sup>.

9.42 Affordable housing should be allocated in accordance with the Weymouth Local Connection Policy to ensure they meet an identifiable need and are allocated to households that qualify as being local or with an appropriate local connection or who are keyworkers. A Weymouth

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<sup>52</sup> “A lower level of provision will only be permitted if there are good reasons to bring the development forward and the assessment shows that it is not economically viable to make the minimum level of provision being sought.”

<sup>53</sup> [Weblink to AECOM report](#)

<sup>54</sup> Social rent is usually paid to registered providers and local authorities. It is low cost rent that is set by a government formula.

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Local Connections Policy will be agreed with Dorset Council to ensure that local people are the occupants of new-built affordable homes.

invoked on new build sites between 2 and 9 homes.

9.43 First Homes should account for at least 25% of all affordable housing units delivered by developers through planning obligations. First Homes are normally discounted market sale units but can include other tenures where a local need is identified. First Homes for Sale:

- must be discounted by a minimum of 30% against the market value;
- are sold to a person or persons meeting the eligibility criteria of a first-time buyer, buying within their local area, with the intention of living in the property;
- on their first sale, will have a restriction registered on the title at HM Land Registry to ensure the discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,
- after the discount has been applied, the first sale must be at a price no higher than £250,000.

The Purbeck Local Plan 2024 Policy H11 makes provision for a commuted sum to be paid on sites unable to provide Affordable Homes on site. This is evoked on new build sites between 2 and 9 homes.

9.44 The Weymouth Housing Needs Analysis and the significant shortfall in the likely number of affordable homes provides clear evidence that First Homes in Weymouth should include significant numbers of First Homes for Rent.

9.45 The Purbeck Local Plan 2024 Policy H11 makes provision for a commuted sum to be paid on sites unable to provide Affordable Homes on site. This is

**Policy W19: Site Allocations**

1. The following sites are allocation as allocated on Map 20 and defined in Table B and specified within the detailed Allocation Policies:

W20: Land at Wyke Oliver Farm North	Mixed Residential
W21: Land at Redlands Farm	Mixed Residential
W22: Land off Beverley Road	Mixed Residential
W23A: Lodmoor Old Tip North	Employment
W23B: Lodmoor Old Tip Mid	Leisure
W23C: Lodmoor Old Tip South	Leisure
W24: Land at Jubilee Sidings	Employment / Training & Housing
W25: Mount Pleasant Old Tip	Transport

2. Support for development proposals on each of the allocated sites will be subject to them satisfying the criteria set out in their respective Neighbourhood Plan policy and conforming to other policies in the Neighbourhood Plan.

9.46 The selection of development sites for the Neighbourhood Plan has been a thorough, extensive, and conventional process, carried out with the guidance of professional advisors and overseen by the local planning authority. Sites have been allocated to supplement or add detail to those identified in the extent Local Plan, to meet the Aims and Objectives of the Neighbourhood Plan. The number of sites and the basis of allocation has changed as the process has progressed

9.47 We are encouraged by the NPPF (para. 71) to “give particular consideration to the opportunities for allocating small and medium-sized sites suitable for housing in their area” The NPPF (para 74) requires consideration of employment and transport allocations. These considerations are highlighted (NPPF para 90) when considering towns.

9.48 In 2021 a call for sites was made, and a subsequent comprehensive assessment was undertaken of 61 tracts of land in the neighbourhood area, to consider the developability of sites (for housing and other uses) and the likely impact on

the environment. Included in the assessment were 11 sites put forward in response to a local call for sites, along with sites that had come forward through the local planning authorities SHLAA process; 61 sites were given detailed consideration. Landowners were notified that their sites were being included in the site assessment process and availability was checked. All the candidate sites were independently assessed by AECOM, whose findings were reported to the Steering Group. The assessment concluded that 33 sites were potentially suitable for residential development subject to satisfactorily over-coming the identified constraints.

9.49 Based on the Site Options Assessment Report a shortlist of potentially suitable development sites was endorsed by the Steering Group and made the subject of both the 3<sup>rd</sup> and 4<sup>th</sup> community consultations<sup>55/56</sup> in 2023. In parallel to the consultations, alternative development strategies were subjected to an interim strategic environmental assessment (SEA)<sup>57</sup>. Its purpose was to consider the potential impacts of alternative strategies, and potential

<sup>55</sup> [3rd Community Engagement Report](#)

<sup>56</sup> [4th Community Engagement Feedback](#)

<sup>56</sup> [Interim Strategic Environment Assessment \(SEA\)](#)

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alternatives in terms of key environmental issues. Through this approach, the SEA for the Weymouth Neighbourhood Plan sought to maximise the Neighbourhood Plan's contribution to sustainable development. In order to reduce the potential shortfall in Affordable Homes it has been necessary to consider sites outside the Defined Development Boundary. Discussions were also initiated with landowners, their representatives and development partners.

9.50 The response to the surveys and studies carried out in 2023 enabled the Steering Group to reach conclusions on a preferred development strategy. This formed the basis for the Regulation 14 Pre-Submission Consultation. The Regulation 14 provides responses from Statutory Authorities and from local residents.

9.51 The selection of sites to be allocated in the Neighbourhood Plan was made after an independent assessment of the options. The SEA Environmental Report<sup>58</sup> was produced on behalf of the Steering Group by AECOM. An interim release assessed reasonable alternatives as follows:

- provide an assessment of the options that have been developed as 'reasonable alternatives' for the purposes of the SEA.
- appraise the relative sustainability merits and the likely significant environment effects of these options.
- provide a sustainability context for different approaches that can be taken for the Weymouth Neighbourhood Plan; and
- inform the development of the preferred approach for the Weymouth Neighbourhood Plan.

9.52 This assessment concluded that development within the Defined Development Boundary (DDB) should focus on Option E which encourages a range of uses within the DDB and considering proposals on a case by case basis. Further the report suggested that developing sites outside the DDB would have 'uncertain effects' and 'negative effects' but that to achieve the Weymouth Neighbourhood Plan objectives sites should be taken forward and the policies should address the concerns and constraints. Finally, the report recommends that a Principal Residency policy would offer support to the local transport network to improve sustainable transport and maintaining the viability of public transport options and would avoid by not limiting non-principal residency, increases in traffic particularly in summer months. Through this approach, the SEA for the Weymouth Neighbourhood Plan sought to maximise the Neighbourhood Plan's contribution to sustainable development.

9.53 The criteria of the individual allocation policies that follow, reflect the need to address the identified development constraints of each site and ensure that the resultant development is suitable, sustainable, and beneficial for neighbourhood area, as well as satisfying the requirements of NPPF [para. 135](#), which states that developments should:

- function well and add to the overall quality of the area
- be visually attractive as a result of good architecture, layout and landscaping
- be sympathetic to local character and history, including the surrounding built environment and landscape setting

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<sup>58</sup> [Weblink to Final SEA Report](#)



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- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity

9.54 The responses from Statutory Authorities, landowners, and residents to the Reg 14 Consultation have been analysed. There were positive and negative responses to the Plan. Most of the negative responses to the Plan related to site allocations. Where these responses highlighted legitimate planning concerns these concerns have been evaluated and the policies changed to address these concerns. This has resulted in changes to the site allocations and the planned uses of the land being considered by the Steering Group resulting in the changes summarised below and reflected in Table x and Map 19.

9.55 To meet the local affordable housing need 3 sites are allocated on Greenfield sites across 17.3ha providing 425 Homes with 222 Affordable (70% to Rent, 30 to Buy). The loss of Greenfield land is compensated for by adjacent land 33.5ha being allocated for either Public Open Space or added to the Lorton Vally Nature Park. This preserves Green Gaps and wildlife corridors between Littlemoor and Preston and between Radipole, Nottingham and Redlands. The viability of developing the sites with 50% Affordable Homes has been demonstrated.

9.56 However the Viability Testing also showed that development of Brownfield Sites to include Affordable Homes was

more difficult and required additional funding to enable Affordable Home development. Consequently, and considering concerns about the site being in Flood Zone 3 the site at St Nicholas Street has not been allocated in this plan. It is to be hoped that as part of Levelling Up funding this, and other brownfield sites in the town centre come forward for development to include significant numbers of affordable homes. Without this the Local Plan and Neighbourhood Plan will not deliver the needed Affordable Homes in Weymouth. But we are proud that our plan reduces the shortfall by 212 homes.

9.57 The Viability Testing also evaluated the small-scale development of the Lodmoor Old Tip mid section. This concluded that from a cost perspective there is a viable prospect of developing the mid-section for housing and some leisure. But that resiting the Household Waste Recycling was a cost that was not evaluated.

9.58 Concerns were raised about the development of the Lodmoor Tip relating to it being in a flood plain, being contaminated land, and its proximity to Lodmoor SSSI and SNCI. Dorset Council has emphasised that the Lodmoor Tip is mostly within the boundary of WEY 8 Lodmoor Gateway and is identified for Leisure Use. In addition, moving the Household Recycling Centre is unlikely to be achieved. Consequently, W23B and W23C are allocated for Leisure Use, whilst W23A is reduced in size to the area outside the boundary of WEY 8.

9.59 It has been difficult to identify sites suitable for employment use. W24 Jubilee Sidings Extension remains allocated and W23A has been reduced to 1.0ha for employment development. The key employment site allocated in the Local Plan has been eroded by retail development leaving only 0.7ha

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remaining undeveloped. It is hoped that the Levelling Up Fund will enable further employment opportunity in the town centre for key employment jobs and the Local Plan will deliver the 5ha for key employment at the Littlemoor Northern Expansion (LITT6).

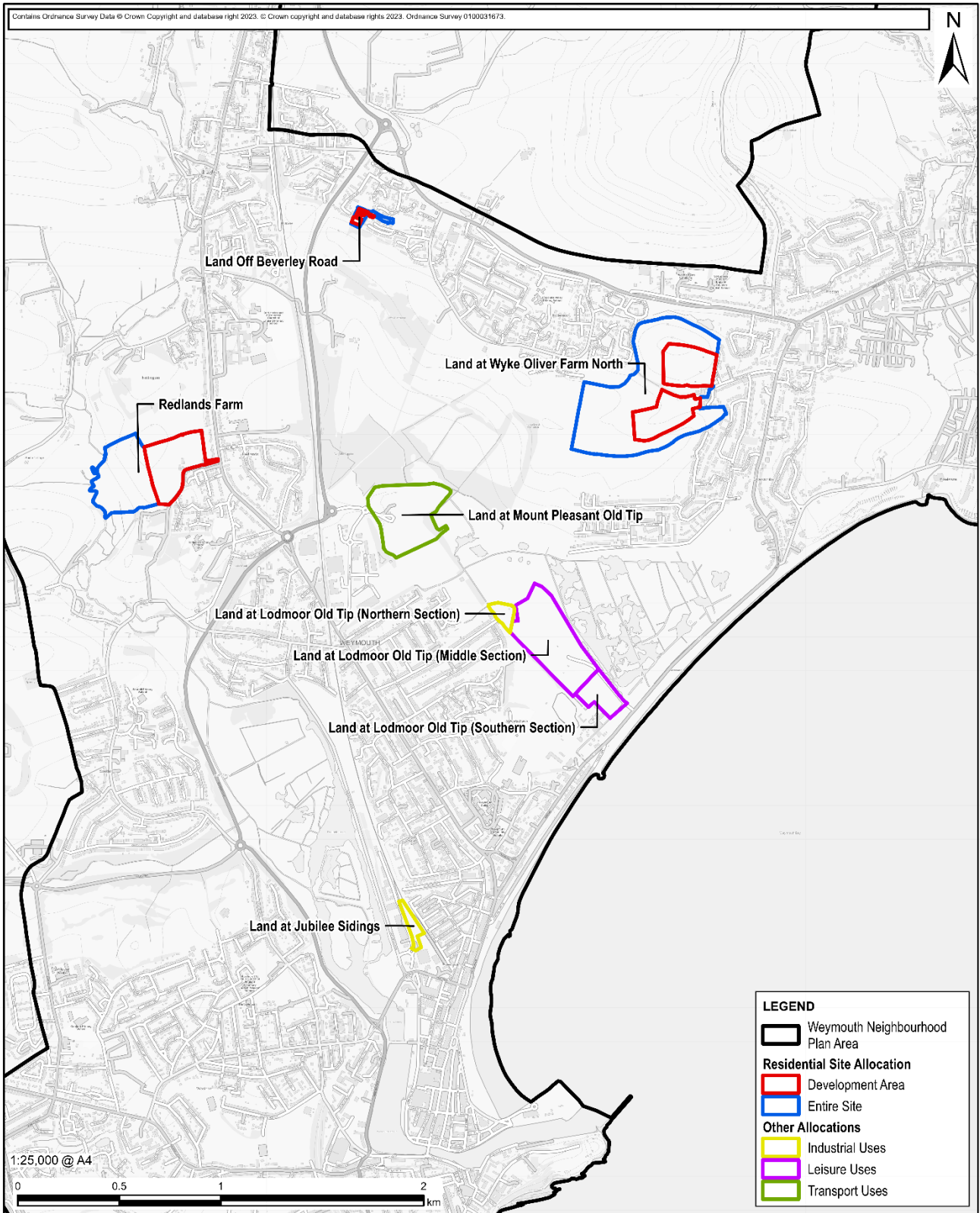
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**Table B Site Allocations Summary**

Site	Policy	Allocation	Total Size ha	Dev't size ha	Homes	Site Allocations details	Affordable Homes	Green Space
Land at Wyke Oliver Farm	W20	Mixed Residential & LVNP	33.32	9.42	250	Mixed Residential Homes 50% Affordable, Land at LVNP and community Space	125	23.1
Redlands Farm	W21	Mixed Residential & Public Space	15.4	6.6	150	Mixed Residential 50% Affordable Land for Public Open Space	75	8.8
Off Beverley Road	W22	Residential & Local Green Space	1.25	0.7	25	Dwellings at least 50% Affordable contribution to Local Green Space	12	0.55
Lodmoor Old Tip Mid	W23B	Leisure	13.1	0	0	Leisure	0	13.1
Lodmoor Old Tip South	W23C	Leisure	2.2	0	0	Leisure possibly indoor	0	2.2
Land at Jubilee Sidings	W24	Mixed Use: Employment/Training & Housing	2	2	tbd	Multi-storey development for Employment/Training & Housing	tbd	0
Lodmoor Old Tip North	W23B	Employment Use	1.14	1	0	Small scale industrial units or workshops, buffering planting, contaminated land.	0	0.14
Mount Pleasant Old Tip	W25	Mixed Use: Transport, Leisure & Renewable	11.3	3.82	0	Re-vamp Park & Ride as transport interchange facility, encourage leisure use.	0	7.48
<b>Total</b>			<b>79.29</b>	<b>23.54</b>	<b>425</b>		<b>212</b>	<b>54.95</b>

**Map 18: Allocated Sites**



**Policy W20: Land at Wyke Oliver Farm North**

1. Land at Wyke Oliver Farm North as defined on Map 21 is allocated for residential development of around 250 dwellings
2. Affordable housing provision should form 50% of every completed stage of the development and comprise a mix of sizes, types and tenures as agreed with Dorset Council.
3. Development should be in accordance with a comprehensive masterplan, agreed with the local planning authority, which demonstrates a fully integrated and co-ordinated development of around 250 dwellings during the plan period that accords with the policies in the development plan.
4. Development proposals should conform with relevant policies in the Neighbourhood Plan and satisfactorily address the following criteria;
  - i. the retention of hedgerows and provision of landscaping including, tree-lined roads and pathways, to minimise any visual impact on the setting and local landscape character;
  - ii. suitable boundary treatment, consistent with the character of the area, to adequately screen the new dwellings from existing neighbouring residential properties;
  - iii. measures to ensure the development does not contribute to, or suffer from, adverse impacts arising from land stability;
  - iv. a drainage regime that minimises flood risk and the impact of the development on local water courses
  - v. provision of appropriate safe vehicular and pedestrian access via Wyke Oliver Road to the satisfaction of the local highway authority;
  - vi. provision of a community focus agreed with the Local Planning Authority;
  - vii. improved public access to Lorton Valley Nature Park;
  - viii. alignment with the environmental objectives and targets of the Neighbourhood Plan; and
  - ix. demonstrate through a Transport Assessment and Plan that the surrounding roads and the main road has capacity for around an additional 250 homes.
5. The remaining area of land shown on Map 20 is allocated as land for nature conservation. Ownership of an area of 23ha of land shall be transferred to a suitable organisation such as Dorset Wildlife Trust which will manage the site to enhance its ecological value and for recreational access as part of the Lorton Valley Nature Park. The transfer of land will be accompanied with a commuted sum to cover initial capital costs and long term future maintenance.

9.60 The area of land defined on Map 21 has been identified as a preferred residential development site, because of its availability, developability, and suitability to meet local housing needs. The site assessment process has shown the site is potentially suitable for allocation for residential development.

9.61 The Site Assessment pointed out that the development constraints included the nearby Dorset Natural Landscape

area to the north and Lorton Valley Nature Reserve to the south; limited vehicular access opportunities, the Gas Pipeline Safeguarding Corridor on the western edge, and a small amount of the site is within Flood Zone 2.

9.62 Following a robust analysis and selection process, which included community consultations and discussions with the landowners and development partners, the land defined

## Weymouth Neighbourhood Submission Plan – November 2024

on Map 20 is allocated by policy W20 for residential development of approximately 250 dwellings.

- 9.63 The area allocated for residential development is that part of the wider site which will be least intrusive visually. To ensure that this is achieved policy W20 requires the retention of existing hedgerows wherever possible and a landscaping scheme that sustains the overall rural character of the location.
- 9.64 The layout of the development should respond to the location by including both public and private green spaces, community horticulture opportunities, a network of tree-lined routes, access to the countryside, and links to the nearby Lorton Valley Nature Reserve.
- 9.65 The network of cycleways and footpaths should be planned to encourage non-motorised travel within the site and to community facilities and amenities beyond the site. A significant community ‘focus’ is considered an important facet of the development that will serve to forge and foster a new community.
- 9.66 As part of the master-planning, a site-specific design code should be agreed with the Local Planning Authority which sets detailed parameters for the development of the site that accord with the criteria of policy W20 and ensures that the style and quality of the development is commensurate with its location.
- 9.67 The provision of 250 dwellings on land at Wyke Oliver Farm North should make a significant contribution to local housing needs over the plan-period. The required 50% proportion of affordable dwellings and the mix of tenures is based on a viability

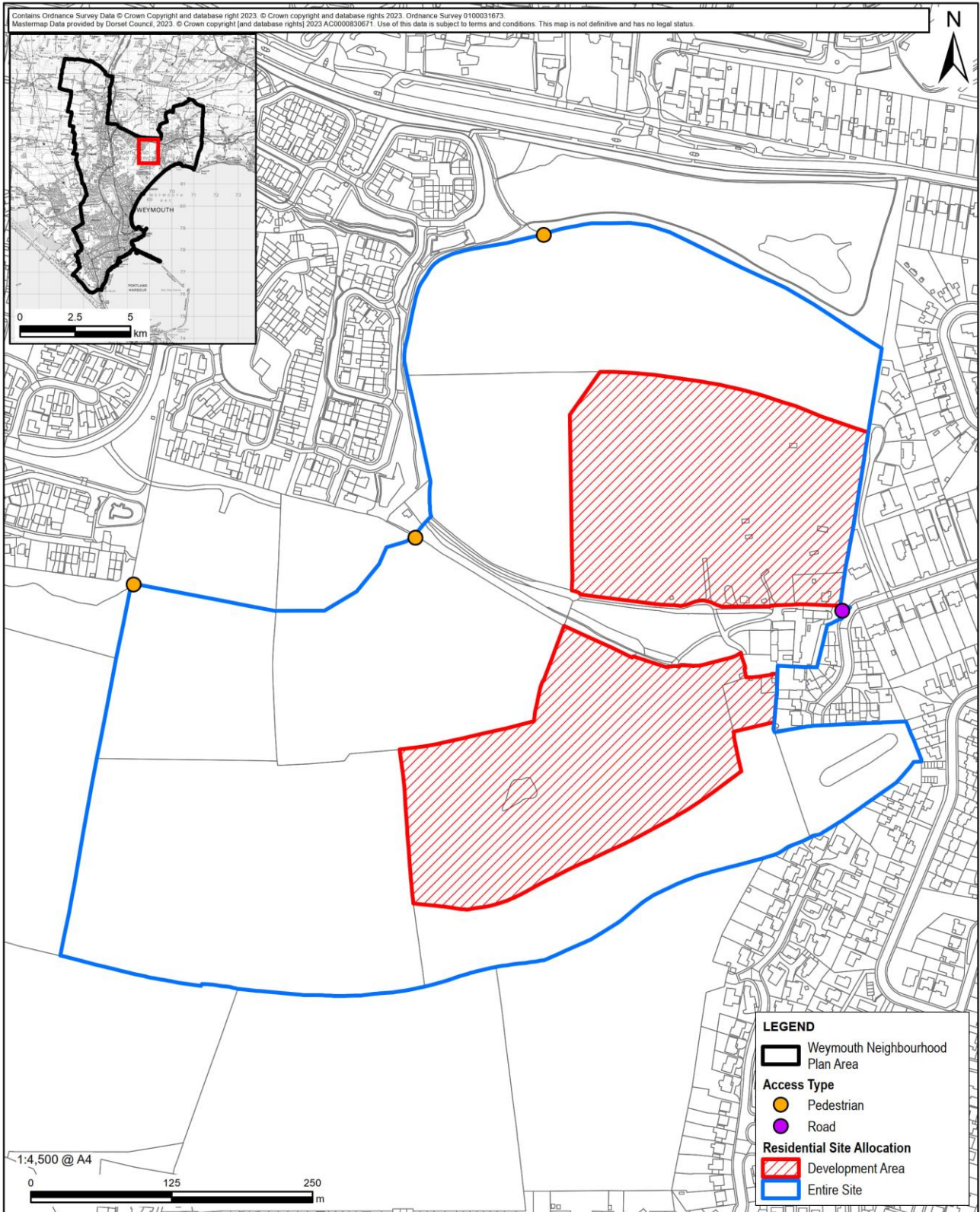
assessment that has been independently conducted.<sup>59</sup> This report shows that the site is viable with 50% Affordable Homes, CIL, S106 of £13,000 by a margin of £500K.

- 9.68 The transfer of ownership of 23ha of land to a suitable public body, such as Dorset Wildlife Trust, as part of Lorton Valley Nature Park, identified on Map 20, shall be agreed with the Dorset Council.

Policy W20: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9, 10, 11, 12, 13, 14, 15, 16, 19
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22, 23, 24, 25
<b>Objective 4:</b>	Climate Change Management Targets 26, 27, 28, 29, 30, 31

<sup>59</sup> [Weblink to Venning Bailey Report](#)

**Map 19: Land at Wyke Oliver Farm North**



**Policy W21: Land at Redlands Farm**

1. Land at Redlands Farm as defined on Map 22 is allocated for residential development of around 150 dwellings
2. Affordable housing provision should form 50% of every completed stage of the development and compromise a mix of sizes, types and tenures as agreed with Dorset Council.
3. Development should be in accordance with a comprehensive masterplan, agreed with the local planning authority, which demonstrates a fully integrated and co-ordinated development that accords with the policies in the development plan.
4. Development proposals should conform with relevant policies in the Neighbourhood Plan and a comprehensive proposal addressing all the following criteria;
  - i. the retention of hedgerows and provision of landscaping including, tree-lined roads and pathways, to minimise any visual impact on the setting and local landscape character;
  - ii. suitable boundary treatment, consistent with the character of the area, to adequately screen the new dwellings from existing neighbouring residential properties;
  - iii. the height of dwellings should mostly be no more than two storeys in height, rising to a maximum scale of three storeys only occasionally, and should protect and enhance the setting of the nearby conservation area and sufficiently lower than the western ridge line, so as not to be visible from the Wey Valley;
  - iv. provision of appropriate safe vehicular and pedestrian access to the satisfaction of the local highway authority;
  - v. a legible street network, which links the residential properties with services and facilities such as community buildings,
  - vi. the retention of public rights of way across the site;
  - vii. safe footpaths and cycle routes throughout the development, with relevant links to the wider network and community facilities;
  - viii. a street lighting scheme designed with pedestrian safety and minimum light spillage and pollution in mind;
  - ix. off-street resident and visitor vehicle parking provision with EV charging facilities that satisfy the requirements of the local planning authority;
  - x. provision of play areas, public amenity space and community horticultural space as required to satisfy the LPA's standards of provision and integrated into the development to maximise passive surveillance;
  - xi. a new major public open space linked to the development to the west of the site,
  - xii. landscaping measures and a drainage regime that minimise flood risk and mitigates the impact of the development on local water courses;
  - xiii. any necessary attenuation ponds should form part of the habitat enrichment alongside broad leaf woodland comparable with the nearby coppices, and
  - xiv. alignment with the environmental objectives and targets of the Neighbourhood Plan.
5. The design and layout of roads should comply with the standards of Dorset Council and provide adequately for the safety of all road users as well as the amenity of residents.
6. The remaining area of land shown on Map 21 is allocated as open space. Ownership of an area of 9.1 ha of land shall be transferred to an appropriate body to provide for public use and nature conservation, along with a commuted sum to cover long-term future maintenance.



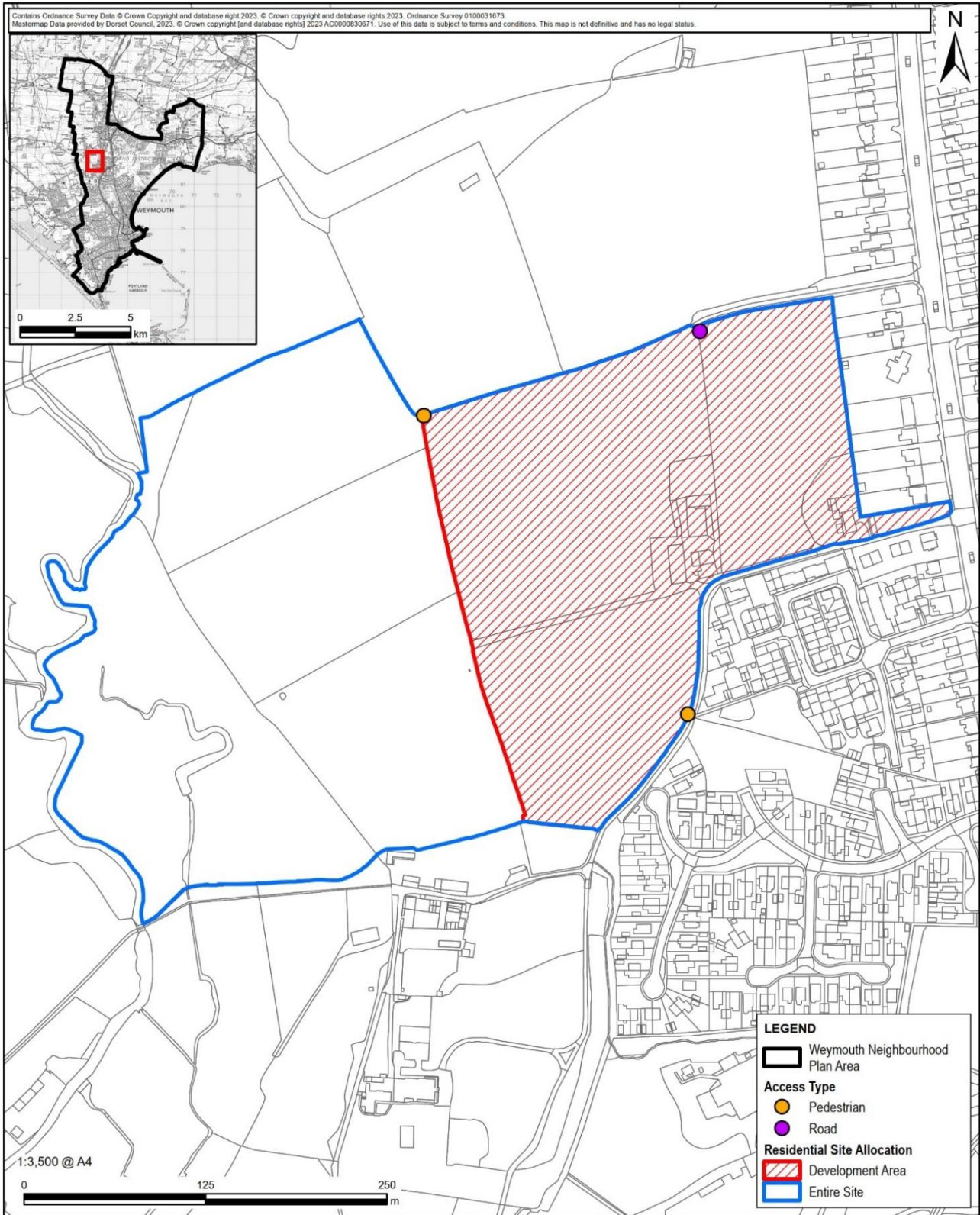
## Weymouth Neighbourhood Submission Plan – November 2024

- 9.69 The area of land defined on Map 21 has been identified as a preferred residential development site, because of its availability, developability, and suitability to meet local housing needs. The site assessment process has shown the site is potentially suitable for allocation for residential development, subject to identified constraints being addressed.
- 9.70 The Site Assessment pointed out that the development constraints included the need to minimise landscape impact; and existing access restrictions. The main road access to the site is likely to be from the development to the north.
- 9.71 Following a robust analysis and selection process, which included community consultations, and discussions with the landowners and development partners, the land defined on Map 21 is allocated by policy W21 for residential development of approximately 150 dwellings.
- 9.72 The 6.3ha site comprises three fields and a strip of land adjacent to Corfe Hill Lane extending to Dorchester Road. The site adjoins a substantial residential development site to its north and sites with planning permission to its south. Its design and layout should generally harmonise in layout and form with nearby developments, whilst distinguishing itself with its own character and style, as is the norm in the Weymouth area.
- 9.73 The area, particularly to the west, is rich in wildlife and needs to be protected. The layout and design of the development should retain and incorporate as many trees and hedgerows as possible and provide adequate landscaping and boundary treatments to minimise any visual impact on the setting and local landscape character and provide a diversity of wildlife habitats and corridors.
- 9.74 The network of cycleways and footpaths should be planned to encourage non-motorised travel within the site, provide access to the countryside to the west and link to community facilities and amenities beyond the site.
- 9.75 As part of the master-planning, a site-specific design code should be agreed with the Local Planning Authority, which will set detailed parameters for the development of the site that accord with the criteria of policy W22 and ensures that the style and quality of the development is commensurate with its location.
- 9.76 The provision of 150 dwellings on land at Redlands Farm should make a significant contribution to local housing needs over the plan-period. The required proportion of affordable dwellings and the mix of tenures is based on a viability assessment that has been conducted on this site demonstrating that 50% Affordable Home is viable.<sup>60</sup> This report shows that the site is viable with 50% Affordable Homes, CIL, S106 of £13,000 by a small margin and notes that the coverage of the scheme is unusually low.
- 9.77 The transfer of ownership of 9.1ha of land to the west to provide for public open space and an extended Area of Nature Conservation shall be agreed with Dorset Council, the local planning authority.

Policy W21: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-15 inclusive, 19
<b>Objective 3:</b>	Biodiversity Net Gain Targets 23, 23, 24, 25
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

<sup>60</sup> [Weblink to Venning Bailey Report.](#)

**Map 20: Land at Redlands**



**Policy W22: Land off Beverley Road, Littlemoor**

1. Land off Beverley Road as defined on Map 22 is allocated for residential development of around 25 dwellings
2. Development proposals for residential use will be supported where the development conforms with other relevant policies in the Neighbourhood Plan and a comprehensive proposal addressing all the following criteria:
  - i. alignment with the height and form of the nearby housing;
  - ii. the development respects the topography of the site;
  - iii. the retention of the two through routes to Kestrel View, and the bridge over the Weymouth relief road;
  - iv. a landscaping scheme that retains existing trees and provides wildlife corridors across the site;
  - v. well-designed groups of dwellings, located in attractive, inclusive, and secure spaces;
  - vi. landscape planting through the site that connects with the open space to the north and south allowing nature to permeate through the development
  - vii. the proportion of affordable homes shall be 50% minimum as this is a greenfield site;
  - viii. access to the site satisfying the standards required by Dorset Council, and
  - ix. alignment with the environmental objectives and targets
3. The design and layout of roads should comply with the standards of Dorset Council and provide adequately for the safety of all road users as well as the amenity of residents.
4. Proposals should demonstrate, where relevant, that they respect and will cause no significant harm to the archaeology and heritage assets and their setting.

9.78 The area of land defined on Map 22 has been identified as a preferred residential development site, because of its availability, developability, and suitability to meet local housing needs. The site assessment process has shown the site is potentially suitable for allocation for residential development.

9.79 The Site Assessment pointed out that the development constraints included there is currently no existing access to the site; steeply rising land that may require earthworks the potential loss of ecologically valuable green space and mature trees. It does have advantages however of being within the defined development boundary (DDB) and being conveniently close to schools, local shopping hub, dentist, and doctors. It is likely that road access will be from the car park to the adjacent block of flats in Beverley Road.

9.80 Following a robust analysis and selection process, which included community consultations, and discussions with the landowners and development partners, the land defined on Map 22 is allocated by Policy W22 for residential development of around 25 dwellings in an area where additional dwellings are needed.

9.81 The site is currently a well-regarded local amenity space with mature trees. It is crossed by two paths used regularly by the community. Policy W22 requires the incorporation of landscaped public routes within the development and the inclusion of a sizeable piece of public open space. The development must recognise the compatible local green space designation re LGS 18.

9.82 The topography of the site is significant and should influence the design and

layout of the development and the relative height of buildings included in the development.

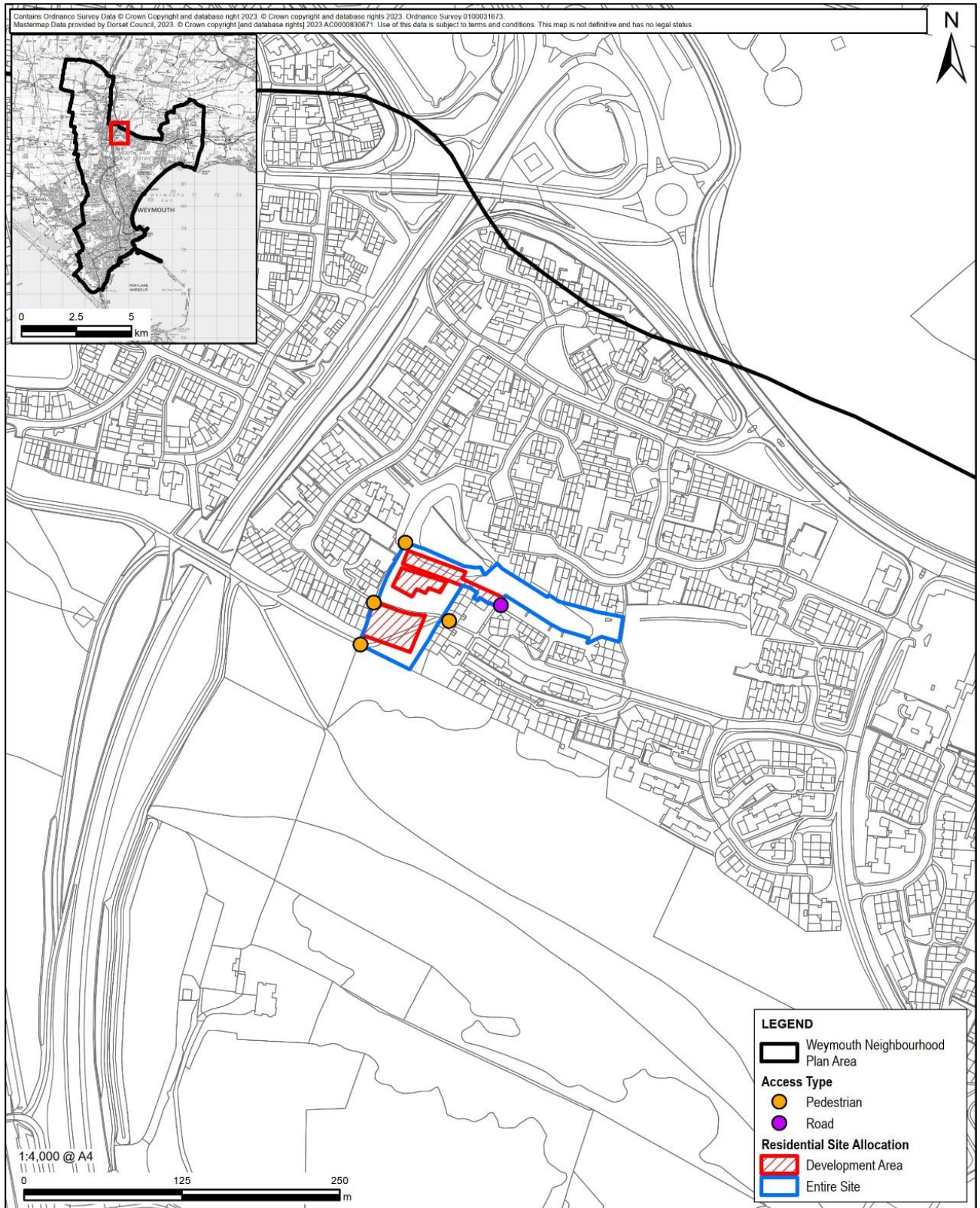
9.83 The required proportion of affordable dwellings and the mix of tenures is based on a viability assessment that has been conducted on this site<sup>61</sup>. This report shows that the site is only viable with 50% Affordable Homes, CIL, S106 of £9,500/unit. This assumes the normal S106 demands are reduced by the LPA on the basis that this site is providing much needed affordable homes.

Policy W22: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive, 19
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

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<sup>61</sup> [Weblink to Venning Bailey Report.](#)

**Map 21: Land at Beverley Road, Littlemoor**



**Policy W23A: Lodmoor Old Tip – North Section**

1. The land forming Lodmoor Old Tip north section as identified in blue on Map 22A is allocated for employment use comprising small light industrial units or workshops.
2. Any development should meet the following conditions:
  - i. retain or replace the existing pumping station;
  - ii. retain or re-route the existing public dual use paths across the site;
  - iii. conduct appropriate land stability and ground contamination investigations;
  - iv. to reduce the visual impact, the height of development should not exceed 2-storeys; and
  - v. to reduce the impact and to avoid ground disturbance, the height of the development should not exceed one storey.
3. Such development should be accompanied by:
  - i. Flood Risk Assessment, SSSI Impact Assessment, Noise Assessment, Archaeological Assessment and Transport Assessment; and
  - ii. Alignment is demonstrated with the strategic environmental objectives and targets of the Neighbourhood Plan.

9.84 The area of land defined on Map 22A has been identified as a preferred employment use, because of its availability, developability, and suitability to meet the need for more employment particularly small scale industrial units and/or workshops

9.88 Road Access to the site is from Weymouth Bay Avenue.

9.89 The development is required to comply with all the Neighbourhood Plan policies

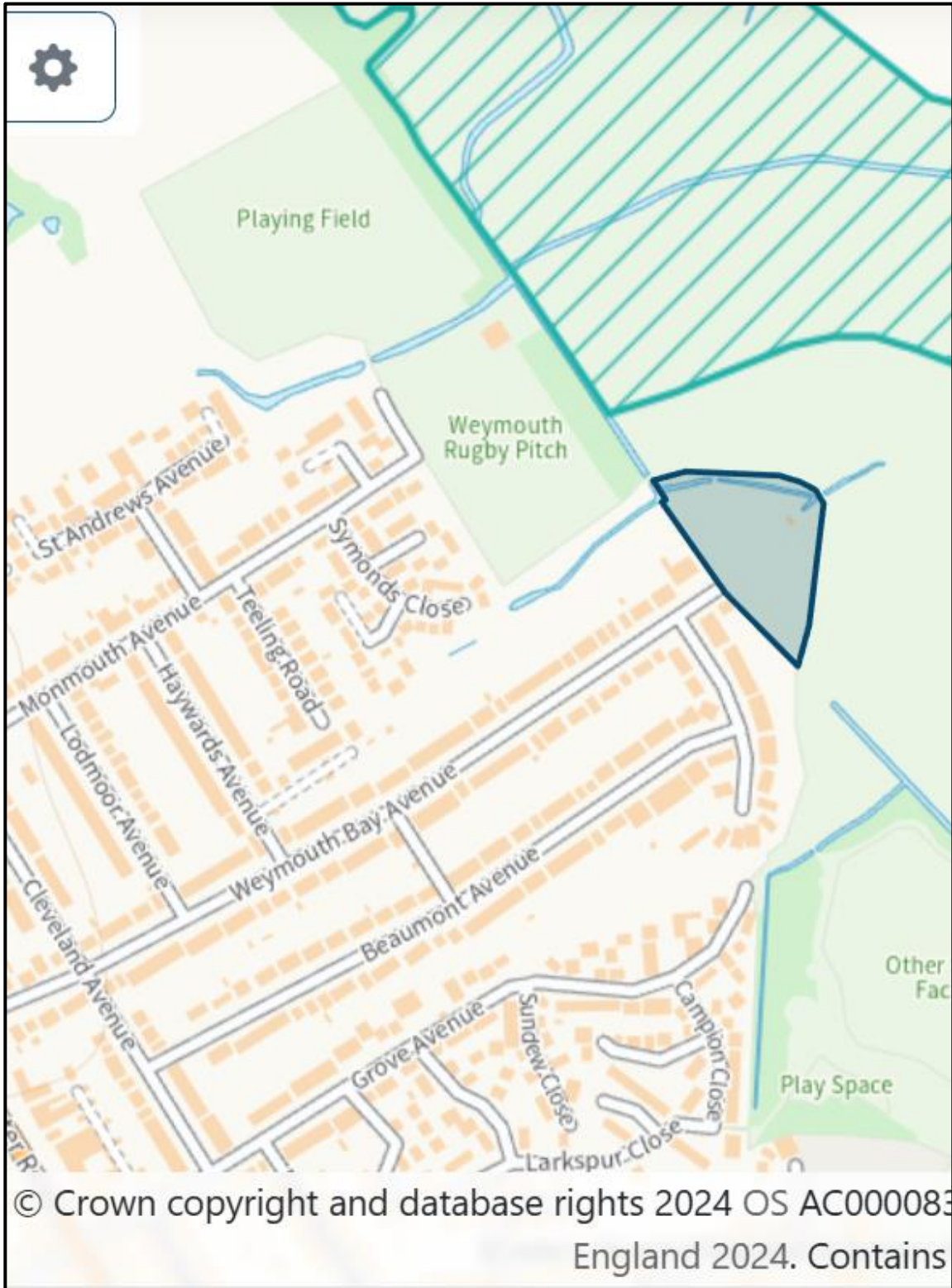
9.85 The site was part of the town land fill. This northern part of the old tip is 3.35 ha in size and is a brownfield site to the east of Weymouth Bay Avenue. The site includes a pumping station and storage area. The site lies within Flood Zone 3.

9.86 The Site Assessment pointed out that the development constraints included the need to minimise any impact on the adjacent Lorton Valley Nature Park and RSPB Lodmoor. This extensive area of land has a long history of human activity. There will undoubtedly be ground contamination to tackle.

9.87 The site is not within the WDW&P Local Plan and is part of WEY8 Lodmoor Gateway or WEY16 LVNP. The site is separated from the adjoining public areas by a dyke and is crossed and bounded by permissive paths. The site is outside the adjacent Lodmoor SSSI and Lodmoor SNCI.

<b>Policy W23A: Relevant Environmental Targets</b>	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

**Map 22A: Lodmoor Old Tip - North**



**Policy W23B: Land at Lodmoor Old Tip – Mid-Section**

The land forming Lodmoor Old Tip mid-section as identified in blue on Map 24B is allocated for leisure use in accordance with the LP Policy WEY8.

9.90 The area of land defined on Map 23B has been identified as a preferred leisure development site, because of its availability, developability, and suitability to meet local needs. The site assessment process has shown the site is potentially suitable for a Café or Viewing Centre for Lodmoor Bird Reserve.

impact on Climate Change, Resources and Landscape. These concerns will need to be addressed by the development proposals.

9.95 The development is required to comply with all the Neighbourhood Plan policies

9.91 The site includes the Household Recycling Centre and the temporary grass cutting storage centre. The site is some 3-4m higher than the surrounding ground having been the land-fill tip for Weymouth. The site is crossed by a permissive path and much of the site is scrub. The site is bounded on the western and eastern sides by drainage dykes.

Policy W23B: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

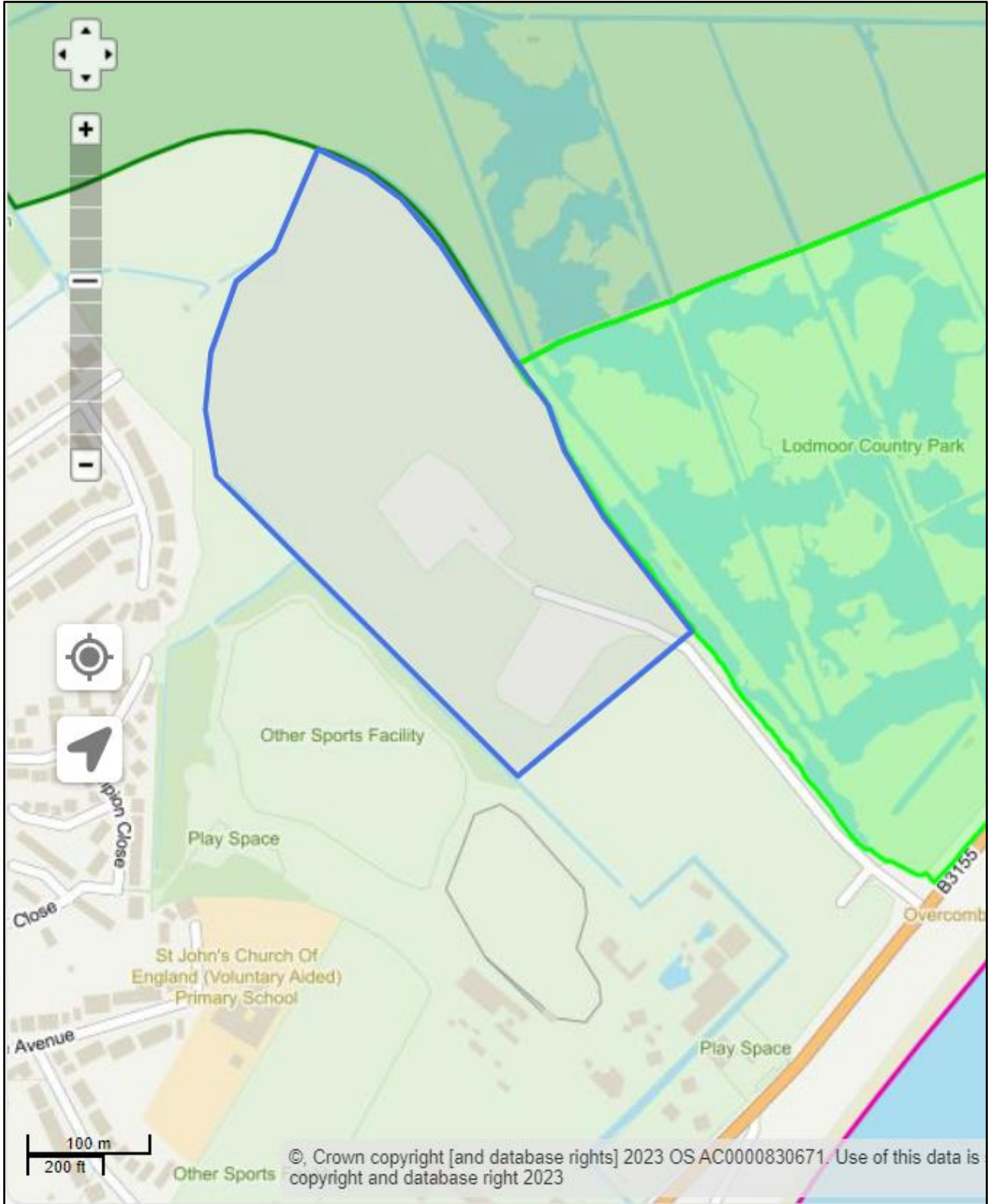
9.92 The site is within the WDW&P Local Plan and is part of WEY8 Lodmoor Gateway which states that ‘any development will be expected to be of a high-quality design and relate positively to the adjoining public areas.’ The site is outside the adjacent Lodmoor SSSI and Lodmoor SNCI and is outside the defined development boundary.

9.93 Access to the site is from Preston Beach Road using the existing access road for the Household Recycling Centre and Grass Cutting temporary storage area.

9.94 The SEA Interim Report assesses the sites environmental impact of sites and raises concerns about the impact on biodiversity & geodiversity notes the positive benefits to the community well-being and reserves opinion on the



**Map 22B: Land at Lodmoor Old Tip – Mid-Section**



**Policy W23C: Lodmoor Old Tip South Section**

1. The land forming Lodmoor Old Tip south section, as identified in blue on Map 23C, is allocated for leisure use which accords with LP Policy WEY8.
2. Any development should meet the following conditions:
  - i. retain or re-route the existing public dual use paths across the site;
  - ii. conduct appropriate land stability and ground contamination investigations;
  - iii. to reduce the visual impact, the height of development should not exceed 2 or 3-storeys;
  - iv. to reduce the potential flood risk, development on the ground floor should not include residential use but could include garages, access or amenities;
  - v. to reduce the impact on the SSSI, the whole development should be buffered by natural planting, including native trees, following the lines of the dykes and northern and eastern boundary;
  - vi. access to the development should be improved, with appropriate approvals regarding the junction with the Preston Beach Road;
  - vii. leisure use should be complementary to that provided by the Lodmoor Country Park attractions and the Skate Board Centre and can include Indoor Leisure; and
  - viii. the development should include a compliant level of affordable housing including social housing and provide a high quality of design and landscaping.
3. Such development should be accompanied by:
  - i. Flood Risk Assessment, SSSI Impact Assessment, Noise Assessment, Archaeological Assessment and Transport Assessment; and
  - ii. Alignment is demonstrated with the strategic environmental objectives and targets of the Neighbourhood Plan.

9.96 The area of land defined on Map 23C has been identified as a mixed site for leisure use, because of its availability, developability, and suitability to meet local housing recreation and tourism needs.

9.97 The site was part of the town land fill. This southern part mostly comprises the Preston Beach Car Park and overflow car park area. The land is not shown within the flood zone area 2 or 3 but is surrounded by land in Flood Zone 3. The site is within the WDW&P Local Plan and is part of WEY8 Lodmoor Gateway and Country Park Area which states that 'any development will be expected to be of a high-quality design and relate positively to the adjoining public areas.' The site is separated from the adjoining public areas by a dyke and is connected by permissive paths. The

site is outside the adjacent Lodmoor SSSI. The site is outside the Defined Development Boundary defined in the WDW&P LP.

9.98 The Site Options & Assessment study identified the site as potentially suitable for allocation for residential. To the north there are currently two operational waste sites to the south which are safeguarded in the 2019 Waste Plan. There is also potential for ground contamination due to the site's previous use as a tip and there is a former liquid waste facility in the north of the site which is likely to be contaminated. Remediation and ground stabilisation may increase the costs of development. In addition, consultation would be required with Dorset Council to determine to what extent the car park should be retained. This car park

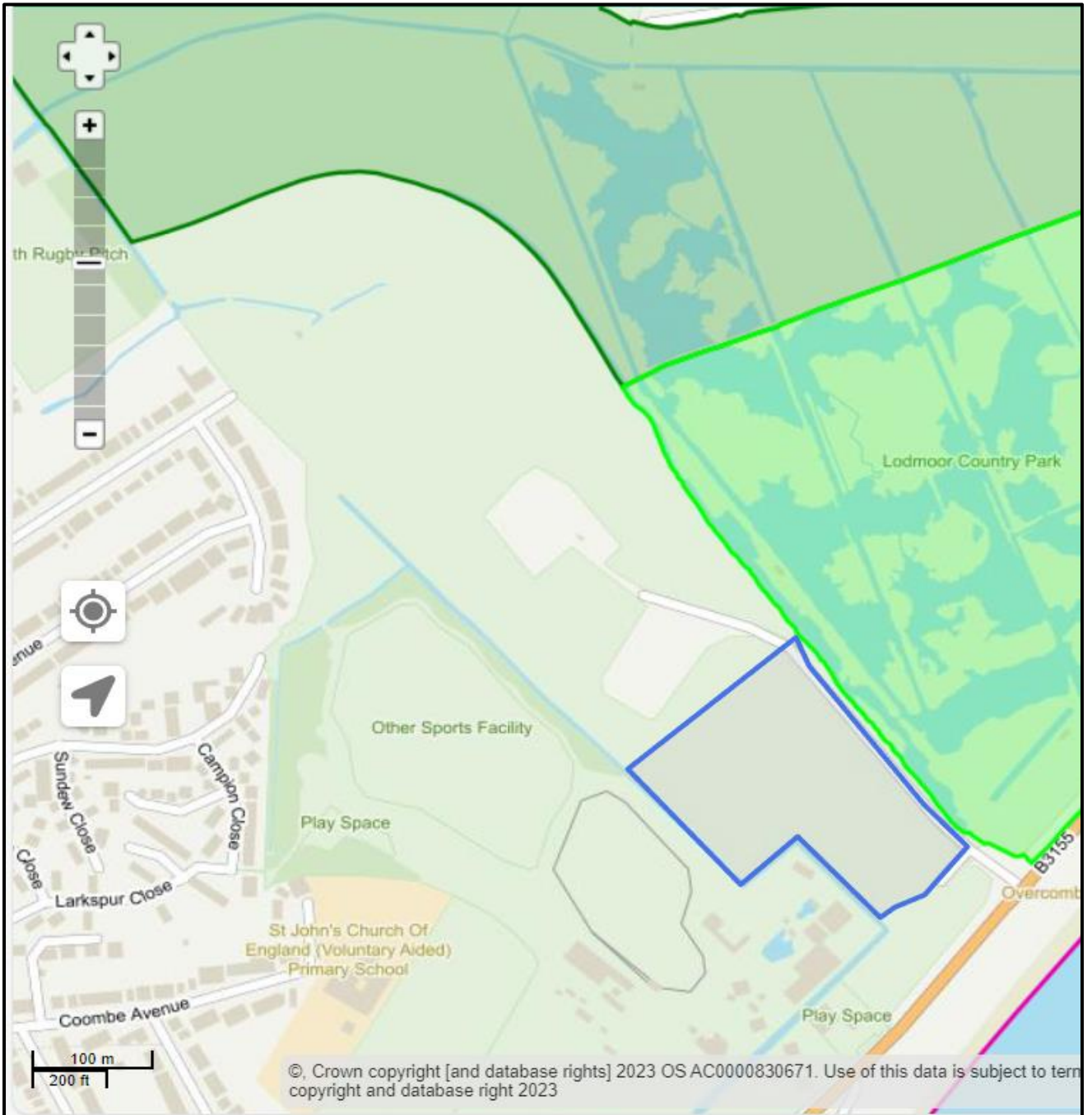
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services the beach, the RSPB reserve and is an additional car park to the large car park within the adjacent Lodmoor Country Park.

- 9.99 Access to the site is off Preston Beach Road using the current service road to the Lodmoor Beach Car Park.
- 9.100 The site is best suited to provide additional employment opportunities around leisure providing new visitor attractions, pop-up camping or campervan parking. To make the site viable some residential development may be required. The site option and assessment report identified the potential for between 30 and 50 homes.
- 9.101 The SEA Interim Report raised no adverse effects, and positive effects for community well-being and transportation but did identify uncertainty with respect to biodiversity and geodiversity, and climate change. This uncertainty will need addressing in any development plans.
- 9.102 The development is required to comply with all the Neighbourhood Plan policies.

Policy W23C: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

**Map 22C: Lodmoor Old Tip – South Section**



**Policy W24: Land at Jubilee Sidings**

1. The land and buildings at Jubilee Sidings as identified on Map 25 is allocated for mixed use development.
2. The development shall provide:
  - i. residential particularly social housing;
  - ii. employment and/or training use by provision of a mixture of workshops, offices, or a skills centre; and/or
  - iii. residential with 100% Affordable Homes.
3. Development proposals will be supported where the development conforms with other relevant policies in the Neighbourhood Plan and a comprehensive proposal addressing all the following criteria:
  - i. the scale, massing, height, density and design of a development should be appropriate to its context, including the architecture and materials of nearby buildings and sympathetic to the setting of the town centre;
  - ii. ground floor development and use should recognise the flood risk associated with the site and conform with the standing advice of the Environment Agency for Weymouth Town Centre;
  - iii. the approaches and walkways should be grassed and tree-lined; and
  - iv. the proposals align with the strategic environmental objectives and targets of the Neighbourhood Plan.
4. Any application shall be accompanied by a Flood Risk Assessment and Contamination Report to demonstrate that the development is acceptable or to provide appropriate mitigation measures.

9.103 The site shown on Map 24, Jubilee Sidings, is within the Defined Development Boundary.

9.104 The Site Options and Assessment Study identified the site as potentially suitable for allocation for residential and/or employment. There is potential for ground contamination associated with these uses. Redundant railway tracks run along the western site boundary, although these are no longer in use. Mitigation may be required for noise related to the neighbouring uses.

9.105 The site is considered a suitable location for employment use because of its central position, easy rail access and surrounding retail, office, and light industrial units in Jubilee Retail Park. It was also considered as a good location for skills training because of its

proximity to public transport provision. The site is also considered a suitable location for residential development with potentially four/five storey development to provide high density residential accommodation with a significant proportion of affordable flats/apartments, particularly social housing.

9.106 Following a robust analysis and selection process, which included community consultations and discussions with the landowners and development partners, the land defined on Map 24 is allocated by policy W24 for mixed-use development generally in accordance with policy W??.

9.107 The location of the site is such that it can make a significant contribution to

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specialist local housing needs over the plan-period.

9.108 The mix of non-residential uses on the site should demonstrably serve local employment-related needs. Retail development should be restricted to that which serves the other uses and users in the development, and the local area.

9.109 The road entrance to the site is within the Flood Zone 3 area and thus liable to occasional flooding. However it should be noted that pedestrian access is possible from the north of the site via the Alexandra Road Bridge over the railway line.

9.110 The Jubilee Siding sites was assessed as part of the Viability Testing. This concluded that while a market led development would only be viable with no affordable housing a 100%

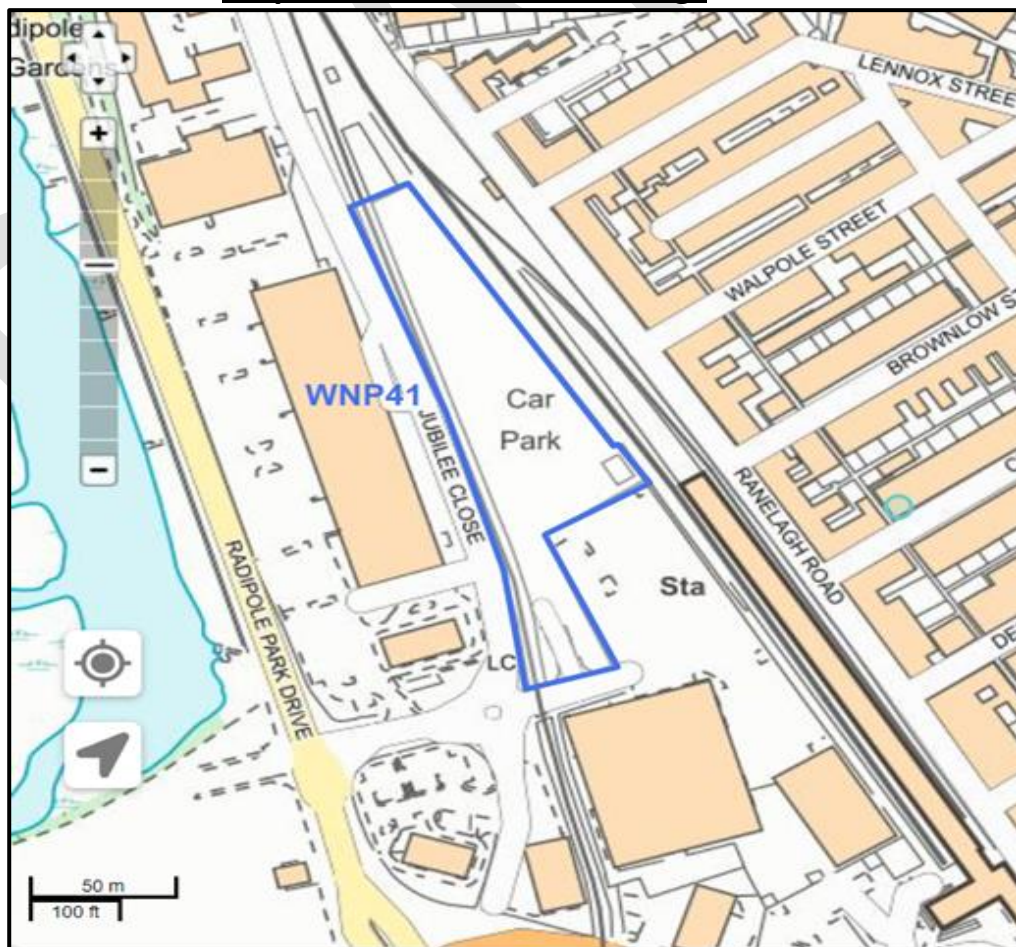
rented affordable housing would be viable with a grant of £55,000/unit as under 'additionality a Homes England Grant could be provided.

9.111 The site owner may look to redevelop a wider area which may make the development more viable.

### Policy W24: Relevant Environmental Targets

<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive, 19
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26, 31

**Map 23: Land at Jubilee Sidings**



**Policy W25: Mount Pleasant Old Tip – Transport Interchange**

1. Land at Mount Pleasant as identified on Map 26 is allocated for a transport interchange facility, leisure use and renewable energy generation.
2. The central part of the site (identified on Map 26) is allocated for a transport interchange hub, including ancillary functions to encourage out-of-town parking, particularly in the peak summer period.
3. Development proposals should ensure:
  - i. the height of any development is no more than single storey to reduce visibility impact, and
  - ii. buildings and structures should feature solar PV panels which can power the services and, potentially, the EV recharging points.
4. Any business operations should be in keeping with the transport hub use and might include, café, cycle hire, PEV hire, bus depot, vehicle re-charging, over-night camper vans.
5. The surrounding area is a Habitat Restoration Area and is allocated for limited leisure use and renewable energy generation.
6. Development proposals should ensure:
  - i. landscaping is sufficient to minimise the visual impact on its setting;
  - ii. the character and biodiversity of the nearby SSSI is protected and enhanced;
  - iii. wherever possible, buildings and structures feature solar PV panels; and
  - iv. leisure facilities should enhance all-year round tourism in the area;
  - v. development in the surrounding area is agreed with the managers of the Habitat Restoration Area (Dorset Wildlife Trust);
  - vi. the running track in the overflow car park is retained or an equivalent capability is provided nearby.
7. Development proposals should demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with other relevant policies in the development plan.

9.112 The site identified on Map 25 was put forward as a potential development site in response to the Call for Sites associated with the preparation of the Neighbourhood Plan. It includes an existing Park and Ride facility, which sits within the site and was developed when the Weymouth Relief Road was constructed in 2011. The Site Options Assessment Report assessed the site as unsuitable for either residential or employment use.

9.113 The Park and Ride scheme fell into dis-use with First Bus no longer providing a service within the Park & Ride. Weymouth Town Council has proposed

revitalising the Park and Ride scheme and have encouraged a private operator to provide a summer peak time service. This relieves congestion in town and pressure on the town centre car parks.

9.114 Policy W25 supports a scheme to bring the site back into full use, as a vital transport interchange facility that could have a major impact on transport use and activity in the area. The site is sufficiently large to accommodate a variety of compatible uses including a modern transport hub, nature restoration area and sports/recreation facilities. The

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primary use should remain as the Weymouth Park & Ride, which needs to have a service bus for the peak summer period. The site is near to the National Cycle Route 26 and is linked by dual-use paths to the surrounding area and so provides links to the beach and the nature and conservation areas nearby.

9.115 Dorset Council supports bringing the site back into full use, as a ‘mobility hub’. We envisage a multi-modal hub that brings together an enhanced park and ride service using electric buses, creation of an EV charging hub for up to 30 charging bays with solar PV, and integrating services such as shared bike hire, parcel lockers, last mile logistics, overnight camper van park and coach stop. This will encourage mode shift and reduce volumes of traffic entering central areas of Weymouth. In turn it will also reduce demand for town centre car parking, freeing up car park sites for re-development and support the regeneration of Weymouth.’ The current overflow car park area could provide an out-of-town bus depot. Dorset Council was unsuccessful with a Levelling Up transport funding submission in 2022 but has indicated that it will seek alternative funding routes and continues to support the scheme.

9.116 Consistent with this new concept is use of the surrounding land to accommodate solar panels, which would power the site; and space set aside for pop-up camping. This land is raised and provides views over Lorton Nature Park and the Lodmoor Bird Reserve.

9.117 The site currently incorporates a running track which has recently been surfaced and is well used all year round by athletic clubs, casual users and disability groups for safe off-road

cycling. Such facilities are in short supply in and around Weymouth and this is seen as a vital facility with benefits for mental and physical health and well-being, safe exercise and community social interaction. Policy W25 is committed to the retention and indeed enhancement of such a facility either on the site or at an alternative suitable and accessible location nearby.

9.118 The site lies adjacent to the Lorton Valley Nature Park and includes an area of grassland outside of the ‘berm’ which is managed by Dorset Wildlife Trust for purposes of habitat restoration (see Map 25) .It is vital that this area is not detrimentally impacted by other uses of the site. Opportunities may also exist in consultation with DWT to further enhance responsible access to the Nature Park by developing part of the site as a ‘gateway’ with suitable footpaths, signage, viewing areas and possibly a cafe. It may also be possible to integrate solar panels into this area or in close proximity to it on an appropriate scale and through sensitive siting.

Policy W25: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-21 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive



**Map 24: Land at Mount Pleasant Old Tip**



**Policy WNP26: Self-Build and Custom-Build Housing**

1. Self-build and custom-build housing schemes to meet the needs of local people on the Dorset Self-Build and Custom-Building Register will be supported on sites within the DDBs and on larger housing sites.
2. Outside the DDBs self-build and custom housebuilding schemes will be supported on an affordable housing exception site, or where if the proposal complies with the housing in the countryside policies of the development plan.
3. A scheme for more than five self-build or custom-build dwellings on any site should be developed in accordance with an agreed design brief.
4. Innovative design and sustainability approaches will be supported where they enhance the character, function, and visual amenity of the local area.
5. Development proposals should demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with other relevant policies in the development plan.

9.119 In the interest of broadening housing choice and opportunity, self-build and custom build housing projects are encouraged if they serve to meet a local housing need and make housing more affordable for local households.

9.120 Dorset Council is required under the Self-Build and Custom Housebuilding Act 2015 to keep a register of people who are interested in self-build or custom-build projects in the area. An individual is eligible for entry on Part 1 of the Register if they are a British citizen, aged 18 or over and seeking (either alone or with others) to acquire a serviced plot of land to build a house to occupy as a sole or main residence; Part 2 of the Register requires the applicant to demonstrate a bona fide local connection to the area. This helps us understand the level of demand for self-build and custom-build plots in this area.

9.121 The NPPF defines self-build and custom-build housing as that built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such

housing can be either market or affordable housing.

9.122 Policy W26 supports the provision of self-building initiatives that accord with all relevant policies in the development plan, where there is evidence that it helps the provision of affordable homes. For the same reason, Policy W26 encourages the provision of plots for self-build and custom-build housing on larger development residential sites in accordance with Policy W26 where a local demand, based on the LPA's Self-Build Register is identifiable.

9.123 Outside of the defined development boundaries of Policy W26, self-build and custom-build housing will only be supported if it is part of an exception site development or in other exceptional circumstances that are laid down by the development plan. Such development should in all ways satisfy the development plan's requirements for development in the countryside that are set out in Local Plan Policy SUS2, which restricts new residential development to affordable housing schemes; rural workers' housing; and

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open market housing through the re-use of existing rural buildings.

Policy W26 Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 5, 7
<b>Objective 2:</b>	Resource Efficiency Targets 11-16 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 23
<b>Objective 4:</b>	Climate Change Management Targets 26, 31

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**Policy W27: Community Housing Schemes**

1. Development proposals for community-owned housing developments which respond to demonstrated local housing needs and retain affordable housing for the benefit of local people in need, will be strongly supported.
2. Innovative housing solutions that address a specific local housing need will be actively encouraged.
3. Development proposals should demonstrate that the community has been involved in the preparation of the proposal and is supportive.
4. Development proposals should demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with other relevant policies in the development plan.

9.124 Whilst collective self-build housing projects may have some impact on meeting the need for more affordable housing, there is a significant role for other forms of community housing to play in the Weymouth of tomorrow.

9.125 There are several ownership models including co-housing, self-help housing, cooperative and tenant-controlled housing, and community land trusts. Community housing aims to provide genuinely affordable homes for the community. Housing can be rented to local people at affordable rates, which are kept low over the long-term, or sold to create income for the community. It is often eco-friendly and sustainable. Quite commonly the land remains in community ownership. Community housing is a worthy way for the community to provide decent and affordable homes for local people and will provide encouragement and support for bona fide schemes.

The Neighbourhood Plan is particularly keen to prioritise brownfield sites and promote community-led housing projects, which are developed, owned, and run by local community organisation or enterprise, and focus on local housing needs and priorities.

9.126 Community-led housing projects that provide affordable housing are facilitated by policy W27 of the

Neighbourhood Plan. Innovative schemes are also encouraged to satisfy specific and identifiable local housing need.

9.127 Community-based developers are encouraged to consider the applicability of new successful initiatives that have taken place elsewhere. Community self-build schemes have proven themselves an effective way for a likeminded group of people to provide themselves with affordable homes and create a community. They could be supported by Neighbourhood Development Orders and the Community Right to Build legislation which allows the community to designate particular forms of development.

9.128 'Cohousing communities' are intentional communities, created and run by their residents with sustainability in mind. Each household has a self-contained, private home and shares community space. Residents come together to manage their community, share activities, and regularly eat together. A co-housing initiative at nearby Bridport,

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Hazlemead<sup>62</sup>, has shown a way to provide a car-free housing scheme within a biodiverse natural environment which is self-sufficient in clean, green, locally generated energy.

- 9.129 In Bristol, a community land trust<sup>63</sup> is addressing housing and affordability issues of young single persons with micro-homes on the back lands of housing estates. It is expected that Weymouth’s own Community Land Trust will bring forward viable housing development proposals that are equally innovative and genuinely local in character and control.
- 9.130 Innovation and availability however should not be at a cost to the environment. As the strategic environmental objectives and targets make plain. We expect housing schemes to be exemplary in their use of sustainable construction techniques and materials; their application of ‘passive’ housing principles in both design and layout; and to maximise renewable energy use and water conservation.
- 9.131 An ‘exception-site’ proposal to further the provision of community-led housing in accordance with policy W27, will also be supported if a suitable site is identified outside, but relatively close, to a current defined development boundary. Any community housing proposed on an affordable housing exception site, must fall within the definition of Affordable Housing set out in the Glossary (page 186) and achieve a very high proportion of affordable dwellings with a tenure mix that matches local needs and let in accordance with the requirements of policy W27.

- 9.132 Where Dorset Council is the landowner, it is hoped that small sites and/or parts of larger sites will be considered for development by Community Land Trusts or other Community Led Scheme.

Policy W27: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive, 19
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

<sup>62</sup> <https://cohousing.org.uk/news/bridport-cohousing-a-beacon-of-inspiration-for-tackling-the-global-climate-crisis/>

<sup>63</sup> <https://wecanmake.org/>

**Policy W28: Specialist Housing Provision**

Proposals for specialist purpose-built accommodation will be supported where they;-

- i. respond to an identified need in the local area;
- ii. are in a sustainable and accessible location;
- iii. provide a range of tenures; and
- iv. demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with the other relevant policies in the development plan.

9.133 The 2024 Housing Needs Analysis<sup>64</sup> reports there are currently 1,055 units of specialist accommodation for older people in Weymouth, suggesting that current provision is in the region of 154 units per 1,000 of the 75+ population (a common measure of specialist housing supply). This is greater than the national average provision of 136 units per 1,000 of the 75+ population. There are also 575 care home bedspaces in the NA.

9.134 2021 Census data shows that at this time there were 6,842 individuals aged 75+ in Weymouth. It is projected that by the end of the plan period this will increase to 10,392, with the 75+ population accounting for 18.4% of the population by 2038, compared to 20.7% across Dorset.

9.135 The Weymouth Housing Needs Assessment (HNA) undertaken in 2024 has estimated that at least 891 specialist dwellings, maybe up to 1,029, are required to service the needs of older people over the Plan period.

9.136 The HNA stresses that it is important for specialist housing for older people to be provided in sustainable, accessible locations, for several reasons, as follows:

- so that residents, who often lack cars of their own, are able to

access local services and facilities, such as shops and doctor’s surgeries, on foot;

- so that any staff working there have the choice to access their workplace by more sustainable transport modes; and
- so that family members and other visitors have the choice to access relatives and friends living in specialist accommodation by more sustainable transport modes.

9.137 It is considered that Weymouth is, in broad terms, a suitable location for specialist accommodation on the basis of the accessibility criteria and the considerations of cost-effectiveness that can be achieved through economies of scale. As such, there is potential for such accommodation to be provided within the Neighbourhood Plan area.

9.138 The 2024 HNA estimates that in 2038 an additional 231 residential care beds and 160 nursing care beds may be required in Weymouth to meet the needs of the increase in older population. Some of the need for care home beds might be met by independent housing accommodation and vice versa. In addition, some of the need may be met through the turnover of existing care home beds. Policy W28 does not address Care

<sup>64</sup> Weymouth Housing Needs Analysis, AECOM, 2024 link

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Home provision but this is within the scope of the Local Plan.

- 9.139 Policy W28 supports the development of specialist housing that satisfies local needs and enables its occupants to retain vital connections to the neighbourhood and community they are familiar with.
- 9.140 Specialist housing developers will be encouraged to introduce a greater degree of choice and flexibility into the housing options for older people who wish to move in later life.

Policy W28: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive, 19
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

**Policy W29: Houses in Multiple Occupation**

1. Change in use to a house in multiple occupation (HMO), where planning permission is required, will be supported where;-
  - i. the proposal would not result in an over concentration of HMOs in any one area, to the extent that it would be to the detriment of, or represent an unacceptable change to, the character of the area or undermine the maintenance of a balanced and mixed local community;
  - ii. the proposal would not harm the character and appearance of the building, adjacent buildings, or streetscape;
  - iii. the design, layout, and intensity of use of the building would not have an unacceptable impact on neighbouring residential amenities;
  - iv. there is adequate internal and external amenity space, refuse storage, and car and bicycle parking of appropriate quantity, and, along with frontage, is of sufficiently high standard of design, layout, and construction, so as not to harm visual amenity; and
  - v. the proposal would not cause unacceptable highway problems.
2. Change of use to a small HMO (use Class 4) will require planning permission in parts of Weymouth where there is already a high incident of HMOs.

9.141 A house in multiple occupation (HMO) is a property rented out by at least three people who are not from one 'household' (for example a family) but share essential facilities like the bathroom and kitchen. It has recently been reported that there are 50 registered houses in multiple occupation in the neighbourhood area in addition to a considerable number which are not registered. Most of them are in Weymouth Town Centre or in the vicinity of it.

9.142 All single storey and two storey HMOs with five or more occupants are required to be licenced. Licenced HMOs must reach and maintain a required standard of quality and safety to retain their licence<sup>65</sup>. Restrictions also apply to the property owner in relation to passing a 'fit and proper' test. There are, however, many other properties that would be classified as an HMO, which are not licenced.

9.143 Local authorities can introduce an 'Article 4 Direction' which requires

planning permission to be obtained for the change of use of single dwellings (Class C3) to HMOs, with three to six occupants (Class C4). Such applications should not be approved in parts of Weymouth which already have a high level of HMOs. A high level is defined as already having more than one HMO within 100m of the application site.

9.144 WNP have commissioned a housing needs assessment. It emphasises that HMOs contribute to satisfying a housing need. Some are occupied by those leaving or working away from home but the majority in Weymouth home those who have limited housing choice. HMO's contribute to tackling homelessness, empty properties, and residents that may have multiple complex needs. It cannot be doubted either that there are many problems associated with HMO's. There is clear evidence that an over-concentration of HMO's is having a detrimental impact on specific parts of the Town, especially within the Park District (DT4

<sup>65</sup> <https://www.dorsetcouncil.gov.uk/housing/advice-for-landlords/houses-in-multiple-occupation-hmos>



7)<sup>67</sup>, and parts of both Westham North Ward (DT4 0) and the harbour area (DT4 8).

lead to an over-concentration in a specific area, but requires high standards of design, development, layout, and space to be achieved. Such developments must meet the required standards of Dorset Council and not harm the amenity and character of the neighbourhood in which they are located.

9.145 While HMOs are necessary to provide housing access to people on lower incomes there is evidence that too many HMOs, too close together, create too much stress on a neighbourhood. This was known in the 2017 when the Melcombe Board published its report<sup>66</sup> identifying the causes and recommending solutions to the problems in Melcombe Regis. This stress is evidenced by the Index Of Multiple Deprivation 2019 with this area scoring in the worst 3% nationally. The Melcombe Board concluded that ‘the structural decline of seaside resort towns, low paid seasonal jobs and cheap, poorer quality housing has created a high transient population many with complex needs’. The report identified that there were 1050 private rented flats. Some of these are in registered HMOs which Dorset Council state have been improved in recent years. But many properties were below the level requiring supervision as HMOs housing 5 or more households.

9.146 More recently, in 2020 and 2021 during the COVID Crisis, most of Dorset’s Homeless were temporarily housed in two hotels in Melcombe Regis. This led to a wave of anti-social behaviour as the new residents mixed with the existing residents in nearby HMOs requiring police and ambulance attendance. This was eventually dealt with by increasing the level of police and PCSO patrols in the area and was solved when the residents were dispersed to other parts of Dorset.

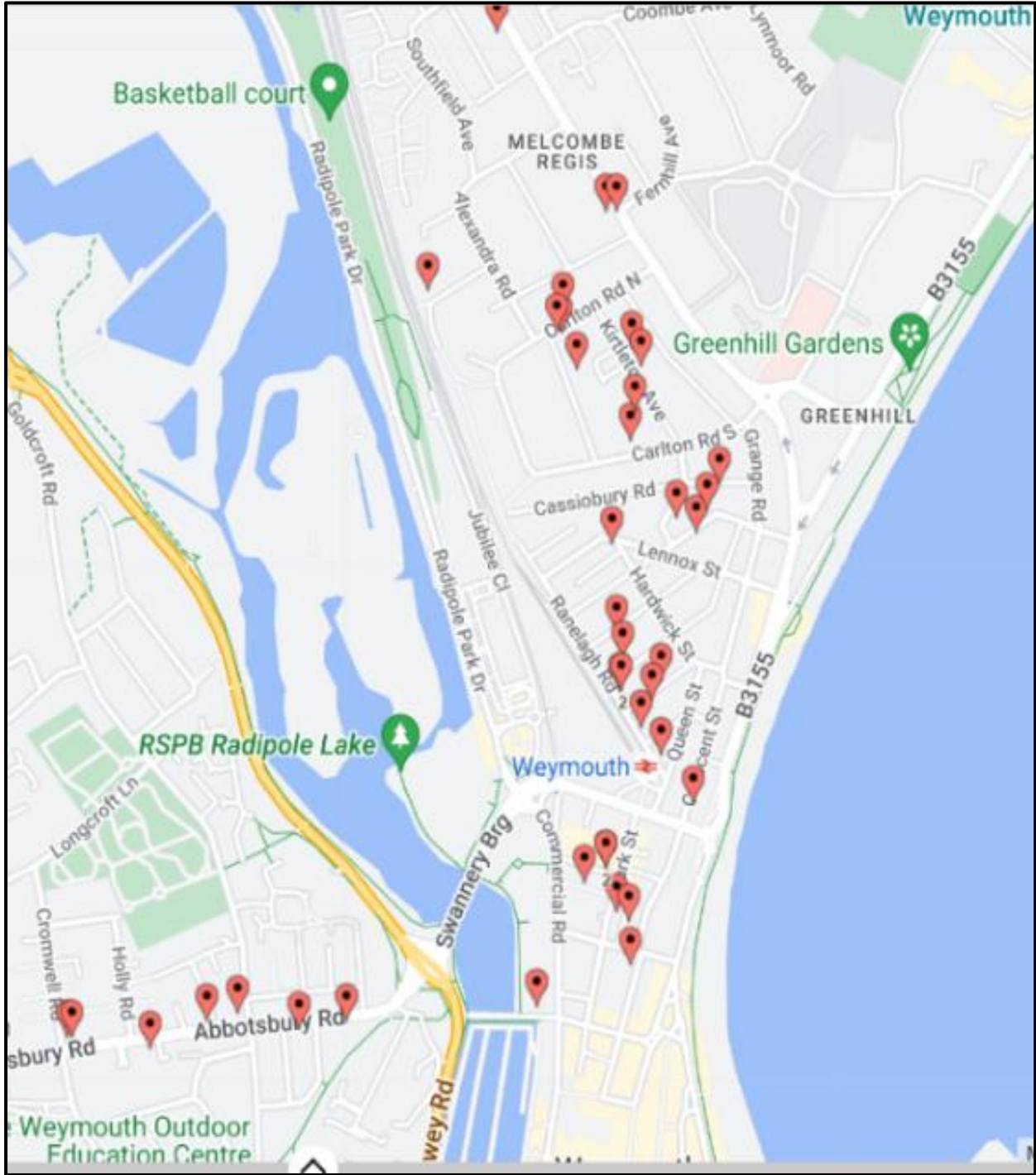
9.147 Policy W29, supports HMO’s where the proposed development does not

### **Map 25: Homes of Multiple Occupation**

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<sup>66</sup> Melcombe Regis Strategic Plan 2017.

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**Policy W30: Exception Site Development**

1. Development proposals for affordable housing schemes outside the DDBs, where housing would not normally be permitted by other policies in the development plan, will be supported if the scheme:-
  - i. is an exception site for community-led development (in accordance with the NPPF definition), or a First Homes exception site (as defined by the Government);
  - ii. is adjacent to existing settlements and in character and scale appropriate to its location;
  - iii. is outside the Dorset National Landscape and does not compromise the protection given to such areas by the NPPF; and
  - iv. complies with the design and sustainable development policies and standards in the development plan.
2. Rural exception site housing development schemes may be supported if they are small in scale and demonstrably meets a local need, which cannot otherwise be met.
3. Exception site housing schemes should normally comprise 100% affordable housing, intended only for local people. First Home schemes can include a small quantity of other affordable housing products, if there is clear evidence of local need.
4. The application of a local occupancy clause on all affordable homes will be expected in perpetuity, without the requirement for further justification, and
5. A small proportion of open market homes with a permanent residency condition attached to them, may be acceptable within an exception site housing scheme, but only if it can be shown they are necessary in the interests of a viable scheme.

9.148 The defined development boundaries for the area have been purposely drawn tight, in accordance with an agreed set of criteria, to protect our open areas, wildlife habitats and agricultural land. Those areas that are deemed most precious and most important are protected by policies in the Neighbourhood Plan.

9.149 Allowing development to take place outside of the DDB is a decision that should not be taken lightly. Policy W30 recognises however that the need to increase the stock and range of affordable dwellings that will be available for local households in perpetuity, may justify moderate-scale development beyond, but close to the DDB, on land whose value, in open space terms, is marginal, and in locations that can cope with or may even benefit from an increase in households and are within walking

distance of facilities and community infrastructure.

9.150 Evidence and consultations have established that there is a substantial need for more affordable homes. For this reason, development proposals for ‘first home’, affordable housing schemes on land adjacent to the DDB will be considered. Such schemes should demonstrably satisfy a local affordable housing need in terms of size of dwellings and tenure mix in accordance with policy W30. It is expected that most homes will be available for social rent and allocated in accordance with the prevailing local housing allocations policies. Policy W30 requires affordable homes on exception site schemes to be secured in perpetuity.

9.151 Much of the land outside the DDB however is protected from development by other policies in the

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Neighbourhood Plan. This land will not be suitable for exception site residential development. Developers and their social housing partners should focus on sites that have no such protection and have been assessed as potentially suitable by the latest site development potential exercise that has been accepted by Dorset Council, the Local Planning Authority.

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**Policy W31: Principal Residence Requirements**

Within Weymouth Town Centre, Melcombe Regis and Rodwell MSOA, proposals for open market dwellinghouses (excluding one for one replacements) will only be supported where first and future occupancy is restricted by a planning condition to ensure that each new dwellinghouse is occupied only as a Principal Residence

- 9.152 The Council defines a principal residence as a property that is the occupier's only or main residence, where the residents spend the majority of their time when not working away from home. This includes tenants renting a property from a landlord and homes occupied by military personnel as their principal residence when not posted away from home. The new Purbeck Local Plan 2024 has introduced Policy H14 Second Homes which sets out a Principal Residency policy to restrict new developments being bought up as second homes.
- 9.153 Community consultation in 2022 highlighted a concern amongst the area's population about the growth of the number of second homes and holiday lets in the area. Dorset Council, in October 2023 reported, that there are 857 properties which are registered, in Weymouth, as second homes and that 403 properties pay Business Rates as Holiday Homes (i.e. let for at least 70 days of the year, marketed for at least 140 days of the year). There are approximately 300 properties in Weymouth listed on Airbnb for July 2023. The Town Council has expressed its concern, in recent Local Plan consultation, that, unrestrained, further open market housing development may increase the number of second homes and increase the number of people moving into the area whose buying power will force up local prices disadvantaging local people.
- 9.154 A study of the second home issue was carried out by Dorset Council in 2021. It was clear that high levels of second homeownership affect areas within the Dorset National Landscape and at the coast. Because of this concentration in certain areas, Dorset Council expressed the view that *"another way of addressing the issue, as opposed to Dorset-wide Local Plan adoption, is through adoption of the policy in Neighbourhood Plans. This may be more effective than a whole Council approach because, as Figure 2 shows, the issue is localised and does not impact the whole of the Dorset Council area. Communities would be able to decide whether they think it is an issue for them, looking at more localised data. This may reduce the negative implications over the Council area as a whole, however the impacts of displacing the demand to other areas of Dorset in the DNL or at coastal locations would need to be considered."*<sup>67</sup>
- 9.155 In accordance with the agreed aims for the Neighbourhood Plan, supported by the Interim SEA reasonable alternatives assessment, and the expressed wishes of the community through recent consultation, policy W35 requires a principal residency condition to be placed on new dwellings within the town centre MSOA Dorset 44 as shown on Map below, which will help keep new

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<https://www.dorsetcouncil.gov.uk/documents/35024/>

[290430/DCLP-Jan-2021-second-homes.pdf/9e6c81c7-b186-cad3-b5c9-99dab34d40f7#Page=15](https://www.dorsetcouncil.gov.uk/documents/35024/290430/DCLP-Jan-2021-second-homes.pdf/9e6c81c7-b186-cad3-b5c9-99dab34d40f7#Page=15)

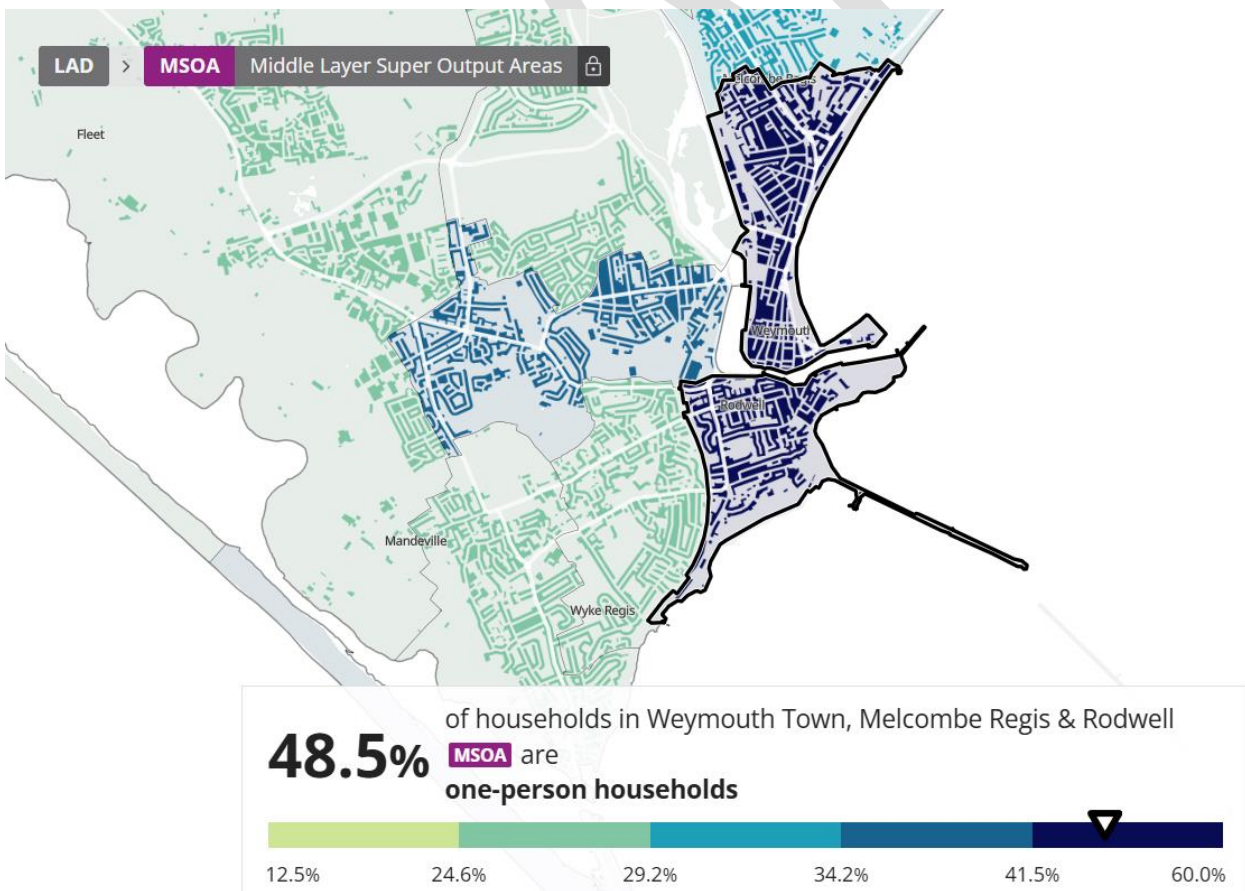
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homes within reach of local people through price and availability. It will also ensure new housing schemes are more likely to develop as a lively, year-round community. The second home and holiday-let market still has access to the existing housing stock, some of which would benefit from new investment.

- 9.156 Evidence, provided in the Housing Needs Analysis, taken from the ONS Analysis<sup>68</sup> shows that Weymouth has 1680 vacant homes and 190 second homes within the MSOAs making up the Town this is 9.2% of the 21156 dwellings. But within the Town Centre Melcombe Regis and Rodwell MSA (Dorset 44) area there are 902 vacant and 190 second homes out of 5,063 dwellings giving 21.9%. This high level of Empty Homes arises from 2<sup>nd</sup> Home Ownership, Holiday Letting, or other reasons. Other MSOAs within

Weymouth do not show such high levels.

- 9.157 Occupiers of such homes will be required to keep evidence that they are meeting the conditions or obligations and produce evidence, should the Council request proof of compliance.
- 9.158 In the context of a massive under-provision of affordable homes to meet the needs of local households and enable advancement up the housing ladder, we feel justified in placing a primary residence policy on all new dwellings built during the plan-period.
- 9.159 The figure below shows the boundaries of the MSA Dorset 44 Weymouth Town Centre, Melcombe Regis and Rodwell. [Replace by a simpler map.]



<sup>68</sup> ONS Report 27<sup>th</sup> October 2023 'Number of vacant dwellings and second homes (without usual residents).'

**Policy WNP32: Town Centre Car Parks**

Redevelopment proposals relating to car parks in or adjacent to the Town Centre will not be supported unless the proposed development conforms with other relevant policies in the Neighbourhood Plan and provides a comprehensive proposal addressing all the following criteria:

- i. adequate alternative off-road parking provision for all residents and businesses is shown to be available in appropriate locations;
- ii. analysis demonstrates that peak parking demand will be adequately catered for by other car parks and out-of-town 'park & ride' schemes;
- iii. the provision of sufficient parking and servicing space for the operational requirements of the new development is provided within its curtilage or nearby;
- iv. the development provides local employment and/or night time family leisure activities and/or homes that demonstrably satisfy a local demand; and
- v. the proposed development would not result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

9.160 Town centre car parking is a contentious issue as we seek ways to reduce traffic movements in the town centre measures to reduce traffic congestion, pollution and improve road safety whilst supporting the needs of residents and local businesses.

9.161 There are seven sites within Weymouth Town Centre providing public car parking, which are owned by Dorset Council. These sites are often in prime and sensitive locations, such as adjacent to Radipole Lake and the Inner Harbour. All seven sites were listed in Dorset Council's 2021 SHLAA<sup>69</sup> as follows: The Swannery Car Park (921 spaces), Park Street Car Park (130 spaces), Melcombe Regis Car Park (272 spaces), The Loop Car Park, Harbourside Car Park (92 spaces), Commercial Road Car Park and Governors Lane Car Park (59 spaces). In addition, there are privately operated car parks including the multi-storey car park (470 spaces) on Commercial Road. Existing car parks are free from 6pm to 8am the next

day. Permits are available for residents and businesses.

9.162 Planning permission has already been granted for the conversion of the Newton's Road Car Park to residential. The North Quay Council Offices, and Peninsular sites include car parks, 63 and 326 spaces, and are subject to the Local Plan redevelopment policies WEY7 and WEY6 respectively.

9.163 The existing Local Plan states that the main visitor car park is The Swannery Car Park (921 spaces) with a secondary visitor car park at Lodmoor Country Park (564 spaces).

9.164 The latest Transport Strategy report<sup>70</sup> was published in February 2019. This addresses car parking in Weymouth and uses 2015 and 2016 data from six of the town centre car parks. It found that Weekday parking demand in Weymouth varied considerably through the year. There is a clear summer season peak in demand for car parking in Weymouth, with other spikes in demand being associated with other school holidays. In 2015, parking demand on winter weekdays

<sup>69</sup> <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/west-dorset-and->

<weymouth-portland/local-plan-review/strategic-housing-and-economic-land-availability-assessment>

<sup>70</sup> [Weblink to transport report](#)

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peaked at around 500 vehicles whilst demand on summer Saturdays peaked at more than 2,000 vehicles. The day of highest parking demand occurred during the Dorset Seafood Festival, with around 2,500 parked vehicles at the time of peak accumulation.

- 9.165 Data further indicated that central car parks reached near capacity on many Saturdays and during holiday periods. This creates a perception of insufficient parking capacity. However, there are often considerable numbers of spaces available at the Swannery car park and Mount Pleasant park and ride. Use of these two car parks varied considerably through the year and provides the extra capacity required on days with higher parking demand.
- 9.166 This report made several recommendations including;
- Developers should provide a level of parking for operational requirements and for certain categories of occupier.
  - The operation of the Mount Pleasant park and ride should be enhanced and the option to develop additional edge of town centre parking capacity should not be pursued at the present time.
- 9.167 There is strong community support for the re-invigoration of the Mount Pleasant Park and Ride. This will help address the peak summer demand in Weymouth. This is addressed in Policy W25.
- 9.168 There has been vocal opposition to the loss of any car parking in the town centre partly by residents no longer being able to park near their homes but also because of concerns about supporting local businesses in the town centre where their customers

need to park in the town centre. But there has also been support for developing one or two sites for affordable homes, leisure or employment or some combination. The 2015 data suggests that there is adequate resident parking except in the summer when spaces are occupied by visitors.

- 9.169 Policy W32 is supportive of proposals to make better alternative use of car parking areas in the vicinity of the town centre as long as redevelopment does not result in a net loss of car parking space that will markedly inconvenience town centre residents or disadvantage town centre businesses. As part of this equation, the capacity of existing car parks could be increased by introducing additional tiers.
- 9.170 Regarding the demand side, there is evidence from the 2021 census shows that around a third of town centre households do not have daily access to a motor vehicle. A much higher proportion than other parts of Weymouth, which range from 13.4% to 26.1% of households who are car-less. The level of non-ownership may increase and demand for car parking spaces in the town centre decrease as the Government's Active Travel policy<sup>71</sup> encourages a move away from permanent car ownership.

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<sup>71</sup> [Active Travel England: Corporate plan 2023 to 2025 \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/100222/active-travel-england-corporate-plan-2023-to-2025-publishing.service.gov.uk)



**Policy W33: Timing of Infrastructure**

Development should be phased logically and in tandem with the timely and co-ordinated provision of infrastructure to help support sustainable growth and ensure that an unacceptable strain is not placed on the existing infrastructure.

- 9.171 A common area of public feedback and concern has been about how the area's infrastructure is going to cope. There are significant worries that education, health and wellbeing services, the transport network, safe walking and cycling routes and the sewage system will remain more than adequate to serve a growth in population as well as increased visitor levels and a changing demographic (& the impacts of climate change). For at least 10 years, for instance, the inadequate sewerage capacity in the Upper Wey Valley has resulted in pollution to the highways and the River Wey.
- 9.172 The efficacy and capacity of the area's flood defence infrastructure is of constant concern. It has recently been reviewed. Along with other aspects of the key infrastructure we are dependent on the responsible bodies and authorities responding positively to the growth and development consequentials and ensure that the area's infrastructure is more than adequate, not only to serve the new development but also to improve current inadequacies.
- 9.173 It is recognised that major infrastructure lies beyond the remit of a neighbourhood plan, but it was felt that the Plan should at least reference these concerns and make it clear that we regard Local Plan policies COM1 and COM10 'Infrastructure' to be very important. Local plans are required to plan positively for the development and make sufficient provision for the infrastructure required in the area to meet the objectives, principles, and policies of the NPPF (para. 22). Development should only be permitted where it is supported by appropriate infrastructure that is provided in a timely manner.
- 9.174 Development proposals should include a realistic assessment of their impact on the existing local infrastructure, services and facilities and demonstrate how any such impacts will be addressed so as not to disbenefit existing residents and businesses or harm the natural or physical environment.
- 9.175 The Planning Act 2008<sup>72</sup> introduced the Community Infrastructure Levy (CIL) as a means of enabling local communities some flexibility to choose what community and social infrastructure they also need to deliver their development plan. The CIL can be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and other community safety facilities.
- 9.176 Dorset Council became responsible for the CIL Charging Schedule from 1 January 2019. It is charged at a set amount per square metre of additional floor area and increases each year. Any qualifying development granted permission is liable to pay the levy. The levy must be spent on infrastructure projects. "When

<sup>72</sup>

<https://www.legislation.gov.uk/ukpga/2008/29/part/1>  
1

*delivered through the CIL, such provision will be expected to take place as soon as reasonably practicable after the funds are collected”<sup>73</sup>.*

- 9.177 Once the Neighbourhood Plan has been made, 25% of the levy will be paid directly to the Town Council, to be invested, at its discretion, in community infrastructure projects that should maximise community benefit and sustainability.

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<sup>73</sup> [Weblink to adopted Local Plan](#) (see policy COM 1)

**Policy W34: Sustainable Development**

1. All new development should seek to achieve high standards of sustainability, and demonstrate that design, construction, and operation aligns with the strategic environmental objectives of the Neighbourhood Plan.
2. New development will be supported provided:
  - i. sustainable construction methods, water conservation measures, Suitable Drainage Design and permeable surfaces are integrated into the development proposals;
  - ii. energy conservation measures and renewable energy technology predominate;
  - iii. development will not result in unacceptable levels of light, noise, air, or water pollution;
  - iv. provision is made for access to the fastest possible broadband and other communication connections to all new properties; and
  - v. adequate provision is made for the safe and secure parking and storage of bikes and electric vehicles consistent with the prevailing standard of the Local Planning Authority.
3. The retrofitting of energy conservation measures and renewable energy technology is supported. Where planning permission is required, measures and installations should be designed to minimise visual impact and nuisance to adjoining uses. The sensitive retrofitting of historic buildings and buildings in conservation areas should follow the guidance provide by Historic England.

9.178 Local Plan Policy ENV 12 ‘the Design and Positioning of Buildings’ encourages developers to achieve a high quality of sustainable and inclusive design. The policy states the development “*will only be permitted where it complies with national technical standards*”. It sets criteria to steer the design process to create a high quality and locationally sensitive development. Local Plan Policy ENV 13 ‘Achieving High Levels of Environmental Performance’ states an expectation that new buildings, alterations, and extensions to existing buildings will achieve high standards of environmental performance.

9.179 The installation of an appropriate SuDS system is critical given the growing flood risk in much of the area. Development proposals should demonstrate that the volume and rate of surface water run-off onto adjacent land and traffic routes is either at a lower or equal level to that prior to the development.

9.180 Since the Local Plan was adopted in 2015, interest and demand for ‘eco-friendly’ homes has multiplied, especially in the context of rising energy costs. The communities of Weymouth have shown through consultation a willingness to commit to carbon neutrality and a more sustainable way of living and working. The expectation is that all new development will be in harmony with that ambition. Just as other epochs are identifiable by the buildings of the time, the new buildings of Weymouth should be a conspicuous physical manifestation of how we chose to live in the first half of the 21<sup>st</sup> century.

9.181 Reducing pollution is an oft repeated request at community consultations. Air pollution from road traffic is of great concern and highlighted by action being taken in the large cities. The pollution of our water courses is a constant threat. Light pollution may be an inevitability for a seaside town, but it can and should be reduced if we are to achieve our biodiversity goals.

9.182 Policy W34 should serve developers as a sustainability checklist. Proposals that exceed the current technical standards for sustainable construction and development are strongly encouraged.

9.183 The retrofitting of existing traditional buildings in the interest of reducing carbon emissions and greater energy efficiency is encouraged if the conservation needs are sufficiently acknowledged. There is a growing number of guides available to help developers. These, and the advice of the LPA, should be sought out, especially in the case of heritage buildings. Historic England have relevant websites<sup>74</sup>, and have produced a guide<sup>75</sup> on fitting solar panels to historic buildings.

Policy W34: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-21 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

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<sup>74</sup> <https://historicengland.org.uk/advice/technical-advice/retrofit-and-energy-efficiency-in-historic-buildings/>

<sup>75</sup> <https://historicengland.org.uk/images-books/publications/eehb-solar-electric/heag173-eehb-solar-electric-photovoltaics/>

## 10. Jobs and the Local Economy

- 10.1 Weymouth is a seaside resort, the third largest settlement in Dorset and the largest town in the Dorset Unitary Council Area. Its economy is dominated by lower-paid employment and there is a significant amount of outward commuting to Dorchester and other areas for employment purposes. Unemployment and lower-paid work are a significant local issue.
- 10.2 The 2019 Index<sup>76</sup> of Multiple Deprivation (IMD) shows that seven of the 31 LSOAs<sup>77</sup> in Weymouth are amongst the 20% most deprived areas in the country and some of the most deprived in Dorset for employment as well as education and skills, health and disability, and barriers to housing and services; whilst other parts of Weymouth, are more affluent and in the 20% least deprived category. This makes for a very varied Neighbourhood Plan area with significant contrasts. The average income for the area in 2019, for instance was £39,929, which was above the national average, yet the average lower quartile income for households with one income was £14,745, and for households with two incomes was £29,490. This situation is thought not to have changed greatly.
- 10.3 The Weymouth local economy is overly dependent on tourism, the harbour and local visitor attractions. There are also a significant number of residents working in Defence and Aerospace, mostly employed at the Granby Industrial Estate, just outside Weymouth, but also on Portland, as well as at Winfrith and Yeovil. Additionally, there are many people working in the building and housing industry, many of whom commute out of Weymouth to work.
- 10.4 The 2021 Census tells us that 52.7% of the resident population who are over 16 were economically active. 2.7% were unemployed in 2021. 65% of the working population worked full-time. 57% of people went to work by car. 23% worked from home (it was during Covid). Only 3% travelled to work by cycle and 12% walked (25% in Melcombe Regis ward). Most of these percentages are regarded as ‘worse than’ the Dorset county averages.
- 10.5 The 2015 Local Plan identified several Key Employment Sites in and near to Weymouth. The Mount Pleasant Business Park is the primary site: but most of the development on this site has been given retail permission contrary to the planning policy. The draft Dorset Council Plan identifies the Littlemoor Northern extension as a Key Employment Site, see Map 27.
- 10.6 ‘Employment and Skills’ was identified in community consultations as the most important single issue for Weymouth. The lack of good quality jobs and training opportunities was identified by 57% of responders as critical for Weymouth’s future. Many aspects of the job market were criticised. The limited range and lack of year-round jobs, poor wages and lack of skilled jobs were repeatedly cited. The lack of training and career opportunities for young people was a particular concern. Weymouth College and nearby Kingston Maurward College are further education colleges providing graduate limited higher education facilities courses (HND, HNC and Foundation

<sup>76</sup> <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

<sup>77</sup> LSOA = Lower-layer Super Output Areas are small areas designed to be of a similar population size, with

an average of approximately 1,500 residents or 650 household, on which statistics are derived.

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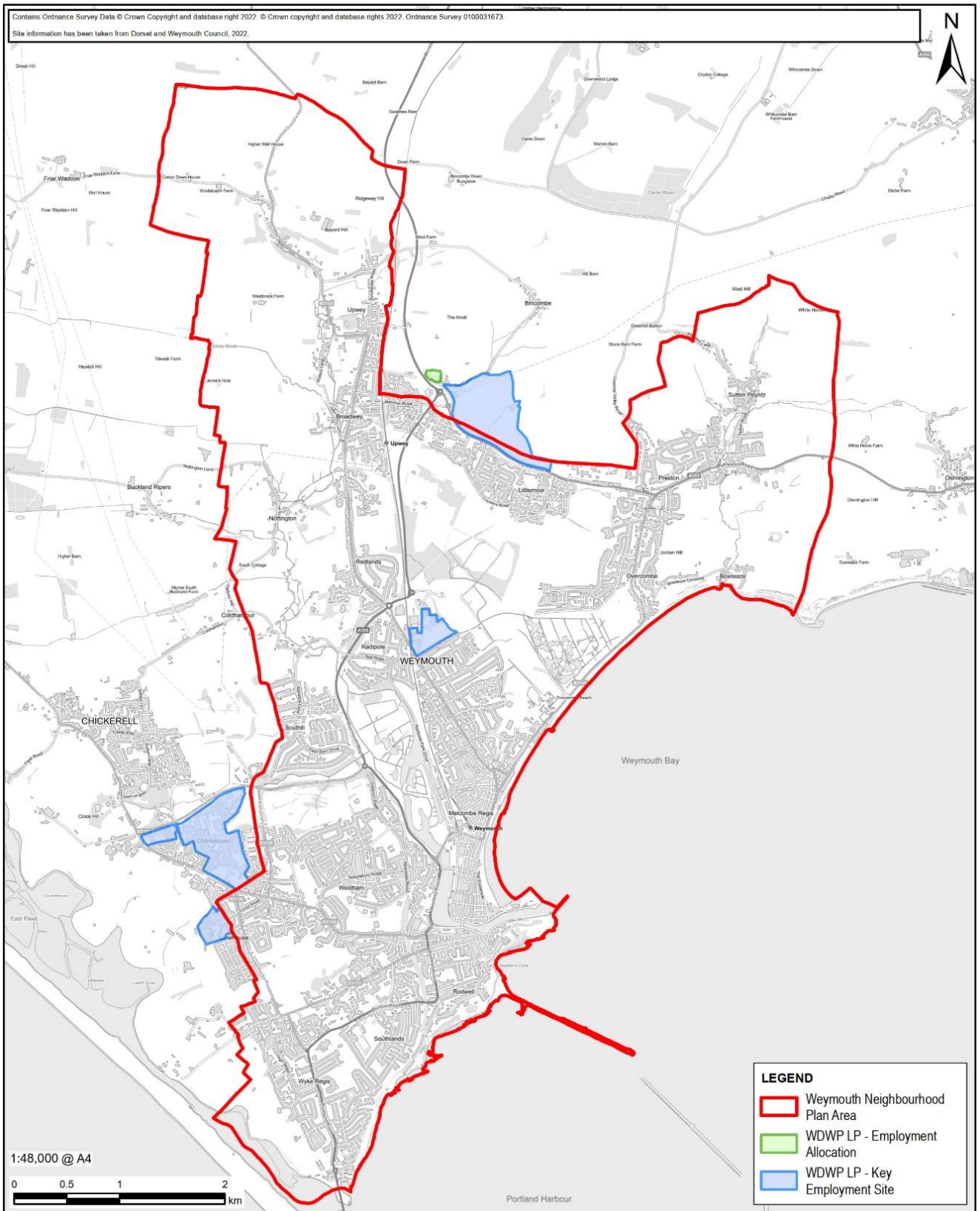
Degrees) are provided at Weymouth College linked to Plymouth University and Bournemouth University respectively. Bournemouth and Exeter Universities are the nearest universities.

- 10.7 The Policy supports the development of facilities that will enable the provision of a broader range of study in terms of course scope and academic depth that will avoid the need for students to travel outside of the geographical area.
- 10.8 In 2021, almost half of the resident population (45%) aged over 16 had a level 1-3 qualification. 17% of had no qualification and 27% had a level 4 qualification or higher. 28% of the workforce were in managerial or professional occupations. 13% worked in caring and leisure services. 8% worked in sales and customer services.
- 10.9 Weymouth town centre has a large area of protected primary shopping and secondary frontages. In these areas, shops are encouraged as well as other commercial uses such as offices at first floor. The retail sector however has declined significantly over the past few years in common with many other town centres nationwide. The town centre retains a strong leisure service provision including cafés, restaurants, bars/nightclubs, public houses, takeaways, and a cinema. There are also leisure uses that reflect its role and function as a coastal resort, which make a marked contribution to its overall character and vitality; such as amusement arcades, a theatre, and the Sea Life Centre.
- 10.10 There is a consensus locally that the town centre has an important role to play in the future life and wellbeing of the town but needs a significant revitalisation to do so. The Weymouth Town Centre Masterplan 2015 made a start. It identified a range of

regeneration proposals that would deliver many new jobs and homes and a revive the fortunes of the town centre. However, much of the potential identified by the masterplan remains unrealised. The Masterplan needs refreshing to take account of the very discernible changes in culture, fashions and habits that have been taking place post-Covid.

- 10.11 The policies that follow are very much pro-business and more importantly pro-jobs. But not just any jobs, for too long the Weymouth job offer has been inadequate in so many ways. The Neighbourhood Plan's approach is consistent with the NPPF **para. 85** in wanting to *"help create the conditions in which businesses can invest, expand and adapt .... taking into account both local business needs and wider opportunities for development"* and thereby **achieving the economic objective of the NPPF – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity"**.
- 10.12 The policies in this section of the Neighbourhood Plan are intended to promote and facilitate development in the growth sectors and industries, with an emphasis on green technologies and green jobs as well as those that will benefit from being located in a coastal and marine environment. This does not negate further tourism development, which Weymouth needs, but it does mean prioritising the kind of tourism development that the Weymouth of the future wants.
- 10.13 In this way we hope local people will benefit from the local availability of good jobs, higher wages, and better prospects.

**Map 26: Key Employment Sites**



**Our Neighbourhood Plan Policies and their Explanation/Justification**

**Policy W35: Loss of Business Premises**

Outside key employment sites, development proposals for change of use of employment land and premises to non-employment uses will be resisted unless it can be demonstrated that the existing use is no longer economically viable, and all reasonable steps, including appropriate and sustained marketing, have been taken to let or sell the site or building for employment purposes for a period of at least 18 months.

- 10.14 There is evidence that Weymouth has been experiencing a loss of employment land because of the pressures on employment land, particularly to residential use, or because premises and sites are no longer fit for purpose or alternative business use.
- 10.15 The Local Plan acknowledges the importance of sustainable economic growth to Weymouth and includes policies to protect existing employment sites including those it identifies as being 'key employment sites'. These are the larger employment sites that *"contribute significantly to the employment land supply for B class uses"* and serve a wider than local jobs market. Mount Pleasant (with 5ha of employment land approved) is identified in the Local Plan as the location of a 'key employment site' (see Map 27 page 98) as are those adjacent to the neighbourhood area in Littlemoor Urban Extension (with 8ha of employment land approved) and Chickerell, at Granby Industrial Estate, Lynch Lane Industrial Estate, and Link Park. They are all subject to Policy ECON2, "Protection of Key Employment Sites", in the Local Plan
- 10.16 Policy W35 makes it clear that we shall continue to support existing businesses in the interests of economic growth and prosperity, if it is appropriate and viable to do so in that location.
- 10.17 Policy W35 is intended to protect the business premises of the neighbourhood area unless it is clear they are redundant and no longer needed. When, existing sites and premises become available for re-use, we expect every effort to be made by the owner to market the site in the hope of securing a viable alternative employment use that will contribute to economic growth and provide much needed local employment. Weymouth is in a period of transition and 18 months is necessary to allow maximum retention of local employment sites. After that period, any redevelopment or change of use proposal should comply with the appropriate development plan policies.
- 10.18 In support of the town's economic fortune, Policy W35 is supportive of development that ensures existing employment sites and premises remain suitable to meet modern demands and practices. The policy includes safeguards to ensure that the development is appropriate to its location and does not result in any unacceptable impact on neighbours, infrastructure, or the environment.



**Policy W36: New Business Development**

1. Development proposals that provide additional employment opportunities through new business start-ups, the expansion of existing businesses, and the creation of workshop units and business hubs for starter businesses and micro enterprises, on brownfield sites or through the sympathetic conversion of redundant buildings, within the DDB will be supported subject to such development:
  - i. respecting the character of its surroundings;
  - ii. safeguarding residential amenity;
  - iii. not having cumulative negative impacts on highway safety and the local transport network; and
  - iv. in the case of retail use, not resulting in an over-provision in the locality.
2. Proposals that involve the creation of new employment opportunities on greenfield land or outside the DDB will be supported so long as they are:
  - i. within or on the edge of a settlement;
  - ii. through the intensification or extension of existing premises;
  - iii. as part of a farm diversification scheme;
  - iv. through the re-use or replacement of an existing building; or
  - v. in a rural location where this is essential for that type of business.
3. Proposals in residential areas to provide live/work units or facilitate home working in association with existing dwellings, where planning permission is required, will be supported where;
  - i. the development is in keeping with the scale, form, and character of its surroundings; and
  - ii. the amenity and privacy of neighbouring residents is not adversely affected.
4. Any application should be accompanied by a site-specific Flood Risk Assessment, Noise Assessment and Archaeological Assessment to demonstrate that the development is acceptable or to provide appropriate mitigation measures.

10.19 The NPPF (para. 85) says we “*should help create the conditions in which businesses can invest, expand, and adapt. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future*”.

10.20 We are mandated by the community to broaden the business base and appreciate that the policy approach espoused by the NPPF, requires policies to be flexible enough to accommodate a variety of needs and changing business practices.

10.21 Policy W36 supports new business development that can increase the range of local job opportunities.

10.22 The Site Options Assessment Report 2022 identified several redevelopment opportunities in the vicinity of the town centre on sites that are obsolete or under-used that could provide new employment opportunities in locations that are generally suitable for employment uses. Policy W36 supports such redevelopment proposals subject to them being appropriate for their location, satisfying the policy requirements of the Neighbourhood Plan and the

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development achieving high standards of clean energy efficiency.

- 10.23 Support for a particular development proposal should be conditional on the community and economic benefits to be derived from the development significantly outweighing any harmful impact on neighbours, infrastructure, or the environment that cannot be satisfactorily mitigated. New retail uses will be resisted on sites where it would result in an over-provision of similar businesses in the location.
- 10.24 The preference and priority are for employment-related development proposals that will:
- broaden and raise the business and skills base of the area
  - increase new technologies, particularly 'green' ones<sup>78</sup>, and the digital industries
  - provide training and progression opportunities for the work force
- 10.25 There are buildings and locations in the neighbourhood area that could serve well as workshops, business centres and hubs of enterprise and innovation, and offer a range of work units, central shared services and even support on site. Policy W36 is supportive of such initiatives as they arise, subject to the businesses individually or collectively not resulting in an unacceptable. Where an appropriate building falls outside of a Defined Development Boundary, Local Plan Policy SUS3 would have primacy in determination of any application to protect the character of the countryside.
- 10.26 Post-Covid there is a discernible and growing interest in homeworking, which has been made easier and more appealing by the increasing availability

of a superfast and efficient communication network. Policy W36 is generally supportive of the extension of a dwelling or small-scale development within its curtilage, for appropriate business purposes by the dwelling's occupants, if it will not result in any unacceptable impact on neighbours or the environment.

- 10.27 An important strand of our approach, to economic growth and prosperity, is creating jobs in the newer, more knowledgeable-focused industries to offset losses in more traditional industries. This means nurturing new businesses and supporting innovation. It also means, as the NPPF (para. 87) says, planning "*positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries*".

### Policy W36: Relevant Environmental Targets

<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-21 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

<sup>78</sup> Industries producing a product or service that contributes directly to preserving and enhancing the

quality of the environment and associated with green energy, energy efficiency and waste reduction.

**Policy W37: Mixed-Use Employment Schemes**

Outside of the key Employment Site identified in the Local Plan, development proposals for the appropriate conversion or redevelopment of buildings and sites for mixed use development (including residential) within the defined development boundary, will be supported providing;

- i. the mix and balance of uses is consistent with the needs and character of the locality;
- ii. the proposed uses would not cause unacceptable nuisance to nearby properties and uses;
- iii. they are not dominated by retail uses, nor will cause harm to existing businesses;
- iv. the design proposals enhance the character and appearance of the building/site and the character of the area;
- v. where appropriate conversion opportunities are taken to eliminate the need for complete reconstruction; and
- vi. the proposals demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with other relevant policies in the development plan.

10.28 Taking advantage of opportunities to expand the economic base of the area and increase local job opportunities is a key aim. If this can be achieved on major redevelopment sites in the town whilst also adding valuable dwelling units, especially if they extend the range of local housing choices, it represents a win-win for Weymouth.

10.29 The Dorset Strategic Economic Strategy recognises the major employment opportunities that could be derived from mixed-use redevelopment of locations adjacent to the town centre. This is reflected in the Local Plan with policies for the key areas of:

- Station Area and Swannery Car Park (Policy WEY3)
- Custom House Quay and Brewery Waterfront (Policy WEY4)
- Ferry Peninsula (Policy WEY6)
- Westwey Road and North Quay Area (Policy WEY7)

All are proposed for extensive mixed-use redevelopment, which includes commercial and tourism-related uses

as well as some residential space. All are relatively close and convenient to existing residential areas.

10.30 Several further substantial and significant sites were identified as having potential for mixed use redevelopment by the Site Options Assessment 2022<sup>79</sup>, which was carried out on behalf of the Town Council in. Many of the most noticeable of redundant buildings and sites are in or adjacent to the town centre. Many have site constraints and issues that need to be acknowledged and addressed in any development proposal. Many will involve extensive and costly redevelopment. Several are in the ownership of Dorset Council.

10.31 Landowners are encouraged to realise the potential of these 'assets'; to maximise the benefit of these sites for the local economy; and help increase ways to meet local housing needs. A return of 30% of the previous number of jobs on the site is considered to be a reasonable target for employment and 50% affordable homes for

<sup>79</sup> <https://weymouthtowncouncil.gov.uk/wp-content/uploads/2023/01/Weymouth-Neighbourhood-Plan-Site-Assessment-Final-Report.pdf>

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residential development was set as a target by the Jobs Theme Group

10.32 Several potential redevelopment sites and their associated issues and opportunities were raised by the public during the various community consultations. During the plan-making process, the Jobs Theme Group, supporting the Steering Group, considered the following at length:

- The prospect and potential for redevelopment of the Weymouth Bus Depot site;
- Westwey House, which is under-occupied by the Government, who lease the site. It is hoped that the Government will choose to bring more functions to the site thus increasing the local employment, or failing that, relinquish the lease and enable the wholesale repurposing or redevelopment of the site.
- The prognosis for the New Bond Street area (including department store, multi-storey car park, cinema, and retail sites, but excluding the White Hart), which is going through a period of transition. Redevelopment of this site seems premature when they are so many other brownfield development opportunities.

Consideration of the redevelopment of these sites should be an integral aspect of any review and refreshing of the Town Centre Strategy. Any development proposals should be in accordance with policy W40.

10.33 Amongst other redevelopment opportunities in the vicinity of Weymouth town centre the Theme Group made detailed recommendations regarding the future of Jubilee Sidings (which has resulted in policy W24) and expressed a

considered opinion about the long-term future of other town centre car parks (which has resulted in policy W32).

10.34 Whilst such projects, by nature of the circumstance of the site or situation may not be able to comply with all the policies in the Neighbourhood Plan, they will be expected to demonstrate high sustainability credentials.

Policy W37: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-21 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive

**Policy W38: Higher & Further Education & Skills Provision**

1. Development proposals for higher and further education including university-level provision and for skills training, especially associated with technical and green skills, shall be supported provided the development;
  - i. is of high quality and innovative design, commensurate with the function of the building and campus and responds to the landscape context;
  - ii. is safely accessible by pedestrians and cyclists and is well related to bus routes;
  - iii. includes appropriate and adequate provision for vehicle and cycle parking; and
  - iv. would not result in a significant loss of amenity to local residents or other adjacent uses.
2. Development proposals should demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan.

10.35 Community consultation in 2020-21 identified a discernible dissatisfaction with the local provision of higher education and training opportunities. There is a lack of opportunity to undertake University Degree Courses whilst being resident in Weymouth. Additionally, there is a national shortage of qualified persons to undertake solar panel and heat pump installation and commissioning. Our approach, to economic growth and prosperity, seeks to increase local provision, in the interests of diversifying education, training, and skills in synergy with business growth; improving prospects for the young and under-qualified; retaining our young talent; and reducing commuting. We are keen to encourage creativity, technology, innovation, and green jobs<sup>80</sup>, as well as jobs that build on farming, food production, the coastal and maritime location.

of innovation and sustainability commensurate with the status of the facility within the neighbourhood area.

Policy W38: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-16 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 27-31 inclusive

10.36 Policy W38 provides support for sustainable development proposals that extend local provision and serve to encourage local demand for education and skills training amongst the adult population. Development proposals should set a high standard

<sup>80</sup>

<https://educationhub.blog.gov.uk/2022/11/07/what-is-a-green-job-everything-you-need-to-know/>

**Policy W39: Weymouth Town Centre**

1. Development proposals within the area defined as Weymouth Town Centre on Map 28 should generally conform with the Local Plan policy ‘Weymouth Town Centre Strategy’ and the latest Town Centre masterplan.
2. Development and change of use that contributes to a diverse range of uses in the Town Centre including new office, leisure, community, hotel, retail, and residential use, will be supported if they
  - i. are compatible with the core retail offer;
  - ii. will generate vitality and add viability to the Town Centre;
  - iii. will not harm existing businesses and residential properties; and
  - iv. provide housing to meet the local needs including a significant proportion of affordable homes.
3. Proposals which seek to stimulate an appropriate evening economy in the town centre are strongly encouraged.
4. Proposals that make better use of upper floors and underused floorspace in the town centre will be supported.
5. Public realm improvement proposals, which will enhance the appeal of, and use of, the town centre by pedestrians, are strongly supported.
6. To protect the historic environment, proposals must ensure that any impact upon designated or non-designated heritage assets (including assets of archaeological importance) and their settings have been assessed in accordance with national policy and guidance and will only be supported where they meet the relevant requirements of the NPPF and Development Plan.
7. Development proposals should demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan.

10.37 Despite an obvious decline in its retail role and overall vitality, Weymouth Town Centre is still highly regarded, and considered by the community as an important focal point for so many of the facilities, activities, and services it requires. This is evident from the several community consultations that have been carried out between 2021 and 2023.

10.38 The NPPF (para.90) recognises the ongoing significance of town centres to towns such as Weymouth and urges us to take a positive approach to the growth, management, and adaptation of town centres to ensure they remain relevant and the heart of the

community and the area.

10.39 Local Plan Policy WEY1 seeks to protect the town centre’s character, improve the public realm, encourage national and independent traders, encourage evening activity, by introducing more family friendly activities in appropriate locations, manage residual flood risk, citing the masterplan prepared for Weymouth & Portland Borough Council, which was adopted in 2015 as a Supplementary Planning Document (SPD).

10.40 The Weymouth Town Centre Masterplan<sup>81</sup> was a response to community concerns expressed at the time about the wellbeing of town

<sup>81</sup><https://www.dorsetcouncil.gov.uk/documents/35024/316276/Masterplan+Supplementary+Planning+Docu>

<ment.pdf/d05dd8a2-db75-e4d6-e672-f6bab21b4aea?version=1.0&t=1624787322334>

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centre. Its vision was drawn from extensive consultation on the future of the town centre with key stakeholders, residents, businesses, and visitors to the area. The masterplan was heralded in 2015 as *“the start of exciting changes aimed at ensuring that Weymouth can live up to local aspirations as an exciting, vibrant 21st century coastal town”*.

10.41 The Weymouth Town Centre masterplan is a ten-year plan. It has served a useful purpose as a framework for change and improvement in a difficult economic climate, but it needs refreshing and updating. Circumstances have changed. The 2021 consultation on the new draft Dorset Local Plan acknowledged that *“due to recent changes in shopping habits and the presence of various vacant sites around the town centre it is recognised that there is a need to regenerate parts of the town centre. It is anticipated that this regeneration could deliver at least 400 new homes along with the retail and business needs of the area”*. It further acknowledges that there are many challenges to be faced if Weymouth town centre is to fulfil a vital and sustainable role in the life of the town, the people of the area and its many visitors.

10.42 The Town Centre Masterplan is in need of review. Much of the community feedback from the neighbourhood planning consultations provides valuable guidance as to how local people would like their town centre to be transformed to play a vital role in the life of the town and its inhabitants in the first part of the 21<sup>st</sup> century. Much of the recent focus has been on the seafront, which is regarded as part of the town centre. It will be important to integrate policy proposals for the

revitalisation of the seafront with a refreshed Town Centre Masterplan. Much of the feedback from community consultation highlighted the benefit of independent retailers bringing distinct character and shopping experiences to the Town Centre.

10.43 Policy W45 recognises the value of a masterplan for the town centre that promotes and stimulate a diverse range of relevant uses whilst safeguarding and enhancing the core retail offer. The charm, character, and overall sense of pleasure and safety experienced by most town centre users is of particular importance. All development should contribute positively to furthering the positive experience that a visit to Weymouth town centre should engender. In response to community consultations, the Neighbourhood Plan supports the development of family friendly activities (e.g. cinemas and restaurants) to broaden the demographic appeal of the town centre later into the evening and strengthen the economic benefit links between daytime and night-time economies.

10.44 The Town Centre Masterplan identifies key development sites in the Town Centre supported by Strategic Policies addressing these. £23M Levelling Up Funding has been obtained to conduct infrastructure work on key sites on the Weymouth Harbourside. This will enable the essential harbour walls repair to be completed and enable some site infrastructure to be put in place. The Weymouth Neighbourhood Plan process has identified that the 2015 LP and the 2021 Draft Local Plan, as drafted, will not deliver sufficient affordable housing for rent to meet the significant need in Weymouth over the plan period. For these reasons

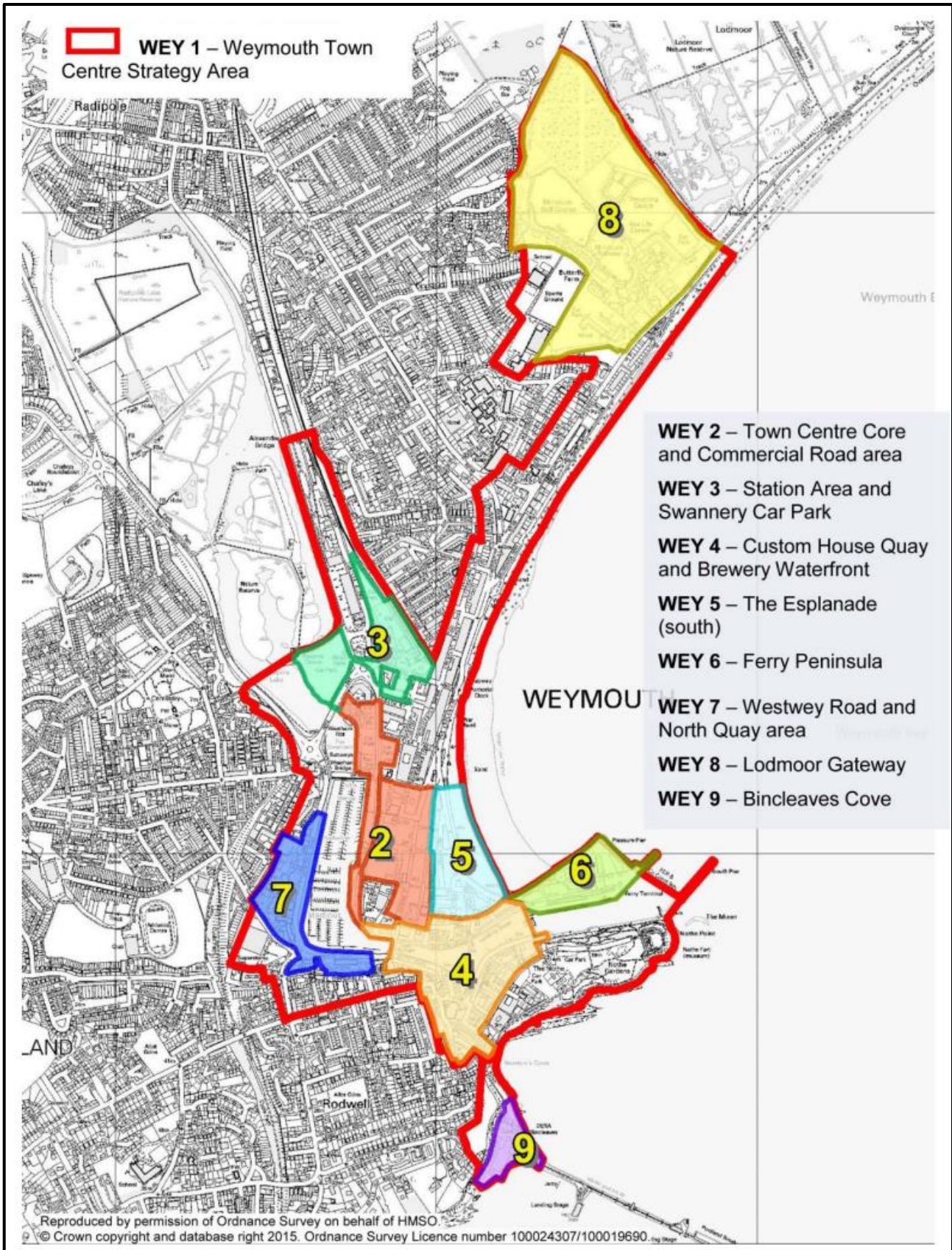
clause iv has been inserted into condition 2 of this policy. The WNP would have liked to have allocated the St Nicholas Street site for high density residential development with high levels of affordable homes but were unable to carry out the required Sequential and Exception Tests required by Dorset Council to support this. The Viability Testing demonstrated that a market-led development of this brownfield site in the flood zone 3 would struggle to deliver even a small proportion of affordable homes without significant external funding. It is therefore recommended that Dorset Council seeks Homes England funding either directly or through developer to ensure this site delivers at least 35% Affordable Homes.

- 10.45 Good quality, sensitive design should be a key factor. Development proposals should include a design statement to show how they have responded to local design guidance and how the development will make a positive contribution to achieving the objectives of the Masterplan through design.

<b>Policy W39: Relevant Environmental Targets</b>	
<b>Objective 1:</b>	Carbon Neutrality Targets 1-8 inclusive
<b>Objective 2:</b>	Resource Efficiency Targets 9-21 inclusive
<b>Objective 3:</b>	Biodiversity Net Gain Targets 22-25 inclusive
<b>Objective 4:</b>	Climate Change Management Targets 26-31 inclusive



**Map 27: Weymouth Town Centre Strategy Areas**



**Policy W40: Temporary Activities and Uses**

1. The temporary use of buildings and open spaces for organised events and activities, which require planning permission, will be supported provided that the proposed temporary use:
  - i. does not cause any significant adverse environmental problems;
  - ii. would not result in loss or damage to the area’s natural resources;
  - iii. would not have significant harmful impacts on the amenities of neighbouring residents;
  - iv. would not have significant harmful impacts on the wider visitor experience; and
  - v. there is a clear community and neighbour support for the period of use proposed.
2. Development proposals should demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan.

10.46 Consultation in association with a seafront study in 2022 identified a strong support for the increased provision of spaces to stage public events and festivities, amongst persons of all ages within the resident population. The seafront study recognises that there is considerable scope to make good and better use of several of the open spaces and the Esplanade itself.

10.47 The continued development of a relevant and contemporary annual events and festivals programme is supported. Weymouth Town Council has an approved Events Vision *“that by 2025 Weymouth has developed a comprehensive programme of high-quality sustainable community inspired and tourism-based events and festivals that cultivates community creativity for maximum economic and environmental benefit and social enjoyment throughout the town council area”*.

10.48 Policy W40 supports the temporary use of existing spaces, especially, but not exclusively, within the town centre area for organised events that will attract visitors as well as local people as spectators and/or participants.

10.49 It also recognises that there could be significant economic value in taking advantage of, or extending, the ‘tourist season’. Making best use of what we

have, but on a temporary basis, of no more than six months, which would cause little in the way of long-term harm to the environment or nuisance to nearby uses, is consistent with a sustainable approach to tourism.

10.50 Such temporary uses that attract large numbers of attendees, have the potential to cause nuisance and disturbance to neighbours and neighbouring uses. Those applying for the extended temporary use of buildings and open spaces for organised events and activities should provide evidence, at the time of application, of meaningful consultation with the host community; and the development proposal should include measures to mitigate satisfactorily any concerns the community may have.

Policy W40: Relevant Environmental Targets	
<b>Objective 1:</b>	Carbon Neutrality Targets 2, 3
<b>Objective 2:</b>	Resource Efficiency Targets 9, 10, 14, 16
<b>Objective 3:</b>	Biodiversity Net Gain Targets 25
<b>Objective 4:</b>	Climate Change Management Targets 27-31 inclusive

**Policy W41: Sustainable Tourism Development**

1. Sustainable tourism development proposals and/or extensions to or expansion of existing tourism uses that extend the tourism season, enhance the visitor economy and increase the quality and diversity of the tourism offer are supported in principle throughout the neighbourhood area. Development proposals should be consistent with the hierarchy of preference expressed in the Local Plan.
2. All proposals must be of a scale, type, and appearance appropriate to the character of the location and ensure that any impact upon designated or non-designated heritage assets (including assets of archaeological importance) and their settings have been assessed in accordance with national policy and guidance.
3. Development needs to be sympathetic to the wider environment and must not result in an adverse impact, individually or cumulatively, upon designated landscapes and sites of biodiversity importance.
4. Development that results in harmful impacts on local services, roads and other infrastructure will not be supported.
5. Development that delivers a wider environmental or community benefits will be encouraged.
6. Development proposals should demonstrate alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with other relevant policies in the development plan.

10.51 Weymouth is Dorset’s premier tourist destination and long may it be so. Furthering the beneficial impact of tourism is an essential part of our approach to economic growth and prosperity.

10.52 It is recognised that tourism has not always been in the best interests of the area, its environment, and its inhabitants. The ‘cheap and cheerful’ image that has evolved for many of the UK’s seaside resorts has proven not to stimulate major investment. Seasonality, low wages, traffic congestion, various forms of pollution, crime and safety issues have all repressed economic growth.

10.53 Policy W41 endeavours to help establish the nature of the tourism development that would be most beneficial to the area, whilst building on a discernible trend in revitalisation that has occurred to many seaside resorts occurred post-Covid. Weymouth is determined to capitalise

on this trend and do so by promoting sustainable tourism development, with high quality accommodation, facilities, and activities, to give the town an overall cultural uplift.

10.54 Policy W41 reflects a desire to promote and support eco-tourism; activity and health-related tourism, all-year round, tourism; and extolling the virtues of the area’s natural environment, heritage locations and high-quality facilities.

10.55 The loss of visitor attractions impacts on the local community as much as it affects the visitor-offer. Proposals for new indoor leisure facilities on suitable sites in the town centre and along the Sea Front, which are in line with policies on sustainable tourism and likely to enhance residents’ leisure access for the benefit of the Weymouth economy, are encouraged subject to satisfactory conditions being imposed to control operating arrangements and / or opening hours

to mitigate the environmental impacts of the development.

10.56 Sustainable tourism is committed to generating a low impact on the surrounding environment and community by acting responsibly while generating income and employment for the local economy and aiding social cohesion. Rather than a type of product, sustainable tourism is an ethos that should underpin all tourism activities and is integral to all aspects of tourism development and management and not just an add-on. We expect any such proposal to demonstrate its sustainability credentials and be accompanied by an environmental impact assessment.

<b>Policy W41: Relevant Environmental Targets</b>	
<b>Objective 1:</b>	Carbon Neutrality Targets 2,3
<b>Objective 2:</b>	Resource Efficiency Targets 9, 10, 14, 16
<b>Objective 3:</b>	Biodiversity Net Gain Targets 25
<b>Objective 4:</b>	Climate Change Management Targets 27-31 inclusive

**Policy W42: Facilitating Offshore Renewable Energy Projects**

Development proposals to facilitate low and zero carbon offshore renewable energy projects will be supported if:

- i. the natural and undeveloped coast, geodiversity and biodiversity is protected; and
- ii. it is demonstrated, through a coastal landscape and seascape impact assessment (where required), that there will be no significant adverse impact on the natural undeveloped coast.

10.57 The biggest opportunity for renewable energy generation in the vicinity of the neighbourhood area lies offshore. To date there has been resistance to such development off the coast of Dorset and the feasibility of an offshore renewable energy project must be carefully assessed, considering factors such as technological advancements, landscape and seascape impact implications for biodiversity and would require extensive community engagement.

10.58 The importance of locally generated renewable energy has increased multiple times over the past few years. Dorset CEE has estimated that *“without deploying offshore wind or reducing energy beyond current projections we would need to find space for 2,000 more onshore turbines or use 28% of available land for additional solar panels. This reduces dramatically if we can reduce demand by 60% and is well within the potential limits if we develop an offshore wind farm”*<sup>82</sup>.

10.59 The only offshore site in the south of England at present is the Rampion windfarm off Brighton. Most of the country’s offshore windfarms are installed along the eastern coast of the UK, in the North Sea. Yet, the Dorset coast is one of the best and windiest locations for offshore wind in England.

The Regen Report on Low Carbon Investment Opportunities in Dorset<sup>83</sup> produced for the LEP<sup>84</sup>, estimates that a 1GW offshore site would be able to generate about 30% of total 2018 energy use. *“The network infrastructure from an offshore project could also unlock other net zero opportunities in the area, and investment could be expanded to relieve some of the electricity constraints facing Dorset. The network investment could also unlock other generation opportunities such as tidal stream electricity generation and support hydrogen production through electrolysis”*.

10.60 The earliest an offshore wind site could be operational would be in the early to mid-2030s. The Regen report estimated the costs and benefits. An offshore wind farm of 1GW capacity would be over £1.5 billion, based on current project costs. The associated jobs would amount to approximately 2,300 FTEs. This estimate includes installation, manufacturing, operation, and maintenance, all of which could be localised in Dorset or neighbouring areas.

10.61 Policy W42 provides support in principle to facilitating development of the land based infrastructure within the neighbourhood area to support low and zero carbon offshore energy

<sup>82</sup> <https://www.dorset2030.com/>

<sup>83</sup> <https://www.dorsetlep.co.uk/userfiles/files/Dorset%20Low%20Carbon%20Energy%20Opportunities%20Document.pdf>

<sup>84</sup> [LEP = Local Economic Partnership](#)

projects, including wind, tidal and wave as well as the downstream infrastructure needed for options such as green hydrogen production. It is of course acknowledged that any proposal for a large-scale offshore wind project would be a planning matter decided by the Secretary of State due to its national significance and Dorset Council and Weymouth Town Council would only be one of many statutory consultees to the planning application. However, proposals for a viability assessment in relation to the development of an offshore wind farm or other offshore renewable energy production capability would be support in principle.

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**Policy WNP43: Community Energy Schemes**

Community energy initiatives which contribute to the promotion, development, and delivery of sustainable energy sources for the neighbourhood area will be supported, provided:

- i. the siting and scale of the proposed development is appropriate to its setting and position including cumulative landscape and visual impacts;
- ii. the proposed development does not create an unacceptable impact on the amenities of residents and visitors to the town in terms of noise, vibration, or electromagnetic interference; and
- iii. where appropriate the energy generating infrastructure and its installation complies with the Microgeneration Certification Scheme or equivalent standard.

10.62 The NPPF (**para 161**) encourages support for community-led initiatives for renewable and low carbon energy, *“including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning”*.

10.63 The Community Consultation 2022 highlighted a widespread concern about the cost of energy and considerable interest in cleaner and cheaper energy sources. 66% of respondents cited installation costs as the greatest barrier to them accessing cleaner and cheaper energy sources with approximately half of people limited by knowledge of where to start and/or consistent information.

10.64 Community energy schemes encompass a wide range of projects initiated and managed by communities to generate, manage, and utilize energy resources collectively and often distributed via a *‘district heating network’* serving specific areas and neighbourhoods. The following examples demonstrate the diversity of potentially valuable community energy schemes, which can vary in scale, technology, and organisational structure, based on the specific needs, preferences and resources of each community. They include:

**Solar Co-operatives:** communities come together to install solar panels

on rooftops or open land, often through a cooperative model where individuals or businesses invest collectively.

**Wind Farms:** communities invest in and operate wind turbines, either onshore or offshore, to generate electricity.

**Hydroelectric Projects:** community-owned hydroelectric facilities to utilize the power of flowing water to generate electricity.

**Biomass Heating Systems:** community-owned biomass boilers or district heating systems fuelled by locally sourced biomass, such as wood chips or agricultural waste, to provide heat for homes, businesses, or community buildings.

**Biogas Plants:** community-owned biogas facilities process organic waste to produce biogas, which can be used for heating, electricity generation.

**Community-Owned Energy Storage:** communities invest in energy storage systems such as batteries or pumped hydro storage, which can store excess energy generated during periods of low demand for use when demand is high or renewable generation is low.

**Community Solar Gardens:** these projects allow individuals or businesses who cannot install solar panels on their own property to purchase or lease a share of a larger solar array located elsewhere in the

community, receiving credits or discounts on their electricity bills for the energy produced.

- 10.65 Opportunities are there to be taken on top of existing buildings, in association with new developments, and on marginal land outside the development area. The community is open to various forms of renewable energy generation and installation, of an appropriate scale with suitable safeguards. There is some local interest in establishing low-cost community energy projects and W43 supports such initiatives.
- 10.66 There is no doubt that renewable energy technologies will change over the plan-period. It should lead to smaller, less intrusive, as well as more efficient installations. Policy W43 aims to encourage and support community action and enterprise to harness local energy in the best interests of the community are encouraged.
- 10.67 Policy W43 reflects a pro-active position and confirms support in principle to local energy initiatives of a high quality and standard<sup>85</sup>, and a willingness to give weight to the potential community benefits in considering the merits of a development proposal that is genuinely community owned for example the developers should be a registered co-operative or Community Benefit Society. In this regard, community investment opportunities should be offered first to those residing within the area, and at least 33% of the project should be owned by residents of the Plan area to ensure benefits are derived by the local community.

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<sup>85</sup> <https://mcscertified.com/>



## 11. Communities

11.1 In preparing the Neighbourhood Plan it was considered important from the outset to recognise that the Weymouth area comprised of many settlement areas each with their own character. The Character Area Assessment of 2021<sup>86</sup> grouped these settlements into five areas based on density, constraints, access to facilities, typologies, design styles and era built; but in doing so it recognised that these areas were comprised of several settlements or neighbourhoods many of them relating back to their historic origins

- **Character Area 1:** The historic core of Weymouth, the harbour and Melcombe Regis
- **Character Area 2:** Includes Westham, Radipole Spa and Lodmoor
- **Character Area 3:** Consists of the, originally, rural villages of Sutton Poyntz, Preston, Broadway, Upwey, Nottingham and Radipole
- **Character Area 4:** Comprises the more recent neighbourhoods of Southill, Littlemoor, Overcombe and Redlands - built between the 1960's and present day
- **Character Area 5:** Is Wyke Regis, with Southland and Rodwell

11.2 A Communities Theme Group was established early in the neighbourhood planning process. The first aim to be agreed following the first neighbourhood planning consultation in Dec 2020/Jan 2021 was a statement of intent to *“celebrate the unique character and culture of each local neighbourhood and respond to their needs to enable our policies to be applied in a sensitive way, relevant to the locality ensuring resilient sustainable communities for all ages”*.

11.3 Community consultation has guided the preparation of policies for the Neighbourhood Plan. In 2021 the community indicated some dissatisfaction with many aspects of the living environment. Traffic can be a nuisance, neighbourhood shops are not meeting needs, streets and spaces are in poor condition, community facilities are lacking, and the fear of crime is increasing. The 2022 consultation response confirmed that the sense of community and neighbourhood were *“important or unique”* to many people, and suggested priorities for safeguarding i.e. green spaces, shops, post offices, community centres, recreation, pubs/cafes, and churches. Walkabouts involving local residents also took place in 2021 to get to the heart of the neighbourhoods and the heart of the matter<sup>87</sup>.

11.4 The policies that follow address what are discernibly important to local people. They supplement policies in the Local Plan to ensure Weymouth's neighbourhoods retain a strong sense of identity, enable, and support healthy lifestyles, and are safe and accessible. This approach is consistent with the NPPF **para. 96** which states *“planning policies and decisions should aim to achieve healthy, inclusive and safe places”*. The focus is on:

- promoting clean, safe, sustainable, and affordable travel
- reducing the impact of the motor vehicle
- safeguarding community facilities
- supporting community initiatives
- encouraging sports and recreation
- safeguarding our heritage and enhancing public spaces

<sup>86</sup> [https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2021/10/210429\\_Wey-characterassessment-RN-DRAFT.pdf](https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2021/10/210429_Wey-characterassessment-RN-DRAFT.pdf)

<sup>87</sup> [Weblink to walkabout notes](#)

Our Neighbourhood Plan Policies and their Explanation / Justification

**Policy W44: Design**

1. All proposals for new development should demonstrate high quality design, use of materials and detail, which harmonise with the recognised local character and context; also, having regard to prevailing scale, massing and density and the development principles set out elsewhere in the Neighbourhood Plan.
2. Within conservation areas and in proximity to heritage assets, development proposals are expected to demonstrate how they will positively conserve and enhance the unique characteristics of the area.
3. Innovative design approaches will be supported where they enhance the character, function and visual amenity of the local plan.
4. Development should not increase the risk of flooding and/or exacerbate existing drainage problems and should be designed to maximise the retention of surface water on the development site and to minimise run-off.
5. Development proposals within the Dorset National Landscapes (DNL), must be in accordance with the great weight afforded to their landscape and scenic beauty in national policy and the requirements of the DNL Management Plan for high quality design, materials and standards of workmanship.

11.5 “Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities” (NPPF para. 131).

11.6 The Weymouth Character Area Assessment identified five separate character areas based on “density, constraints, access to facilities, typologies, design styles and era built”<sup>88</sup>. Within each of these character areas are to be found distinct villages, estates, and settlements, the result of centuries of growth and development. In the town centre area for instance, a recent design-related study identified 10 physically distinct areas. This rich and diverse tapestry reflects Weymouth’s past, defines Weymouth today, and provides an overall purpose for neighbourhood planning. The

Weymouth Neighbourhood Plan celebrates and safeguards the unique identities of our local neighbourhoods.

11.7 Policy W44 seeks to ensure that new development is of high quality and appropriate to its location. Major development proposals should be accompanied by a design statement to show not only good design principles but also the local situation has been taken into account. This should include the relationship between buildings, the relationship between buildings and streets, squares, parks, waterways, and other spaces.

11.8 Recent studies and community consultations have helped identify the special qualities of each character area and improved our understanding of how this can be reflected in development. It has enabled design criteria to be included as part of the locationally-specific policies in the

<sup>88</sup> [https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2021/10/210429\\_Weymouth-Characterassessment-RN-DRAFT.pdf](https://www.weymouthtowncouncil.gov.uk/wp-content/uploads/2021/10/210429_Weymouth-Characterassessment-RN-DRAFT.pdf)

Neighbourhood Plan. The Sutton Poyntz Neighbourhood Plan recognises the value of taking nearby building style and materials into account and the recognition of local character areas (Appendix E2)

- 11.9 Further design guidance is included in approved management plans and masterplans, and available from the local planning authority, which is obliged by the NPPF (para. 134) to prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, which reflect local character and design preferences.

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**Policy W45: Heritage Assets**

1. Development proposals should demonstrate, where relevant, that they respect and will cause no harm to heritage assets and their setting.
2. Development proposals affecting designated and non-designated heritage assets should be accompanied by proportionate historic environment heritage impact assessments, demonstrating how any harm would be avoided, minimised, or mitigated.
3. Development proposals on previously undeveloped land should be accompanied by the results of an archaeological assessment of the development site.
4. Where appropriate, development should take opportunities within the setting of any designated and non-designated heritage assets to better reveal and enhance their significance.

11.10 We are encouraged by the NPPF (para. 196) to support a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay, or other threats. This strategy should reflect the significance of the heritage asset and its potential contribution to the physical and social character of the area.

11.11 Local Policy ENV 4. Heritage Assets provides strict guidance on how development proposals affecting a heritage asset should be approached and prepared.

11.12 Weymouth's heritage is rich and varied, much of it maritime and seaside related<sup>89</sup>, and many physical 'assets' remain in the several distinct settlements that make up the neighbourhood area. There are over 500 listed buildings and 11 conservation areas (see Map xx), and many more unlisted, but significant, heritage sites and buildings.<sup>90</sup>

11.13 The community has made clear in consultations that it expects the

Neighbourhood Plan to appreciate the value of these assets and help ensure they are safeguarded and make a significant contribution to life in Weymouth going forward.

11.14 Policy W45 requires development proposals to recognise the significance of any identified heritage site or building may have to the nation and the local community and ensure that any development proposal avoids unjustified harm and, if possible, helps enhance community appreciation of the asset.

11.15 Historic England<sup>91</sup> and Dorset Council<sup>92</sup> offer information and guidance on how listed buildings should be treated and what is and is not acceptable in conservation areas. More detailed guidance on individual locations is also available by way of pre-application advice from the local planning authority.

11.16 To broaden the impact of the development plan and aid developers, Dorset Council has committed to establishing a Local Heritage List to

<sup>89</sup> <https://historicengland.org.uk/images-books/publications/weymouths-seaside-heritage/weymouths-seaside-heritage/>

<sup>90</sup> <https://historicengland.org.uk/listing/the-list/>

<sup>91</sup> <https://historicengland.org.uk/advice/hpg/consent/permissonandhas/>

<sup>92</sup> <https://www.dorsetcouncil.gov.uk/-/listed-buildings-in-west-dorset-and-weymouth-and-portland#:~:text=Listed%20building%20consent%20is%20required,list%20buildings%20will%20require%20consent.>

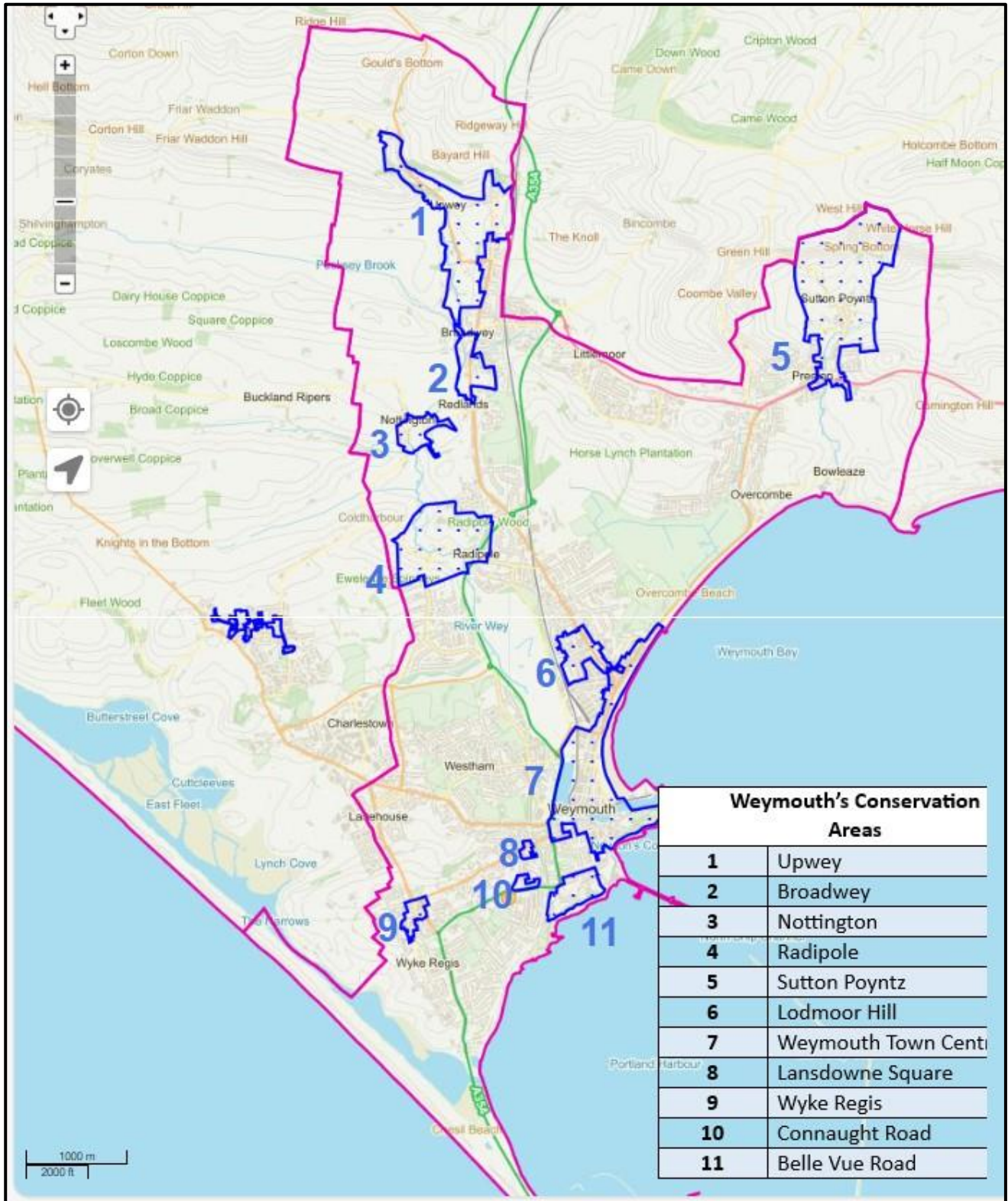
recognise those assets in the county that fail to achieve national listing status. The Local Heritage List is an ongoing project to create a record of other historic/heritage locations and features of local or regional significance the heritage assets and an opportunity for the community to nominate assets for inclusion on the list. The list *“highlights assets that need consideration, celebration and protection within the planning system”*<sup>93</sup>. Members of the public are encouraged to nominate what they consider to be suitable candidates for local heritage listing.

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<sup>93</sup> <https://www.dorsetcouncil.gov.uk/planning-buildings-land/public-land-and-buildings/the-dorset-local-heritage-list>

**Map 28: Conservation Areas**



**Policy W46 Transport and Travel**

1. Development proposals should:
  - i. identify the realistic level of traffic it is likely to generate and demonstrate, through an appropriate assessment of traffic impacts, that any infrastructure or highway improvements necessary to mitigate the impact on the highway network have been identified and shall be delivered as part of the scheme;
  - ii. maximise opportunities to walk and cycle and connect safely with existing walking and cycling routes; and
  - iii. support public transport schemes and infrastructure wherever possible.
2. Development that would give rise to unacceptable highway dangers and/or air pollution will not be supported.

11.17 There is little evidence that people are giving up the car. Car ownership has increased over the past 10 years and many commuters still go to work by car, although there has been an increase in home working since the Covid Pandemic of 2020/2021. There is evidence however that many people are unhappy about the impact of the motor vehicle. Traffic volume, speeds, congestion, and pollution are all mentioned frequently in consultation responses. The 2022 Community Consultation [2022](#) response showed 57% of respondents were concerned about vehicle traffic in the area they live causing a physical safety issue or air pollution risks.

requires developers to be realistic in their assessment of the traffic implications of their development, based on current trends, and ensure that proposals include satisfactory access arrangements and highway improvements in accordance with the requirements of the Highways Authority; and include safe walking and cycling routes within the development, with suitable links to the wider transport network wherever possible. Adequate provision to ensure a local public transport service can serve the residents of major new residential developments should be an integral part of the design and layout of any scheme.

11.18 The new Local Plan is likely to encourage the move away from car dependency towards healthy, lower carbon travel choices and lifestyles. The policy requires significant new developments to be located close enough to existing facilities or deliver viable new facilities to make walking and cycling a realistic choice. This approach has been taken into account by the housing policies of the Neighbourhood Plan.

11.19 As much as it would be good to reduce the use and impact of the motor vehicle considerably, policy W48

**Policy W47: Public Transport**

Development proposals that make public transport more accessible through improvements to the infrastructure and network such as interchange areas, travel linkages, bus stops / refuges and enhanced information provision and do not cause unacceptable harm to the surrounding area will be supported.

11.20 Within the neighbourhood area, we strongly support the more widespread and regular use of alternative transport modes to the private motor car. We are planning for an ageing and growing population. An effective and efficient public transport network and services are vital to the wellbeing of the community and the town.

11.21 The town centre, as you would expect, has ample facilities, and is generally well connected with the rest of the town. Redlands and Littlemoor are on major bus routes and Preston and Overcombe are also well served by a bus route, particularly in the summer season. Lodmoor and Radipole Spa also have a reasonable array of public transport facilities and access. Wey Valley has a strong linear form and access to facilities whilst Nottingham and Radipole Village have no bus provision and Southill have recently had a limited service restored. Public transport access in Westham, Wyke Regis and beyond is more adequate with numerous bus stops on the main link road such as Portland Road but with poor service accessibility in the Lanehouse and Old Wyke areas. Despite this relatively comprehensive network, many people still regularly and steadfastly use a private motor vehicle for local trips. There is no doubt however that buses routes and bus frequencies are being reduced,

making public transport less accessible to large numbers of our residents. Of particular concern, is the reduction in evening and weekend services, frequency and lack of provision for major events. Traffic congestion in the Town Centre has also impacted on the reliability of services. Ways need to be found to increase the appeal of public transport, to further encourage its use, and to encourage providers to respond positively to public demand.

11.22 Neighbourhood Plans are encouraged by the NPPF (para. 116) to promote public transport use. Policy W47 supports development that facilitates the greater appeal and/or ease of use of public transport, such as interchange areas, linkages, bus refuges and stops etc, as long as the impact of such development would not cause unacceptable harm to the surrounding area.



**Policy W48: Off-Street Parking**

1. Development should be designed to discourage additional on-street parking on the existing road network.
2. Development proposals that do not comply as a minimum with Dorset Council's off-street car and cycle parking guidance will not be supported.

11.23 The following quote from the 2022 Community Consultation seems to encapsulate local opinion: *“too many cars park illegally because there are not enough allocated parking spaces. When new homes are built, they do not have enough spaces to meet the demand of growing families that grow up also have their own vehicles”*.

11.24 Policy W48 is intended to ensure that development proposals for new housing and business sites include provision for sufficient vehicle parking and servicing spaces so as not to cause road safety concerns or congestion on the local highway network; and more than sufficient cycle parking and storage facilities. It is noted that Dorset Council Transport Planning intend to refresh the parking guidance and will seek to establish parking guidance for bicycles and mobility scooters.

11.25 Development proposals should accord with Dorset Council's published local parking guidance<sup>94</sup> unless a different level of provision can be justified by local or site-specific circumstances. The design and layout of parking provision should seek to diminish the visual impact of parking provision on the street scene and minimise opportunities for illegal parking.

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<sup>94</sup> [CarParkingPolicies.pdf](#)

**Policy W49: Vehicle Charging Facilities**

1. Development proposals which provide parking facilities, or which are likely to generate vehicle movements or vehicle ownership will be expected to integrate the provision of infrastructure to enable the charging of electric or other ultralow emission vehicles into the design and layout of the development in accordance with the current requirements of the local planning authority.
2. The provision of public electric vehicle charging outlets in suitable locations will be supported.

11.26 The Government has decided to ban the sale of new diesel and petrol cars by 2035, as part of its efforts to tackle air pollution. The growth of electric vehicles will likely accelerate as technology allows them to travel greater distances on a full charge. We are expecting that more and more of Weymouth's residents' and visitors' cars will be electric in the years ahead and will require more EV Charging facilities in publicly accessible places.

11.27 The NPPF (para. 111), requires us to take account of the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. In addition to cars it is reasonable to expect that future demand will extend to EV charging provision for mobility scooters, electric bikes and scooters. The technology associated with such vehicles is still developing. It is difficult to predict the method and space requirements for keeping these vehicles charged and ready to travel in ten years' time.

11.28 We expect suitable electric-charging points to be considered as an essential and integral part of all new developments. Policy W49 provides support in principle for adequate and appropriate charging facilities without causing nuisance to adjoining users and adding to any existing traffic/parking problem in the locality.

11.29 As Weymouth is at the end of a significant and lengthy tourist artery it

seems logical and sensible to ensure that we provide adequate vehicle, e-bike mobility vehicles and scooters re-charging facilities alongside other tourist/visitor services. In accordance with the NPPF (para. 116), Policy W49 supports the provision of electric vehicle charging outlets in suitable locations, that can be accessed by visitors and residents alike without causing nuisance to adjoining users and adding to any existing traffic/parking problem in the locality.

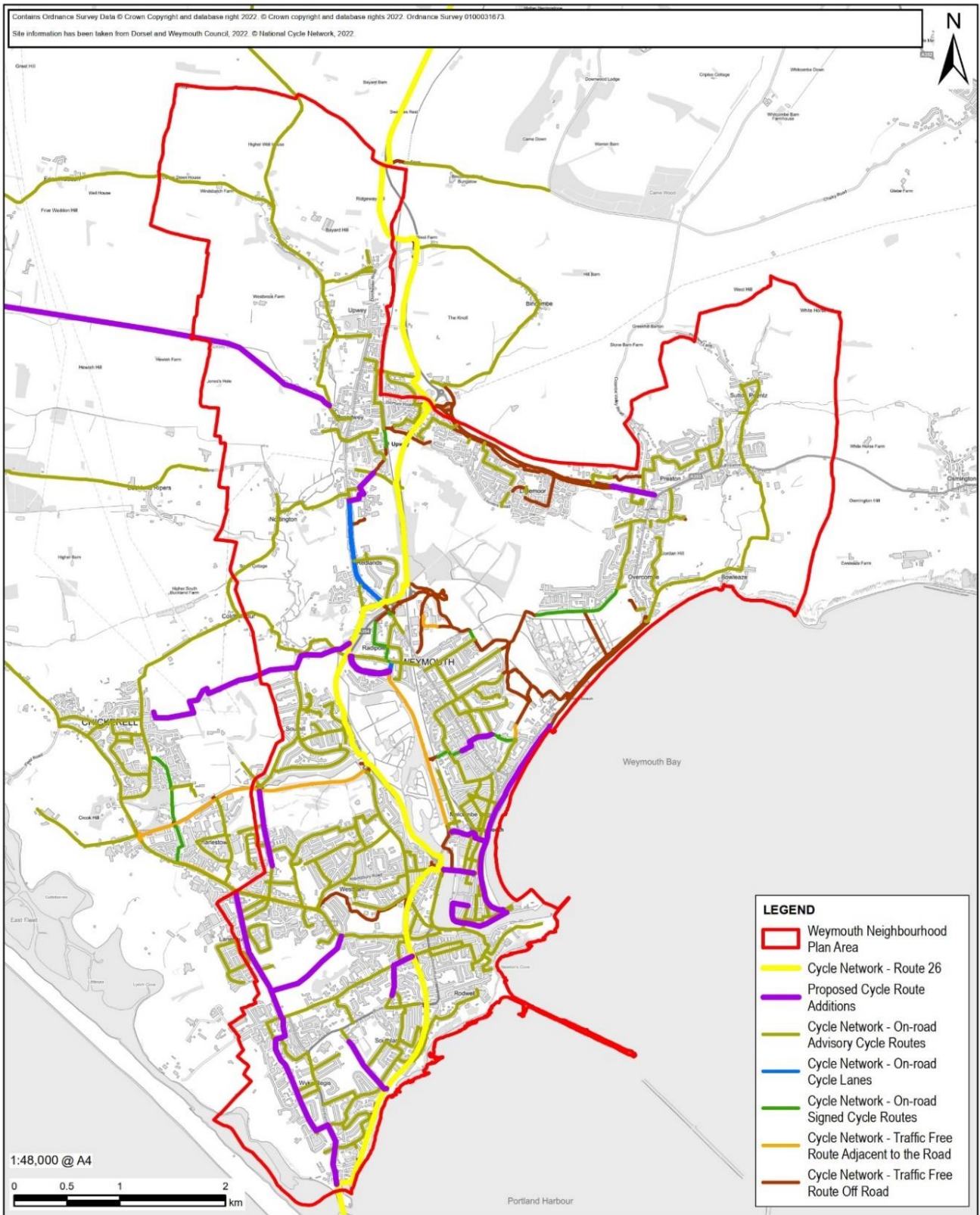
**Policy W50: Cycle Routes**

Development proposals to improve and extend existing cycle routes, to effect better segregation from motor traffic, and to link them to the wider network of walking and cycling routes will be supported.

- 11.30 The cycle network in the neighbourhood area (see Map 29) has been the focus of much study. Less than 10% of the local population appear to be regular cyclists. Only 4% of working adults cycle to work. The lack of a comprehensive cycle way network is undoubtedly a contributory factor as is the perception of safety risk. Map 29 shows there are several significant gaps in the network and limited lengths that are free from motor vehicles.
- 11.31 The Rodwell Trail is one of the area's great leisure assets and shows how a good quality safe route can serve the community. The Rodwell Trail is a shared use walking and cycling path using a former railway line, which provides a pleasant, traffic free 3.5km walk or cycle ride from Westham Bridge in the heart of Weymouth's town centre to Ferry Bridge. It forms part of the National Cycle Network Route 26 (Portland to Portishead).
- 11.32 The 2023 Community Consultation exposed a variety of criticism and considerable dissatisfaction with other parts of the current cycleway network. Many of the complaints are from frustrated other road users who share road space with cyclists. Two-thirds of respondents were happy to support improvements to current cycle routes by extending and connecting existing cycleways and linking them to the wider network. Map 29 shows proposed cycle route additions proposed by Dorset Council.
- 11.33 Many of the measures required to make cycling safer in the Weymouth area and more appealing to local people, relate to education and understanding amongst the population, leading to a greater tolerance of and respect for all road users. More modal separation on the highways and footpaths would help and innovative solutions taking account of lessons learned from current measures should be utilised in future planning of cycle routes. There is no doubt however that a more joined up network of dedicated cycle routes is required, with cycle paths that provide links to services and facilities within residential areas and connect neighbourhoods together, and routes to employment areas and the town centre. The lack of a much-needed sea front/promenade route from Lodmoor to the Town Centre and Pavilion is often cited in community consultations.
- 11.34 The suggested improvements are based on analysis of the current network focussing on improving the safety for children cycling to schools and joining up the wider cycling network.
- 11.35 Policy W50 is supportive of improvements and extensions to the cycleway network, particularly to improve access to schools, public amenities, and other transport hubs. The aim must be to make cycling more appealing by improving safety and reducing risks and conflicts. It is hoped that such developments/improvements will lead to a shift in public opinion and a significant increase in regular cycle use.

- 11.36 Public feedback has identified a number of 'gaps' in the Weymouth cycling network for consideration under Policy W50 as follows:-
- A 'connectivity gap' on Radipole Lane between the football stadium roundabout and the Fiveways junction (Chickerell Road). A new shared cycle path would connect two established and well used cycleways. It would provide a safer route, especially for those attending local schools.
  - the proposed cycle lane along Ulswater Crescent would link both sides of Radipole Lake creating a loop that can be accessed from many points.
  - connecting the 'gaps' from the southernmost end of Littlemoor Road to Chalbury Corner and Overcombe Corner.
- 11.37 Policy WNP56 also recognises the need to connect with cycle routes into adjacent areas including an extension along the South Dorset Ridgeway west from the Weymouth-Dorchester trail as far as Hardy's Monument and further along the Rodwell Trail using the remainder of the disused Weymouth to Portland railway line to link to Easton on Portland. It is important that Dorset Council takes an integrated approach to planning new routes in order to create an effectively 'connected' network.

**Map 29: Cycle Network – Existing and Planned**



**Policy W51: Traffic Impact**

1. Development proposals to reduce the volume and impact of motor vehicles including:
  - i. traffic calming and gateway treatments to deter non-local traffic in residential streets and visitor areas;
  - ii. extending the areas of pedestrian and cycling priority in town, village, and neighbourhood centres;
  - iii. establishing functioning Park and Ride facilities in appropriate locations;
  - iv. campervan / motorhome overnight parking areas, which do not harm the character of the area, and
  - v. the provision dedicated cycle or public transport lanes will be supported provided they have been subject to consultation with the community.

11.38 Traffic and the several issues related to it are a major grumble amongst the residents and business of Weymouth. In 2021 it was the highest ‘dislike’ about the town, with concerns about road safety and air pollution dominating the consultation response. The 2002 consultation identified major concerns about the volume and speed of traffic as well as the congestion when speeds were restricted. 81% of respondents in 2022 agreed that we should “*reduce car movements and encourage sustainable transport modes in local neighbourhoods*”.

11.39 The NPPF **para. 108** requires plans to ensure the “*potential impacts of development on transport networks can be addressed... “opportunities to promote walking, cycling and public transport use are identified and pursued”* and the patterns of movement, streets, parking, and other transport considerations are considered to be an integral part of design and development.

11.40 Policy W51 supports development measures intended to reduce the impact of traffic on the daily lives of people in the neighbourhood area, such as those to facilitate traffic calming or defining pedestrian priority areas. The need for traffic calming was a consistent issue raised during the

neighbourhood walkabouts. It is important that such schemes are not imposed on a local community without proper consultation. Those who live and work in the local area, who have understanding of how the road network functions, will have a good idea of what will work and will not.

11.41 Attractive and adequate Park and Ride provision is essential if Weymouth is to permanently reduce the impact of the motor car on everyday life and improve the visitor experience. There is a clear need to improve and promote park and ride services and facilities in suitable out-of-town centre locations including the Mount Pleasant site (see W25).

11.42 There is no dedicated camper van/mobile home overnight parking site in the area. Policy W51 is supportive of such provision in a suitable location.

**Policy W52: Existing Community Buildings**

1. Development proposals, including change of use, which results in the permanent loss of local community buildings, hubs, or structures (including where the most recent lawful use was as a community use), will not be supported unless:
  - i. it can be demonstrated following discussions with the community, that there is no local need for the facility;
  - ii. it is no longer viable or practical to continue the existing use;
  - iii. a suitable replacement facility is provided in an equally accessible location to serve the local community, and
  - iv. the community has been offered an opportunity at a realistic current use price, for its acquisition or operation.
2. Extensions and improvements to existing community buildings will be supported if they are intended to:
  - i. diversify and support the continuation of the existing community use (for example the change of part of the site to maintain the original use in a viable form);
  - ii. help meet identified community needs through the more effective use of sites / premises, while maintaining or improving the existing community service provision (for example through a community hub), and
  - iii. improve accessibility.

11.43 A community building is a building that is open to the whole community, run for public benefit, and is a focus for community/neighbourhood activity and involvement. These buildings provide a range of locally based social, recreational, cultural and educational activities as well as volunteering opportunities. The scope of community buildings for the purpose of this policy covers:

- community centres
- village and parish halls
- community schools
- church halls
- youth facilities

11.44 Weymouth has a diminishing number of community and neighbourhood centres that serve a range of community functions, particularly for young people, and purposes as well as hosting events and meetings that serve wider purposes and audiences. They provide space for health and wellbeing surgeries and groups. They

host many social activities and are used for a range of indoor leisure and recreation purposes. Many, feature on the Weymouth Events and Festivals Calendar. The community facilities and spaces we have, play an important part in sustaining community life and cohesion.

11.45 The NPPF (para. 97) encourage us to “guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs”. Changes were made to the Use Classes Order in England on 1st September 2020, notably with the introduction of a new Use Class E, incorporating shops, financial and professional services, cafe/restaurants, offices, research and development businesses, clinics, health centres, day nurseries, day centres and gymnasiums. As a result, not all changes of use of community facilities now require planning permission.

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- 11.46 Where planning permission is required, policy WNP52 protects existing community buildings and facilities unless they are deemed as being no longer required or suitable for community use. In recognition that community interests and demands can change over-time, the policy supports necessary alterations (for example improvements to meet the needs of various disabilities) or extensions to community facilities to ensure that they can continue to provide for community activity and services, so long as they conform with other policies in the Neighbourhood Plan.
- 11.47 Where an existing building or facility is deemed as being no longer required or suitable for a community use it will be necessary to demonstrate with robust evidence -
- i. what consultation there had been with local community groups / service providers and details of representations received;
  - ii. that a suitable and adequate viability assessment has been conducted. This is to be funded by the applicant and independently verified by a person appointed by the council.
  - iii. evidence to confirm that the property or site has been offered to the community at a realistic market price relative to the current use, that the community have been given a reasonable period to organise for it's acquisition or to propose alternative funding for the continued operation and that there is no realistic interest in its future community use. (The evidence should include but not be limited to; details of the community consultation process including the duration, the asking price and any other funding options offered, the level of community interest and any offers received, the response to any community interest).
- 11.48 Table C below lists community buildings that are important to our communities.



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**Table C: List of Community Buildings**

All Saints Church, Wyke	St Annes Old School
Beach View Community Centre, Wyke	St Augustine's Community Centre
Bethany Hall	St Edmunds Church Hall
Bethany Hall, Westham	St Emmanuels
Fiveways Centre	St Francis', Littlemoor
Holy Trinity	St Marys World Café and Hall
Hope House, St Johns	St Pauls Community Centre
Hope United Reform Church	Steps Youth Club, Chickerell Road
Horticultural Soc. Rylands Lane	The Waverley Hub, Abbotsbury Road
Littlemoor Community Centre	Top Club, Littlemoor
Littlemoor Library	Upwey & Broadwey Memorial Hall
Mission Hall , Sutton Poyntz	Upwey Old School Hall
Moose Lodge Chickerell Road	Wellworthy Sports and Social Club
New Town Hall	Weymouth Baptist Church Hall
Park Community Centre	Weymouth Central Scout Hut, Newstead Road
Pilgrim House	Weymouth Library
Preston Village Hall	Weymouth North Scout Hut, Radipole Lane
Radipole United Reform Church	Weymouth Old Town Hall
Redlands Leisure & Community Park	Weymouth South Scout Hut, Rylands Lane
Reynolds Community Centre, Broadwey	Weymouth West Air Scouts Hut, Granby Close
Ryemead Lane Community Centre	Wyke Library
Salvation Army citadel	Wyke Regis Memorial Hall
Scutt Hall, Preston	Wyke Sports and Social Club
Southill Community Centre	Wyke Women's Institute Hall
St Aldhems, Radipole Spa	Wyke Working Men's Club,
St Andrews Church Hall	

**Policy W53: Public Houses**

1. Development proposals that involve the loss of a public house with heritage, cultural, economic, or social value must demonstrate that its use as a public house is unviable, and its retention has been fully explored. A period of at least 12 months vacancy should precede any change of use application, which should be accompanied by authoritative evidence of continued marketing over at least a 18-month period and no market interest in the building as a public house forthcoming, nor interest from local communities for the space to be used for alternative community uses.
2. The loss of part of a public house, including cellar space, car parking or other facilities complementary to its operation as a public house, will be resisted where it would adversely affect such operation.
3. Development proposals having an adverse impact on the existing operation and/or viability of a public house will be strongly resisted.

11.49 A public house is regarded as a 'community facility' by the NPPF (para. 97), which promotes the retention of pubs along with other important community services and facilities.

11.50 The ongoing loss of pubs is a concern to much of the public of Weymouth as evidenced during the neighbourhood area 'walkabouts', when the subject was frequently raised. It was noted for example that in the Upwey/Broadwey area, where locals recall there were once seven public houses, only two remain and one of those has been subject to periodic closure in recent years. The Littlemoor community lost its only pub to redevelopment a few years ago. Only one public house now remains in Wyke Regis. Three pubs along Abbotsbury Road serving the Westham Community have been lost in recent years. Even the town centre continues to see a closure or temporary closure of public houses despite the benefits of an active tourist trade.

11.51 In the public consultation there has been significant support for public houses as important social hubs. Such provision is vital for community

interaction and pubs are often the last remaining facility in community use when all other services have been lost. This is why it is so important to retain these facilities wherever it is possible to do so, particularly in semi-rural areas and out of town districts, and to support the provision of new facilities when such opportunities arise. Their value to a vibrant town centre is immeasurable.

11.52 Policy W53 protects a public house from change of use unless it is clear there is no likelihood of it being used once again as a public house. It is recognised that social habits are changing, that some pubs will become non-viable and will be unable to continue to perform this function alone. However, it is vital that cessation of its use as a pub is not taken lightly and that a detailed evaluation along with supporting evidence of non-viability and of sufficient attempts to achieve viability is undertaken. The Campaign for Real Ale (CAMRA) offers useful guidance on an appropriate viability test<sup>95</sup>. Where non-viability is accepted, priority should be given to seeking alternative community use, before other options

<sup>95</sup> <https://www1-camra.s3.eu-west-1.amazonaws.com/wp->

<content/uploads/2019/03/14082430/Public-House-Viability-Test-v.2015.pdf>

are considered. An example of what can be achieved is the former Waverley Public House, Abbotsbury Road, which is now The Waverley, a Community Hub for Vulnerable Adults.

benefit.

11.53 Evidence of robust marketing should be demonstrated and as a minimum should address the following -

- what consultation there had been with local community groups / service providers and details of representations received;
- evidence to confirm that the property or site has been appropriately marketed for a meaningful period and that there is no realistic interest in its future community use. (This should include details of the marketing approach, sales literature, the length of time that the marketing was active and any changes during this period, ~~and~~ the asking price, the level of interest generated, and any offers received);
- where the current use is no longer viable, a suitable and adequate viability assessment must be produced as evidence to demonstrate this.
- The applicant will be expected to fund the independent verification of the submitted viability assessment by a person appointed by the council.

11.54 Communities are encouraged to register their local pub as an 'Asset of Community Value'<sup>96</sup>. Since 2012, community groups across England have listed thousands of pubs this way. This means that if the pub comes up for sale as a development opportunity, the community will be notified and given the first opportunity to bid to buy the pub and save it for community

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<sup>96</sup> <https://mycommunity.org.uk/what-are-assets-of-community-value-acv>

**Policy W54: Sports and Recreation**

1. The outdoor sports and recreation facilities and spaces identified in the table XX will be protected except in the following circumstances:
  - i. the applicant satisfactorily demonstrates that there is no continuing demand for the facility, and it is not possible to use the facility for other sports and recreation activity, or
  - ii. alternative provision of at least an equivalent quality, size, suitability and convenience within the neighbourhood area is made.
2. Development proposals which would lead to a reduction in the size or quality of these facilities and spaces will only be supported where the existing facilities are re-provided to a better quality or quantity in an accessible location.
3. Development proposals for improved, new and/or additional sports and recreation facilities and spaces will be supported where they:
  - i. respond to a demonstrable need and demand for the proposed facility;
  - ii. meet up-to-date standards of design set by the appropriate agency or governing body;
  - iii. provide community access; and
  - iv. demonstrate how they will be effectively managed and maintained in perpetuity.
4. Development proposals should demonstrate engagement with the local community to ensure proposals have taken into account the views and aspirations of the local community.

11.55 The NPPF (para. 103) makes it plain that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless they are proven to be surplus to requirements, or they are being replaced by something bigger and/or better.

11.56 The table shows the town's provision of public sports and recreation facilities. The 2022 Community Consultation showed they are regularly used by about a third of the population. They are also used by many of the town's visitors as well. There was also a call for improvements and additional facilities and a recommendation that further community engagement could be undertaken "to gain insight into how the public use the recreational open

*spaces in Weymouth and how to involve residents with creating improvements that best serve the communities".*

11.57 Weymouth is under-provided with sports pitches. A report<sup>97</sup> in 2019 highlighted the extent of under-provision and over-use of the sports pitches in the Weymouth and Portland area. The Active Dorset Playing Pitch Strategy<sup>98</sup> prepared in the context of the new Dorset Local Plan estimated that 69 additional pitches were needed in the county over the plan-period to 2038. The Playing Pitch Strategy also recommends safeguarding and improving existing facilities alongside securing community use of existing private facilities to contribute towards meeting future need. Pertinently, the

97

<https://www.dorsetcouncil.gov.uk/documents/35024/282495/Active+Dorset+PPS+-+Assessment+Report.pdf/20ea22a8-6821-9d7d-6a4c-50748bb95db6>

98

<https://www.dorsetcouncil.gov.uk/documents/35024/282495/Active+Dorset+-+Strategy+%26+Action+Plan.pdf/850e4b8b-6ac6-72ba-65ec-45f06db203ca>

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Strategy indicates that major new residential developments of 600 units or more are likely to generate demand for additional sports pitches for sports such as football and cricket. There is no doubt that Weymouth as a growing population centre needs more sports pitches, and these are better provided conveniently local. School-based swimming pools have closed in recent years. Weymouth has only one public swimming pool for its 53,000 residents. The nearest other public pools are in Portland and Dorchester. The ageing Weymouth indoor swimming pool, where many learn to swim and improve their water skills, is at risk; and financial provisions need to be put in place to support a replacement and modernisation programme, for example through the allocation of Community Infrastructure Levy monies. Redlands Sports Club was saved from closure, by public outcry and is now operating as Redlands Leisure and Community Park. This emphasises the fragility of such facilities and the need to protect them and indeed to seek to enhance the level of provision both of the primary facility and supporting facilities such as changing rooms.

- 11.58 Policy W54 puts protection in place for the existing areas of sporting and other recreational activities, listed in Table X. However, we are not just intent on protecting them from loss of area or facilities as a result of development. We are supportive of improvements and additional facilities on the site that help meet local recreational needs and promote increased participation.
- 11.59 The provision of sufficient community infrastructure to encourage healthy

leisure and recreational activities and meet the growing and changing leisure needs and demands of the population is an important facet of the agenda. The NPPF (para. 102) recognises that “access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities”.

- 11.60 Robust and up to date assessments of the local needs for open space, sports and recreation facilities and the identification of opportunities for new provision will be needed in future years. These will need to take into account the latest acceptable levels and standards of provision to ensure needs are met responsibly.
- 11.61 Policy W54 supports development proposals to provide additional outdoor sports and recreational facilities to meet identified needs. We expect the local community to be involved in the detailed planning of sports facilities, which should be informed by the design guidance on offer from Sport England<sup>99</sup> to ensure they are fit for purpose.

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<sup>99</sup> <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance>

**Table D: Existing Recreation Areas**

Greenhill Bowling Club	The Marsh Skateboard Park
Greenhill Tennis Courts	Weymouth Athletics Centre
Littlemoor Skate Park	Weymouth Football Club
Littlemoor Top Club Playing Fields	Weymouth Indoor Bowling Green
Melcombe Regis Tennis Club	Weymouth & Melcombe Regis Bowls Club
Mount Pleasant Cycle & Skate Track	Weymouth & Portland Rugby Club
Redlands Leisure & Community Park	Wyke Gardens Tennis Courts
The Front Skatepark	Wyke Playing Field
The Marsh Sportsground	Wyke Regis Pump Track

**Note:** this list does not include School or College Facilities which exist at Weymouth College, All Saints School, Westfield and Wey Valley School and to a lesser extent at Primary Schools in Weymouth. Neither does it include commercial fitness centres which have grown in number in Weymouth.

**Policy W55: Public Spaces**

1. Development proposals that will enhance the public realm, such as streets, squares, pavements, through the provision of street furniture, planting, and appropriate scale signage, will be supported provided it is demonstrated through a design and access statement that the proposals will enhance the character, appearance, and sense of place in their immediate locality.
2. New or improved lighting should be limited, unobtrusive and energy efficient, and minimise light pollution.
3. Innovative design and art installations in the public realm is encouraged.

11.62 Much of the Neighbourhood Plan has focussed on the buildings existing and proposed. The buildings define the public realm, and it is the space between that is most used and often criticised.

11.63 The community consultations undertaken in preparing the Neighbourhood Plan highlighted dissatisfaction with the condition of streets and spaces. The 2022 Seafront Study was disparaging of some of the key locations in the town such as the Royal Beach area where *“the public realm and highway layout detracts significantly from the setting of these buildings”* and New Street, and the rear entrance to M&S, *“is a poor-quality space, which detracts from the high-quality buildings which generally front the street”*.

11.64 Attention to the public realm and its squares and spaces, however, should not be confined to the town centre and visitor hotspots. Throughout the area there are neighbourhood focus points and areas where people gather, or would do, if the space was inviting, interesting and safe; and pedestrian routes that should be comfortable and enjoyable to use.

11.65 The NPPF **para. 135** says it is important to *“establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive,*

*welcoming and distinctive places to live, work and visit”*. The recent success of the Harbourside public realm works, has set a standard.

11.66 Policy W55 encourages a recognition of the importance of the public realm and supports measures such as seating, wayfinding/branding, bike parking facilities, greenery, and arts installations, to increase its appeal and usage. Such improvements should reduce clutter, where it exists, and accentuate the character and distinctiveness of the local area. For instance, improvements to the quality of public realm can help promote the heritage of the town in the right locations. They can provide opportunities for the public realm to be tailored for activities and/or events and justify the restricted presence of motor vehicles in other locations.

11.67 Carefully planned lighting of an appropriate type and using new technologies can help create nicer and safer places, which can be enjoyed both day and night, and can address the potential detrimental impact to wildlife such as bats.

**Policy W56: Allotment and Community Gardening Provision**

1. Proposals that result in harm to or loss of existing allotments will not be supported unless:
  - i. replacement provision is made, of at least equivalent quality, and located at reasonable convenience for the existing plot holders; or
  - ii. overriding community benefits are achieved.
2. Proposals for new allotments and community horticulture projects on appropriate sites and within new developments will be supported.

11.68 Weymouth has 14 areas of allotments. Many of them have been long-established. All are popular with local people. Ten sites are owned and managed by the Town Council comprising 358 plots. Additionally, there are two sites which are self-managed under a lease arrangement with Weymouth Town Council. There are also two private allotment areas. All these sites are protected by policy W56. The distribution of sites is heavily concentrated in the urban areas to the south and west of the neighbourhood area. Community consultation in 2022/23 has confirmed that there are notable gaps in the local distribution of allotments and community gardens, specifically in the Upwey, Broadwey and Littlemoor areas, which could be remedied, at least in part, in association with new residential development (see Map 30). The identification of suitable new allotment sites in the area from Redlands northwards towards Upwey and in the east of the neighbourhood area around Littlemoor, Overcombe, Preston and Sutton Poyntz will be encouraged and supported.

11.69 The NPPF (para. 97) encourages us to “*plan positively for the provision and use of shared spaces, community facilities.... and other local services to enhance the sustainability of communities and residential environments*”. Community horticulture facilities such as allotments encourage healthier

lifestyle and healthy leisure pursuits in addition to social interaction. If the trend of providing smaller private garden on new developments continues, it heightens the need for an increased supply of allotment or community gardening space. At January 2022 Weymouth Town Council reported having a waiting list of 101 persons for a plot on one of its ten sites.

11.70 Tumbledown Farm is a community farm in Radipole and has several growing plots for community groups. It is owned by Weymouth Town Council and run as a community partnership producing local food and delivering responsible stewardship over the natural environment that supports community life, learning and well-being in a sustainable and economic way. The project has ambitious plans to grow as a ‘community anchor’ that offers a range of activities, events, and opportunities to promote health and well-being, try new things and learn new skills and support others. Policy WEY25 of the Local Plan allocates land at Tumbledown Farm for allotments/ community food provision, along with other related community uses, if the development “*does not undermine the important open gap function, and the nature conservation interests, and landscape character of the site are protected and enhanced*”.

11.71 Opportunities to provide more allotments, community orchards and community composting sites and

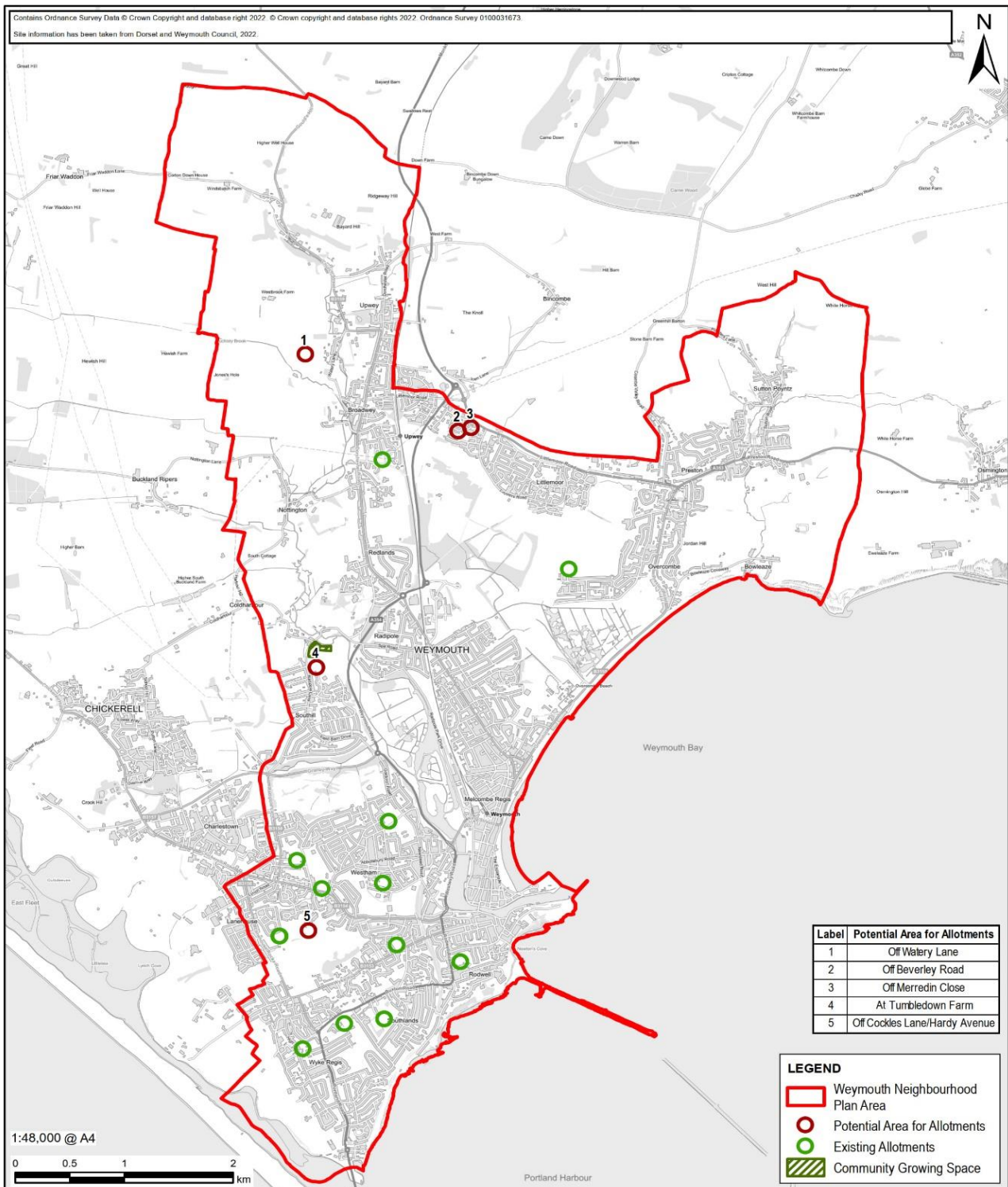


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encourage more local food growing initiatives similar to Tumbledown Farm should be realised. Larger housing developments should include community horticultural space whenever a potential demand is identified. A minimum soil standard

should be required, to BS standard 3882:2015, for multipurpose use. This should be identified in a soil survey and soil management plan. It is our belief that given the space and some encouragement many people will respond positively.

### **Map 30: Existing Allotment and Potential Development Areas**



**Policy W57: New Burial Grounds**

Proposals for new burial grounds will be supported in principle, providing they are: accessible and located reasonably close to the existing built-up area;

- i. in locations where local residential amenity can be protected;
- ii. meet the requirements of the Environment Agency.

11.72 The Town Council is the burial authority for Weymouth and owner of four cemeteries:

- Weymouth Cemetery
- Melcombe Cemetery
- Melcombe Extension
- Wyke Cemetery

The cemeteries are managed by Weymouth Town Council in a sensitive and subtle way, in that they are not excessively manicured. Melcombe Cemetery has been designated as a Site of Nature Conservation Interest (SNCI) and Melcombe and Wyke Cemeteries have been recognised as living churchyards. Burial space will become more limited in the future.

suitable location were identified that meets the required criteria.

11.73 Whilst there is a Crematorium in Weymouth, operated by Dorset Council, and cremation is the favoured practice, burial remains the preference for some, and subsequently burial space will become more limited in the future. The identification of more burial land has become a pressing issue and although Tumbledown Farm (owned by Weymouth Town Council) was included as a potential burial location in the draft Dorset Council Local Plan, this does not form part of Weymouth Town Council's current plans for Tumbledown.

11.74 Policy W 57 supports the provision of additional burial space on sites that are deemed suitable for such a purpose. Natural burial sites could be considered under this policy providing local need were demonstrated and a

**12. Monitoring and Reviewing the Neighbourhood Plan**

- 12.1 There is no statutory requirement for the impact of the Neighbourhood Plan and its policies to be monitored.
- 12.2 Weymouth Town Council will monitor and review the impact of policies on planning changes in the neighbourhood area. To achieve this, it acknowledges the offer by Dorset Council to supply planning data on the delivery of outcomes of planning completions as well as an estimate of the outstanding approved planning permissions which have not completed.
- 12.3 A full or partial review of this Plan may be triggered by changes to legislation, changes to national, county-wide or district planning policies, or significant planning issues being raised by the local community which cannot be dealt with effectively by a combination of national, district and/or existing neighbourhood plan policies. The latter stages of preparation and the adoption of a new Local Plan will necessitate the Town Council considering whether a revised and/or up-dated Neighbourhood plan will be required.
- 12.4 Notwithstanding this, five years from the date the Neighbourhood Plan is made, the Town Council will consider the need and value in undertaking some form of review.

### 13. Weymouth Community– Aspirations

13.1 These community aspirations capture the comments and suggestions of members of the public which cannot be addressed through Policies in the Neighbourhood Plan.

13.2 The evidence collection and public consultation process that resulted in the creation of policies for the Weymouth Neighbourhood Plan, also led to many aspirations or actions being suggested by stakeholders which did not qualify as land use policy issues. These offer a significant public contribution to a better Weymouth and in order that they do not become overlooked they are included as a section within the Plan whilst ensuring that they are entirely segregated from and not to be confused with the policies. Whilst the latter will be the responsibility of the Local Planning Authority the aspirations below are points for action by the Weymouth Town Council in collaboration with other statutory bodies, local organisations, individuals and other third parties during the lifetime of the Plan.

13.3 The compilation of this section is based upon relevant extracts from the following primary evidence sources.

- i. The five Theme Group Papers;
  - Landscape and Green Space
  - Homes
  - Jobs
  - Sustainable Environment and
  - Communities
- ii. Walkabout Summary Report, January 2022
- iii. Primary Schools Engagement Summary
- iv. Summary of Key Findings and Messages, October 2022

v. Second Consultation Report October 2022

vi. Weymouth Town Council Draft CEE Action Plan April 2023

13.4 For consistency the aspirations are grouped under subject matter headings aligned with the policy sections.

13.5 It is suggested that Community Infrastructure Levy (CIL) money along with other grant source finance is used to fund these projects.

**Note:** Unless otherwise stated the lead organisation will be Weymouth Town Council (WTC) who may of course delegate this role to other third parties following project initiation.

**LANDSCAPES AND GREENSPACE**

**Creating Green Space**  
 To collaborate with Dorset Council and other third parties to replace ‘grey hard finish’ surfaces with areas of green space in the town centre, for example around the Peninsula/Pavilion, north side of Westham Bridge and adjacent to the Noahs Ark play area.  
 Prompt communities to explore opportunities for turning derelict spaces or underused public land into new green spaces, such as new allotment space or a community garden.  
 To enhance existing and newly created ‘green areas’ near to residences including those designated as Local Green Space with appropriate seating, litter bins, planters and additional trees and shrubs through a process of community involvement.  
 To work with landowners, community groups and residents to identify sites for and create ‘pocket parks’ and walking/cycling trails, for example taking in the seafront/ harbour area, the Nothe and Newtons Cove.  
 Review the current WTC Tree Management Plan 2021-2025 and seek funding for tree planting projects including street trees, small formal woodland areas and community orchards in order to help achieve the target of 15% tree canopy cover across the Weymouth Town Council area within the lifetime of the plan.  
 Adopt and promote a “right tree right place” approach to tree planting and replacement.  
 Work with local communities to use Tree Preservation Orders (TPO’s) to help protect green space and improve tree canopy cover.  
 Provide support and advice for the planting of community traditional orchards and the on-going management of grass verges and trees.  
 Provide advice to encourage residents to create wildlife areas in gardens and to plant pollinator species (native species wherever possible).

**Recreation Areas**  
 Develop a program in consultation with local communities to enhance sports and recreational facilities to meet the needs of all age groups in public parks, gardens and play areas. Some examples for consideration are roller skating paths, climbing walls, outdoor exercise equipment, wooden jungle gym/Go Ape, basketball court (Louviers Road, Littlemoor), sensory flower gardens, seating, recycling bins, public toilets/changing facilities, refreshment concessions.  
 Work with Dorset Council and other partners to identify funding to enable improvements to the sports pitches at Redlands and The Marsh and investigate additional provision such as a running track.  
 Work with funding partners and the local community to seek to restore Chapelhay Gardens as a valuable amenity space.  
 Adopt a general policy of hard barrier segregation of play/recreation areas from dog exercise space.  
 Revitalise the WTC project to seek funding for a Weymouth Wildlife Park linking the green spaces north of the town centre and extending the QR App driven walking trails.

**Biodiversity**  
 Seek to establish nature trails next to green spaces and parks such as linking the meadows west of the kennels at Redlands with local footpaths to create a Nottingham-Wey Valley nature trail.  
 Site bird boxes in suitable locations on WTC owned publicly accessible land.  
 Work with Dorset Council and third parties to create a wildlife hub at Mount Pleasant including an information centre, bird hides, etc.  
 Provide a bird hide overlooking Lodmoor salt marsh.  
 Seek formal designation of Lodmoor Nature Reserve.

## LANDSCAPES AND GREENSPACE

Develop a program of planting wild flower meadows on council controlled land as part of the WTC Biodiversity Plan 2021-2025.

Work with the statutory agencies to make better use of natural flood protection, such as water meadows and water meadow floodplains whilst creating new wildlife habitat.

Encourage schools and other organisations that have open space to make best use of their land for biodiversity and other local sustainability projects (using school research collected from the Neighbourhood Plan engagement).

Establish an annual prize for community biodiversity projects.

Promote the WTC Biodiversity plan within the wider community with a view to providing information to help residents protect and enhance biodiversity.

Explore pilot sites for green roofs on bus shelters and public buildings.

Co-operate with communities on managing public open spaces for biodiversity gain, such as mowing frequencies, leaving deadwood, halting leaf blowing.

### Footpaths

Create all weather natural paths for easy access to green spaces which consider wheelchair, buggy and pushchair use.

Create new footpath access routes such as a circular route around the golf course in the Links Road and Westham Estate area, safe access for children to open spaces at the top of Hereford Road, an access path to Lorton Meadows, a footway along Nottingham Lane to link to the new 323 home development, path from Bingleaves Green to Castle Cove, short local walks in Southill and Goldcroft Road / Pottery Lane area.

Work with Dorset Council to improve the footpath from Radipole School to Corfe Estate through surface improvements and motion triggered lighting.

Consult local communities and identify additional sites for footpaths.

Improve signage on dual use paths and provide more directional signs for example on land at the rear of the Corfe Estate.

HOMES
<p><b>Future Housing Design</b></p> <p>Work with Dorset Council and other third parties to monitor standards of energy efficiency and promote sustainable construction so as to ensure lower running costs in new dwellings.</p> <p>Research new low carbon technologies and materials for building design and construction and promote the use of these on all new build.</p> <p>Promote the addition of solar panels to all new and existing homes which are suitably located and seek to establish a Weymouth bulk buy scheme to facilitate this.</p> <p>Support the inclusion of shops and services into new development during planning considerations.</p> <p>Liaise with Aster Homes and other Housing Associations on maintenance issues of rented properties in order to improve the quality of the local housing stock.</p> <p>Establish a review process with Dorset Council to identify lessons learned from new major housing developments (including large scale retrofit).</p>
<p><b>Maintenance</b></p> <p>Retain and maintain pedestrian cut-through access within residential areas.</p>
<p><b>Housing Priorities</b></p> <p>Work with social housing providers to seek new ways of maximising the availability of new homes for rent.</p> <p>Research and publicise innovative solutions employed elsewhere to meet the need for affordable homes.</p> <p>Engage with Dorset Council to promote the use of brownfield sites to meet the demand for homes and jobs.</p> <p>Encourage and support all social housing providers, including community land trusts, to facilitate the provision of social rent and affordable open market homes for local people as a top priority.</p> <p>Engage with Dorset Council on initiatives such as <i>Project Weymouth 2021</i> to address the underlying causes of the lack of social mobility in Westham, Melcombe Regis, Rodwell, Chapelhay, and Littlemoor.</p> <p>Research successful projects on the effective incorporation of HMO's in residential areas.</p>
<p><b>Environment</b></p> <p>Support the establishment of community groups to landscape, plant up and maintain green space around existing and new housing developments.</p> <p>Adopt a policy of supporting larger gardens in new homes when providing advice on planning consent.</p>

<b>JOBS</b>
<p><b>Training and Development</b>                      Work with Weymouth College and other further and higher education training providers to create a greater range of locally accessible training programs in order to build the local skill base and attract high tech job providers.                      Seek University status for Weymouth College and develop a range of degree level courses.                      Seek to work with education providers to establish apprenticeships and higher skill jobs, particularly in the marine and renewable technology sectors.                      Support mature adult education provision.</p>
<p><b>Utilisation of Redundant Buildings</b>                      In the absence of development seek opportunities to better utilise the non/under-used floor space at Westway House.</p>
<p><b>New Employment Opportunities</b>                      Set up a forum to explore and generate support for employment opportunities that utilise renewable energy technologies and those that are marine and coastal related.                      Investigate options to create jobs in untapped areas of the renewable sector such as wave and tidal energy generation.                      Prioritise increased jobs and skill development opportunities within the Low Carbon Renewable Energy Economy (LCREE).                      Commit to moving the focus from over-reliance on tourism to prioritise attracting a diverse range of all year round higher paid jobs with the Town centre and industrial estates as the focus for new employment development.                      Develop the Park and Ride facilities to create new jobs.                      Recognise and promote Heritage and Culture as important year-round economic opportunities.                      Support facilities on employment sites for collaborative working.</p>
<p><b>Job Retention</b>                      Give priority support to food and convenience goods provision in and on the edge of the town centre (secondary retail outlets).                      Protect local retail centres such as those at Wyke Regis, Littlemoor, Abbotsbury Road, Westham, Lodmoor Hill, Southill, Preston.                      Work with existing businesses, particularly in the town centre, to promote more diverse job opportunities.</p>
<p><b>Local Jobs</b>                      Seek to work with local employers to create work opportunities that avoid the need to commute.</p>



<b>SUSTAINABLE ENVIRONMENTS</b>
<p><b>Renewable Energy Generation and Energy Conservation</b></p> <p>Methods identified for monitoring the annual % of energy generated/used by area/ward.                      Take a quantifiable approach to setting targets for energy generation and conservation, reduction in carbon emissions, sustainable travel, local food production, waste minimisation and use the  Supporting Environmental Targets in the Neighbourhood Plan as a benchmark for progress.                      Seek opportunities to benefit from the latest developments in wind &amp; wave power generation technologies.                      Promote the incorporation of solar panels on residential, commercial and public buildings.                      Facilitate a community bulk buying solar Photovoltaic panel scheme.                      Support community mini-hydro generation projects along the River Wey.                      .Seek a more appropriate use for Westham Bridge – consider the feasibility of mini-hydro electricity generation and possible water based leisure use of the adjacent area to the east ( such as rowing or electric boats).                      Develop a centre of excellence for sustainability and renewable energy at Tumbledown Farm.                      Assess the feasibility of small scale solar farms on council owned land and support community schemes.                      Investigate provision of motion triggered lighting on cut throughs e.g. Littlemoor to Upwey Rail Station.</p>
<p><b>Retrofitting Existing Buildings</b></p> <p>Establish a strong working relationship with Social Housing landlords for retrofitting and identify possible funding sources and within a year develop equivalent schemes with private landlords.                      Research successful schemes from other local authorities and engage with business groups ( such as We Are Weymouth and Chamber of Commerce) to promote sustainability options and retrofitting of premises.                      Work with a Dorset wide retro fit group (e.g. Dorset Greener Homes) to promote and advise on progressing retro fit projects for homes in Weymouth.                      Work with the Town Centre Management Group to engage with businesses and raise the profile of retro fit and its benefits.</p>
<p><b>Improved Public and Sustainable Transport Provision</b></p> <p>Promote retention and use of Park and Ride services and car sharing.                      Promote use of electric vehicle public transport including the link to the Park and Ride.                      Work with Dorset Council and First Bus to assess the viability of relocating the bus depot to the Park and Ride site.                      Work with Dorset Council and transport providers to enhance the integration of bus and rail transport at the rail station hub e.g. more buses, scheduling to meet trains, re-instate travel information displays.                      Develop a bus travel plan for Weymouth involving Dorset Council, bus service providers, interest groups and residents with a focus on improved services and connectivity with various transport options.                      Work with public bus service providers to encourage enhanced service provision at times of Town Council public events e.g. firework displays to reduce dependency on car usage.                      Provide detailed route information and scheduling for ease of connections so as to allow multi-use transport options, for example bike hire/ bus timetable connections.                      Work with communities to assess the viability of community bus schemes.                      Support and publicise the continuation of the current Government initiative on reduced bus fares.</p>

<b>SUSTAINABLE ENVIRONMENTS</b>
<p>Collaborate with bus providers to ensure that enhanced service provision and schedule changes are more effectively communicated.</p> <p>Seek to establish an electric cycle hire scheme.</p> <p>Work with Dorset Council to develop a program of installing cycleways on all main school routes.</p> <p>Draw up an overall route plan for additional footpaths and cycle ways through links to the Weymouth Trails project and use this to promote more walking and cycling noting that linear walks and cycle routes are particularly valued by access groups.</p> <p>Continue to work with Dorset Council to further extend the cycle network and create safe crossing points.</p> <p>Identify sites and seek funding for an increased number of safe cycle parking facilities.</p> <p>Carry out a study in conjunction with Dorset Council and third parties to identify suitable parking stations for hireable electric bikes and parking stations.</p> <p>Through DC promote park and walk schemes for all schools using the Southill example.</p> <p>Carry out a survey to identify suitable sites for charging point installation and work with Dorset Council to set priorities.</p> <p>Working with Dorset Council collate information on existing car share schemes and future demand with a view to raising awareness of these locally.</p>
<p><b>Waste Management</b></p> <p>Proactively engage with community groups &amp; organisations to encourage grassroots action on waste.</p> <p>Promote the provision of waste segregation bins in schools, public buildings and parks and gardens.</p> <p>Consult with communities on the siting of new waste bins and encourage/promote community litter picks.</p> <p>Promote water saving schemes e.g. water butts and consider bulk buy options.</p> <p>Promote recycling and deposit return schemes as ways to reduce waste e.g. beach. parks, gardens.</p> <p>Ban single use plastics by WTC and concessions.</p> <p>Strive for zero-waste in our resource use, including adopting circular economy practices.</p> <p>Target grants for “climate smart” initiatives where the outcomes encourage the community to reduce, reuse, repair and recycle products or use less power.</p> <p>Establish a network of repair cafes and investigate the viability of pop-up repair cafes.</p> <p>Continue to build the network of water refill stations.</p>
<p><b>Air Quality</b></p> <p>Work with the Dorset Council Highways Authority to mitigate traffic congestion and pollution concerns around Boothill including options to re-route the A road to Portland away from residential areas.</p>
<p><b>Road Safety</b></p> <p>Consider traffic speed restrictions of 5mph on the waterfront.</p> <p>Work with the Highways Authority to address parking issues eg Abbotsbury Road, Chapelhay, Radipole Primary School.</p> <p>Promote engagement by local communities with Dorset Council on the establishment of 20mph zones.</p>
<p><b>Flooding</b></p>

## SUSTAINABLE ENVIRONMENTS

Work with relevant agencies and other third parties to assess the effectiveness of water collecting ponds and other sustainable drainage systems and how these can be better used to benefit the environment e.g. creation of wildlife habitat.

Work with relevant agencies and other third parties to assess the potential of natural features such as water meadows (e.g. Nottingham) being used to mitigate downstream flooding and at the same time enhance their biodiversity value.

Promote the use of on-line apps that identify areas prone to heat stress or flooding and encourage the retention of soft surface front gardens as opposed to paving and the retention of back garden space which may be lost to “garden grabbing”.

Work with landowners and statutory bodies to promote the management of upland catchment areas to slow down the flow of flood waters before they reach vulnerable communities downstream.

In high risk areas develop a community flood plan.

### **Education, Support and Advice on Sustainable Living**

Through grant funding support new education initiatives around energy conservation and generation such as energy related retrofit.

Develop Tumbledown Farm as an example of sustainability good practice and as a public information centre.

Install proposed building A at Tumbledown Farm and use the internal classroom to deliver education on sustainable living related topics.

Use the design of building A as an example of good sustainable living practice (air source heating, insulation, sustainable wooden frame design, grey water system, LED lighting, solar PV, etc).

Work with the WTC Youth council to establish projects and actions on sustainable living and ensure that this is a consistent agenda item.

Co-operate and collaborate with the ‘Chesil Partnership’ regarding advice on how to engage with schools and colleges on sustainable living issues.

Provide support to community groups in applications for funding that support sustainable living and actions in the WTC CEE plan.

Facilitate and support community-led action through sustainability projects.

Identify and support Community Climate Champions and identify/communicate new and innovative initiatives through regular contact with Dorset Council staff and other network communications.

Promote internal communication and co-ordination of potential initiatives within WTC and how it will engage/support Dorset Council initiatives.

Produce a ‘Go To’ handbook for Weymouth residents containing key information to enable people to follow a more sustainably conscious lifestyle.

Contact schools/colleges and understand what opportunities they currently give their pupils to engage with climate change mitigation actions.

Identify what the council would like schools and colleges to do and what offer of support they can offer.

Set up a pilot project with one school to identify the best way to engage and form a model that can be rolled out to others with a case study/endorsement from the original pilot.

Co-operate and collaborate with CRaG on promotion and education with businesses.

Engage with the replacement organisation to Low Carbon Dorset.

Develop Weymouth as a renewables centre of excellence (research, construction & installation jobs) energy advice to the community.

**SUSTAINABLE ENVIRONMENTS**

Encourage people to use public space for sustainable living such as adding cycle parking, street planters, etc.

Adopt a policy whereby WTC and its suppliers prioritise the procurement of local goods and services in order to boost the local economy and reduce the carbon footprint.

Create a public forum to help monitor the implementation of the WTC CEE plan and contribute to its further development.

**Ecology**

See Biodiversity under Landscape and Green Space.

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<b>Communities</b>
<p><b>Walkable Communities</b></p> <p>Support retention of community shops and services including those at Lennox Street, Park Street, Southill, Chalbury Corner, Preston, Abbotsbury Road, Chapelhay, Eastern Radipole Spa, Broadwey, Littlemoor.</p> <p>Give priority to local shops and services providing a local need e.g. consumer outlets, local surgeries.</p> <p>Encourage and support the change to town centre outlets in response to changes in peoples shopping habits and recreational preferences.</p> <p>Support the creation of walkable neighbourhoods where all facilities are within a ten-minute walk and maintain existing pedestrian access routes.</p> <p>Consult with Dorset Council and the statutory agencies on the incorporation of walkways into the flood defences by the marina along Westway Road.</p> <p>Work with local communities to develop local history and nature trails and promote use of access to the countryside and open spaces.</p> <p>Encourage and support local organisations and community groups who wish to register community assets (e.g. pubs, community halls, open spaces) with Dorset Council as Assets of Community Value.</p>
<p><b>Community Social Hubs</b></p> <p>Support multi-use of existing community hubs to help ensure viability e.g. .pop up services, libraries lending tools and toys as well as books, shopping outlets in pubs.</p> <p>Support the creation of new community hubs where these are lacking e.g. Rodwell South.</p> <p>Provide and promote community meeting areas e.g., community benches and outdoor social areas (such as at Chapelhay Shops) with noticeboards.</p> <p>Maximise the use of Tumbledown Farm as a Community asset.</p> <p>Work with Dorset Council and relevant organisations to investigate options for a central hub where people with learning difficulties are able to network.</p>
<p><b>Shopping, Culture and Arts</b></p> <p>Seek finance to update and implement the Seafront Master Plan and the Town Centre Master Plan so as to improve the waterfront and provide the town centre with a better mix of social attractions and facilities.</p> <p>Consult with communities on the incorporation of street furniture e.g. planters and art projects that enhance the culture and character of the local neighbourhood and which help retain community culture and identity.</p> <p>Create opportunities for creative arts.</p> <p>Seek to identify sites and financial support for the provision of a Culture and Arts centre.</p> <p>Encourage and support green infrastructure projects e.g. Wesley Street.</p> <p>Identify and assign additional live performance areas, particularly in the town centre.</p> <p>Promote community focussed diverse events, for example, litter picks, music events.</p>
<p><b>Leisure and Recreation</b></p> <p>Support enhanced provision of community growing space and related group projects.</p> <p>Improve access and facilities at Newtons Cove for water sports e.g. through concessions.</p> <p>Maintain support for local recreational and sports facilities e.g. Redlands, The Marsh/Moonfleet.</p> <p>And seek to extend the range of available activities e.g. basketball court, children’s play area, community orchard.</p> <p>Secure the future of Weymouth Swimming Pool and Fitness Centre as a vital community facility.</p> <p>Reinstate the area at the top of the footpath to Cassiobury Road currently used for parking as an adopted play area and incorporate signs and litter bins.</p>

<p><b>Communities</b></p>
<p>Work with Dorset Council and other organisations to improve art, sport and social facilities          Seek to provide greater flexibility of opening times for sports and leisure facilities to meet the diversity of needs.          Create indoor leisure areas in the town centre.          Develop the area to the east of Westham Bridge for water recreation and leisure use.          Support a strategy which leads to the creation of a food-focused destination by the waterside (fine dining) and which builds upon existing provision and prioritises opportunities for more family friendly mid-range restaurants as well as bringing new life into the public spaces through diverse festivals, sports and art events and encouraging after dark use by a wider demographic.          Work with the Youth Council to identify the types of young persons facilities required in communities.          Work with local communities to establish Voluntary Community Maintenance agreements on amenity land.</p>
<p><b>Tourism</b></p> <p>Continue to support jobs in the tourism sector and prioritise the need to adapt to meet the changing needs of tourists whilst maintaining a focus on eco-tourism.          Assess the viability and support for innovative ideas such as a rail heritage attraction or rail themed cafe/accommodation at Weymouth rail station/sidings.          Create a visitor hub at Mount Pleasant with café, vehicle hire ( e-bikes etc), along with overnight camper van parking facilities.          Support the expansion of the Sea Life centre and adjacent amenities to provide a more diverse range of leisure offerings.          Explore options to extend beach concessions and out of season activities e.g. beach huts.          Explore feasibility of establishing water sports and boat hire/trips concessions from a possible new pier west of the Oasis.          Promote tourism jobs at Bowleaze Cove leisure area and the Riviera Hotel.          Extend facilities at Lodmoor Country Park to create additional jobs.          Support indoor tourism provision as a way to enhance the tourist attraction in Weymouth and create additional all year round tourism employment opportunities.          Take into account the need to adapt to post-Covid new working/trading practices in the tourism sector.          Focus on high-quality attractions that provide differentiation to the visitor mix and have all-year-round sustainability.          Focus the provision of tourism facilities in areas which are accessible without the need for a car .</p>
<p><b>Eco Tourism</b></p> <p>Work with the local tourist sector to undertake research into and evaluate the impact of climate change and to seek opportunities to both benefit from and mitigate against the effects.          Collaborate with the tourist sector to define and develop an Eco town concept.          Approach 'We Are Weymouth' about the promotion of an Eco-town concept.          Work with the Information shop and Climate Hub to co-ordinate and promote information on eco-tourism.          Approach Bournemouth University regarding current research on Eco-Towns and explore how they might help Weymouth use this to develop the Eco town concept.          Encourage a comprehensive suite of eco-tourism offers promoting the green and blue natural assets and heritage across Weymouth supported by attractively priced accommodation (B&amp;B holiday camp eco chalets, and lodges).</p>

<b>Communities</b>
<b>Allotments and Agriculture</b> Extend allotment accessibility by working with access and disability groups to provide practical solutions such as raised beds. Consult with allotment holders in order to improve site facilities and identify appropriate locations for new allotments sites. Work with farmers and growers to help maintain hedgerows and dry stone walls.
<b>Getting Around</b> Work with public transport providers to improve bus services to outlying areas particularly in the evenings, for leisure events and access to workplaces.
<b>Heritage</b> Encourage and support local communities in making additions to the Local List of non-designated assets and the identification of Assets of Community Value e.g. public houses, community halls and consider alternative means of protection as 'Designated Buildings of Townscape Merit' and through 'Article 4 direction'. List the Old Town Hall as an Asset of Community Value. Consult with the Local Planning Authority on updating and improving the Conservation Area Appraisals and ensuring their enforcement. Continue to develop waymarked history trails whilst also making use of current technology. Work with the Local Planning Authority and local community groups such as the River Wey Society to develop local heritage and nature walks e.g. a River Wey walk from Upwey to the Town Centre. Prepare a list of unused buildings and seek ideas and options for bringing them into community use.
<b>Community Safety</b> Encourage liaison between the police and local community representatives to reduce anti-social behaviour and crime and address road safety issues.

## 14. Glossary

**Affordable Housing:** Definition from the NPPF (page 67)

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) **Affordable housing for rent** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) **Starter homes** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) **Discounted market sales housing** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) **Other affordable routes to home ownership** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.

**Ancient or veteran tree:** A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

**Ancient Woodland:** a woodland which has existed since the year 1600 or earlier.

**Dorset National Landscape (previously Area of Outstanding Natural Beauty):** an area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, Dorset National Landscapes represent the nation's finest landscapes. DNLs are designated by the Natural England.

**Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.



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**Article 4 Direction:** A direction made by a local planning authority under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015, which withdraws permitted development rights granted by that Order.

**Asset of Community Value:** Is a building or land that has a main use or purpose of furthering the social wellbeing or social interests of the local community. Once listed as an ACV with the local authority, the local community will be informed if they are listed for sale within the five year listing period. The community can then enact the Community Right to Bid which gives them a holding period of 6 months to raise finance to purchase the asset on the open market.

**Biodiversity** - is the term used to describe the whole variety of life on Earth. It includes not only all species of plants and animals, but also the complex ecosystems they live within. It ranges from species and habitats which are considered commonplace to those considered critically endangered.

**Brownfield Land and Sites** - Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

**Climate change adaptation:** Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities

**Climate Change Emergency** - A declaration by local authorities and countries, which states that urgent action needs to be taken to slow the progress of climate change. An affirmation that the struggle against climate change is an emergency and needs to be treated as such.

**Climate change mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions

**Community Infrastructure Levy (CIL)** - a tax on certain forms of development to contribute to local infrastructure.

**County Geological Site** - sometimes also called a Regionally Important Geological Site (RIGS) County Geological Site. The geological or geomorphological equivalent of a CWS. They are non-statutory and identified by a group of experts.

**County Wildlife Site (CWS)** - an area of significance for its wildlife in at least a county context i.e. it may be of county, regional or even national importance.

**CROW Act** - The Countryside and Rights of Way Act 2000 (CROW Act) applies to England and Wales only. The Act provides for public access on foot to areas of open land comprising mountain, moor, heath, down, and registered common land; amends the law relating to public rights of way; increases protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation; and provides for better management of Areas of Outstanding Natural Beauty.

**Curtilage** - The area normally within the boundaries of a property surrounding the main building and used in connection with it.

**Defined Development Boundary** – A Defined Development Boundary (DDB) is a ‘planning tool’ which seeks to control the distribution of development. Policy SUS2, in the West Dorset Weymouth and Portland Local Plan, indicates that within DDBs residential, employment and other developments will normally be permitted. It then goes on to explain that development outside DDBs will be “strictly controlled” and restricted to a limited number of specific types of development.

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**Development Plan Documents (DPDs)** – The suite of documents that form the Development Plan for the local planning area. DPDs must include a Core Strategy and Proposals Map but may also include other documents such as a site allocations document.

**Design Code** - A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

**Economically Active** - Persons in work or actively seeking work.

**First Homes** - are the Government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.

**Flood Risk Assessment** - An assessment of the likelihood of flooding in a particular area so that development needs, and mitigation measures can be carefully considered.

**Flood Zones** - have been created by the Environment Agency to be used within the planning process as a starting point in determining how likely somewhere is to flood. A flood zone is predominantly a planning tool and doesn't necessarily mean somewhere will or will not flood.

**General Permitted Development Order (GPDO)** - The Town and Country Planning GPDO 2015 provides permitted development rights for a specified range of development, meaning that those activities do not require an application for planning permission. However, agricultural buildings and certain telecommunications equipment covered by permitted development rights are also subject to a prior approval procedure.

**Habitats Regulations Assessment (HRA)** - A HRA tests the impacts of a proposal on nature conservation sites of European importance and is a requirement under EU legislation for land use plans and projects.

**Heritage Asset** - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Infill Development** - The development of a relatively small gap between existing buildings.

**Infrastructure** - Permanent resources serving society's needs, including roads, sewers, schools, hospitals, railways, communication networks etc.

**Landscape Character Area (LCA)** - Single unique areas that are the discrete geographical area of a specific landscape type.

**Listed Buildings** - Buildings which have been recognised by Historic England (formerly English Heritage) as having special architectural or historic interest.

**Local Green Space** - Green areas of particular importance to local communities, which meet the criteria of the NPPF (para. 106), designated as 'local green space' to provide special protection against development.

**Local Plan** - A portfolio or folder of documents (Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs), setting out the planning strategy for a local planning authority area.

**Local Planning Authority (LPA)**- The public body whose duty it is to carry out specific planning functions for a specific area. All references to local planning authority apply in this Plan to Dorset Council.

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**Lower Super Output Area (LSOAs)**– Geographical areas designed to improve the reporting of small area statistics in England and Wales.

**Marine Conservation Zone** – Areas designated by Government under the Marine & Coastal Access Act 2009 for the purposes of conserving: (a) marine flora or fauna; (b) marine habitats or types of marine habitat; (c) features of geological or geomorphological interest.

**Marine Management Organisation** - an executive non-departmental public body established and given powers under the Marine and Coastal Access Act 2009 to make a significant contribution to sustainable development in the marine area and to promote the UK government's vision for clean, healthy, safe, productive, and biologically diverse oceans and seas.

**National Planning Policy Framework (NPPF)** - The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate, and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities.

**Neighbourhood Plan** - A plan prepared by a town or Town Council or a neighbourhood forum for a specific neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**PPG, Planning Practice Guidance** - is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

**Permissive Paths** - It is possible for landowners to allow access over their land without dedicating a right of way. These accesses are called permissive paths. To the user, they are often indistinguishable from normal highways, but there are some important differences:

- A permissive path must have some sign or similar indication that it is not intended to be a right of way
- The landowner can close off or divert the path if they wish to do so, without any legal process being involved
- The landowner can make restrictions which would not normally apply to highways, for example to allow horse riding but not cycling, or the other way around

**Planning Obligation** - A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Sometimes called "Section 106" agreements.

**Principal Residence or Home** - That occupied as the residents' sole or main residence where the resident spends the majority of their time when not working away from home.

**Public Right of Way** - is a highway over which the public have a right of access along the route.

**Qualifying Body** - Either a parish/town council or neighbourhood forum, which can initiate the process of neighbourhood planning.

**Ramsar sites** - Wetlands of international importance, designated under the 1971 Ramsar Convention.

**Renewable and low carbon energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also

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from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Rural Exception Sites:** - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**Section 106** - The section of the Town and Country Planning Act 1990 that provided for the creation of planning obligations, now replaced by Section 46 of the 2004 Act. Section 106 agreements allow local authorities to ensure that developers provide the infrastructure needed to support new developments. Often referred to as "*planning gain*".

**Special Area of Conservation (SAC)** - Protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive (as amended).

**Special Protection Area (SPA)** - Sites providing statutory protection for rare, threatened, or vulnerable bird species and also for regularly occurring migratory species.

**Sites of Special Scientific Interest (SSSI)** - Sites providing statutory protection for the best examples of the UK's flora, fauna, or geological or physiographical features. These sites are also used to underpin other national and international nature conservation designations.

**Stepping Stones** - Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

**Strategic Environmental Assessment (SEA)** - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**SuDS** - A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality, and enhance the amenity and biodiversity value of the environment.

**Supplementary Planning Document (SPD)** - Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on specific issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainability Appraisal (SA)** - The consideration of policies and proposals to assess their impact on sustainable development objectives.

**Sustainable Development** - is development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable transport modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.

**Tree Preservation Order** - A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

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**Use Classes** - The Town and Country Planning (Use Classes) Order 1987 put uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

**Wildlife Corridor** - Areas of habitat connecting wildlife populations.

DRAFT

**Weymouth Supporting Environmental Targets**

Introduction and Background

Weymouth Town Council declared a local climate and ecological emergency in 2019. It committed to making the Council’s activities net zero carbon by 2030, which included ensuring all planning comments to Dorset Council are consistent with a shift to net-zero carbon by 2030.

Following public consultation the draft Weymouth Neighbourhood Plan (5) identified and incorporated a series of cross-cutting ‘objectives’ as defined and explained within section 7, Environmental Sustainability. These are summarised below.

<b>Environmental Sustainability</b>
<b>Aim: <i>To ensure development achieves or surpasses national and local agreed targets relating to the sustainable use of land and buildings, net-zero carbon emissions, improving biodiversity, and ensuring future resilience to climate change impacts</i></b>
<p>Cross-cutting objective(s):</p> <p>Carbon Neutrality - <i>All new developments are expected to minimise the emissions of greenhouse gases and be as near to carbon neutral as is reasonably possible</i></p> <p>Resource Efficiency - <i>All new developments are expected to maximise the sustainable use of natural resources and the re-use and recycling of resources, and minimise energy consumption and waste</i></p> <p>Biodiversity Enhancement - <i>All new developments are expected to include measures to conserve and enhance the biodiversity of the area</i></p> <p>Climate Change Management - <i>All new developments are expected to result in no increase in the risk of flooding and provide adequate resilience to extreme weather events</i></p>

The cross-cutting objectives are underpinned by a series of 31 Supporting Environmental Targets (formerly called ‘Strategic Environmental Targets’) as detailed below.

Sub-section 7.6 of the draft submission version of the Weymouth Neighbourhood Plan states “How the cross cutting objectives and supporting environmental targets (see Appendix A) are intended to impact on development is explained on a policy-by-policy basis in the Neighbourhood Plan. It is acknowledged that there are restrictions on the extent that high standards can be imposed by planning policy. In many instances therefore we have only been able to advocate and encourage the achievement of standards and finishes higher than are statutorily required. We must rely on the development industry to recognise what we aspire to as a community, and what we expect from new development, and urge them to work with us to achieve the cross cutting objectives and supporting environmental targets for the sake of the town, its inhabitants, and visitors.

Sub-section 7.7 continues; “To guide development proposals in their attainment of the cross-cutting objectives, the Town Council ‘noted’ the ‘Strategic (now renamed Supporting) Environmental Targets at Full Council on 27th September 2023. These are consistent with national policy, and based on what is considered relevant and achievable locally<sup>23</sup>. They are contained in Appendix A; which must be referred to when preparing development proposals. The document presents what are considered to be acceptable and reasonable targets for each of the cross-cutting objectives in current circumstances and in the Weymouth situation. Developers will be expected to achieve and, hopefully, exceed the set targets.”

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It is intended that this draft document will form the first point of reference for the ‘Supporting Environmental Targets’ referred to above.

It is further noted under sub-section 7.8 of the submission version of the Weymouth Neighbourhood Plan that *“Following Regulation 14 consultation during the Weymouth Neighbourhood Plan process a number of amendments, mainly on points of detail or clarification, were made to the ‘Targets’ document including a decision to refer to them as ‘Supporting Environmental Targets’. If adopted by Weymouth Town Council as the Qualifying Body as part of the Neighbourhood Plan they should be reviewed periodically using a recognised measurement tool and be kept up to date throughout the plan period. It should take account of changing national policy and targets; what has taken place and developers’ feedback; and what appears to be possible and achievable. But given the climate emergency, it should remain firm in intent and its duty to exert whatever influence it can on addressing the impacts of climate change and securing the future resilience of our area and communities.”*

Whilst Building Regulations provide the current mandatory base standards for construction and are periodically updated they will not meet the zero carbon target aspired to by Weymouth Town Council when declaring a CEE Emergency. The Supporting Environmental Targets contained in this document whilst not mandatory represent current best practice consistent with the transition to a zero carbon future and are designed to promote sustainable design and construction with a view to delivering better quality homes with reduced running costs. They are largely based upon information provided in the primary reference source (1) from which quantitative reference values are abstracted with further reference for purposes of alignment to the Dorset Council Sustainability statement and checklist for planning applications interim guidance note (2). In this respect it is important to note that the LETI research (1) provides alternative metrics for driving net-zero carbon design which have been adopted nationally by several local planning authorities and this guidance has also been adopted by Dorset Council (2). For clarity and transparency key information, quantified wherever possible, has been abstracted from these reference sources in order to create these Targets. The page numbering under each target refers to the corresponding section in the LETI report (1) as appropriate and is provided for ease of reference by architects, developers, planners, installers and others to the more detailed information and secondary points of reference.

### **Intended Users/Usage**

This document will provide guidance to a wide range of individuals, businesses and organisations as well as statutory bodies and promote a pro-active approach to sustainable design by those involved at various stages of the planning process, including;

#### *Dorset Council (Local Planning Authority)*

- to align with and underpin its own guidance and checklist when assessing and determining planning applications in the Weymouth Neighbourhood Plan Area in accordance with the policies in the Weymouth Neighbourhood Plan

#### *Weymouth Town Council*

- as guidance and a checklist to add weight when expressing an opinion on planning related matters to the Local Planning Authority.
- to promote higher build standards for developments within the Weymouth Town Council area.

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- as a guide when determining new build and retrofit standards for council owned property including biodiversity related issues.
- when making decisions on matters for which it has responsibility such as biodiversity enhancement in publicly accessible spaces
- as a guide to climate change management considerations when procuring equipment and selecting suppliers/contractors
- as a basis for the provision of information and guidance to the public.

### *Property Developers/Owners*

- as guidance at the design stage on best practice when planning new build and retrofit projects
- as a means of demonstrating proactivity and an enhanced reputation for sustainable construction
- as guidance for property owners including landlords when prioritising measures to improve energy efficiency and protect their investment.

### *Businesses and Organisations*

- as guidance at the design stage as to best practice when determining new build and retrofit standards for business premises including biodiversity related issues.
- as guidance on waste reduction and food recovery strategies.
- as a guide to climate change management considerations when procuring equipment and selecting suppliers/contractors.

### *Professionals*

- as a point of reference as to the expectations and aspirations of the Local Planning Authority in relation to building development and retrofit conversions in the Weymouth Neighbourhood Plan area.

### *Members of the Public*

- *as guidance and a checklist to add weight when expressing an opinion on planning related matters to the Local Planning Authority.*
- as guidance at the design stage as to best practice when working with architects and builders on self-build and custom-build and retrofit residential projects including biodiversity related issues.
- as guidance on benchmark measures and basic techniques when seeking to improve energy usage efficiency and waste reduction in the home.
- as a point of reference when selecting preferred pollinator species of wildflower, tree and shrub for planting in private growing spaces
- as guidance on waste reduction and food recovery strategies in the home and at work.
- as a guide to climate change management considerations when procuring domestic equipment.
- as a first stop source of information on contributing to a reduced carbon footprint.



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Objective 1: Carbon Neutrality		
1	Energy Consumption	Achieve set use-related energy consumption targets
2	Zero Carbon	Meet set zero carbon deadlines
3	Renewable Energy Use	Promote renewable energy use and energy savings
4	Zero Carbon Measures	Embrace energy efficient technology
5	BREEAM Standards	Achieve high BREEAM rating
6	Insulation	High standards of insulation
7	Design and Construction	Adopt energy efficient design
8	Air Tightness	Achieve high level of air tightness
Objective 2: Resource Efficiency		
9	Heating and Hot Water Systems	<i>Adopt electric based heating and hot water systems</i>
10	Water Usage	<i>Minimise unnecessary water usage</i>
11	Energy Efficient Design	<i>Achieve set energy efficient design standards</i>
12	Refurbishment and re-use	<i>Prioritise refurbishment/re-use over new build</i>
13	Usage	<i>Design building structure for 100% utilisation</i>
14	Recycled Materials	<i>Prioritise materials that are re-used/reclaimed</i>
15	Flexibility and Adaptability	<i>Demonstrate design flexibility and adaptability</i>
16	Carbon Sequestering	<i>Use carbon sequestering materials</i>
17	Retrofit Targets	<i>Adopt set energy targets for retrofit buildings.</i>
18	Retrofit Specification	<i>Adopt set retro-fit standard</i>
19	Carbon Dependency Reduction	<i>Reduce heat source carbon dependency</i>
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27	Waste Reduction	<i>Minimise waste</i>
28	Food Waste Recovery	<i>Include adequate waste recycling facilities</i>
29	Equipment Energy Rating	<i>Use safe equipment which is Class A energy-rated</i>
30	Waste Management	<i>include a site waste management plan</i>
31	Sustainable Transport	<i>Facilitate sustainable transport use</i>

**OBJECTIVE 1: Carbon Neutrality for New Build and Retrofit**

A number of tried and tested metrics are available for quantification and the following measurement criteria are considered appropriate. In line with the LETI (1) approach it is suggested that for measurement purposes priority is given to energy use targets rather than carbon reduction targets, although the latter should not be discounted.

Energy Efficiency- *[use a recognised metric for Space Heating Demand\* and Energy Use Intensity \*\*]*

\* amount of thermal energy that needs to be provided to the space in order to achieve a desired temperature.

\*\* calculated by dividing the total energy consumed by the building in one year (measured in kBtu or GJ) by the total gross floor area of the building (measured in square feet or square meters).

**Low Carbon Heating – *[use a recognised metric to determine dependency on low carbon heating systems]***

**Renewable Energy Generation – *[use a recognised metric to calculate the quantity of energy generated from a renewable source]***

**Why set targets for buildings** (see page 14 reference 1)?

- 26% of all Carbon emissions arise from buildings and 18% from residential buildings
- 65% of energy demand in a building is for space heating
- EPC rating of buildings has flatlined between 2009 and 2019
- By 2050 80% of homes in England will already have been built.
- It is estimated that in 2018 1 in 10 households in England were in fuel poverty.
- In 2018 it is estimated that 88% of fuel poverty households were living in a property with EPC band D rating or lower.
- Energy efficiency in homes brings both significant cost savings and significant health improvements.
- 20% of homes in England already experience overheating, even during relatively cool summers.

**Target 1: Primary energy consumption targets as summarised below should be aspired to when considering development proposals.**

**Table 1: Energy Consumption Targets (see page 9 reference 1)**

Parameter	Criteria	New Homes	Retrofit (for comparison)
Ultra low energy homes	Space heating demand+	15 kWh/m2 /yr	65 kWh/m2 /yr* *on average (range of 20-120 kWh/m2 /yr)
Energy use and efficient heating	Energy Use Intensity++	35 kWh/m2 /yr	60 kWh/m2 /yr *on average
Renewable energy	Electricity generation intensity +++	120 kWh/m2 /yr m2 of building footprint	120 kWh/m2 /yr m2 of building footprint *
Embodied carbon	Embodied carbon benchmark ++++	500 kg CO2e/m2 /year	

+ the amount of heat energy needed within the *home* to maintain the rooms at the desired temperature.

++ the amount of energy used per square metre annually.

+++ how many grams of carbon dioxide (CO<sub>2</sub>) are released to produce a kilowatt hour (kWh) of electricity.

++++ all the emissions from the construction materials, the building process, all the fixtures and fittings inside as well as from deconstructing and disposing of it at the end of its lifetime.

\*Note this figure will depend upon a number of factors and is based upon 1m<sup>2</sup> of an averagely efficient solar panel (20%) in optimal conditions for a UK location.

**In simple terms electricity generation intensity needs to exceed the combined energy use intensity and space heating demand before target 2 is achieved.**

Other building types tend to vary more widely than housing, making it more difficult to reliably determine generic forms, energy use or occupancy models. However, the RIBA, LETI, the UKGBC and other organisations have published relevant guidance on performance targets for space heating demand, total energy use and renewable generation as summarised below. (see page 37 reference 1)

### Schools

- Space heating demand of 15-20 kWh/m<sup>2</sup> /year
- Total energy consumption of 65 kWh/m<sup>2</sup> /year or less
- Solar electricity generation that exceeds metered energy use on site

### Hotels

- Space heating and cooling demand of less than 30 kWh/m<sup>2</sup> /year
- Total energy consumption of 55 kWh/m<sup>2</sup> /year or less
- Solar electricity generation of at least 120 kWh/m<sup>2</sup> /year

### Offices

- Space heating and cooling demand of less than 15 kWh/m<sup>2</sup> /year
- Total energy consumption of 55 kWh/m<sup>2</sup> /year or less
- Solar electricity generation of at least 120 kWh/m<sup>2</sup> /year

### Light Industrial

- Space heating and cooling demand of 15-30 kWh/m<sup>2</sup> /year
- Total energy consumption of around 55 kWh/m<sup>2</sup> /year excluding specialist processes.
- Solar electricity generation of at least 180 kWh/m<sup>2</sup> /year

**Target 2 : Achieve Zero Carbon within the period of the Neighbourhood Plan**  
(see page 10 reference 1)

**Focus for achieving the target** – increase renewable energy generation with a primary focus on photovoltaic panels based on the following hierarchy : Existing public buildings; new public buildings; existing residential buildings; new residential buildings; existing commercial buildings ; new commercial buildings; sites on low grade agricultural land (Grade 3b and 4).

MCS certified installers to be used.

Check current HM Government solar photovoltaic cost data e.g. at 2022 costs - small systems about £1500 per kilowatt and £1100 per kilowatt for large systems. Consider a 'solar tenant model using sub-meters' for blocks of flats and similar residential accommodation and micro-inverters to increase output by up to 15%.

**Target 3 : Energy use/demand is equal to or less than renewable energy generation by 2030.**  
(see page 10 reference 1)

**Focus for achieving the target** – support measures to reduce energy use/demand ( e.g. enhanced insulation standards) and promote renewable energy generation ( primarily photovoltaic panels, community energy schemes). Promote energy saving and storage through installation of smart controls (reduce usage at times of peak demand) and energy storage measures ( e.g. hot water storage, batteries subject to cost viability)

**Target 4 : A 2 to 6% zero carbon cost premium on new buildings is acceptable when the estimated energy use savings exceed 30%** (35 to 40% achievable for a terraced house and 50% for a small block of flats). (see page 11 and 32 reference 1)

**Focus for achieving the target** - Additional costs at the build stage can be divided into four categories and the investment assessed against the on-going running costs.

1. **Energy efficiency** e.g. Better insulation, Triple glazed windows, Airtightness, Mechanical Ventilation with Heat Recovery, etc.
2. **Low carbon heat** e.g. Heat pump system
3. **Solar generation** - Roof mounted solar Photovoltaic panels
4. **Demand flexibility** - Hot water storage, Smart controls

**Target 5: Set BREEAM (<https://breeam.com/about/how-breeam-works>) standards as the primary target for sustainable build with an overall aim of BREEAM Excellent and promote the assessment of build quality to this recognised standard.**

**Focus for Achieving the Target** -The BRE Environmental Assessment Method, BREEAM, is a voluntary assessment method used to describe both new and existing buildings' environmental performance. The method originated in the UK, but buildings built outside the UK can also be assessed using BREEAM: International. There are standard versions of the assessment for all building uses including homes, retail and business.

The assessment works by giving a building a score based on its performance against a series of set criteria. There are two assessment stages: a design stage assessment that leads to a provisional rating followed by a post construction assessment leading to the final rating. The building's score will establish its BREEAM rating. *BREEAM "Outstanding" is the highest rating, followed by Excellent, Very Good, Good, Pass and Unclassified.*

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Whatever the rating there are minimum standards that must be achieved across a range of factors including carbon emissions, waste and potable water. Extra credits are awarded for design innovations that will reduce a building's impact on the environment in an innovative way.

Accreditation to BREEAM standards can provide a number of benefits to developers, for example, enhanced reputation and improved saleability potential as well as a clear statement of credibility on sustainability.

**Target 6 : Prioritise enhanced insulation** (fabric first approach). Assess the fabric efficiency by determining the space heating demand. (see page 14 reference 1)

**Focus for achieving the target** - Adopt the Key Performance Indicators for new housing as per Table 1 and work towards the 'Passivhaus' standard.

Guide figure for space heating demand is 15 kWh/m<sup>2</sup>.year for new build and 25 to 50 kWh/m<sup>2</sup>.year for retrofit.

Reference should be made to the Low Energy Transformation Initiative (LETI) Guide (1) for greater detail.

**Target 7: Adopt design and construction criteria that focus upon built form, building orientation and window to wall proportion so as to increase energy efficiency without adding construction costs.** (see page 5-16 reference 1)

**Focus for achieving the target** -Form – simple, compact, minimum or non-stepped roofs, roof terraces, overhangs or inset balconies.

Orientation – maximise solar gain (south facing) /prevent overshadowing in winter, use solar shading and reflective surfaces to reduce summer temperatures in and around buildings, and use dual aspect for maximum air cross flow.

Windows – use smaller windows on the north side and larger windows on the south side, orientate access to decks to the north and balconies to the south. Aim for a whole unit U value of U<sub>w</sub> less than 1.4 W per square metre K for double glazing and 0.85 for triple glazing. UPVC and timber frames are strongly preferred to metal. Avoid thermal bridging. Maximise the glazing to frame proportions.

Doors – Aim for a whole door U<sub>w</sub> value of maximum 1.0 W per square metre K

Allow 1 to 1.5 times the building height between buildings

Favour low energy construction methods.

Reduce variable quality of insulation installation through use of closed panels, off-site quality controlled construction, etc.

Ensure that a checklist for design and installation verification is a mandatory requirement.

**Target 8 : Aim for air tightness of less than 1.0** (and no more than 3.0) cubic metre per hour per square metre (see page 19 reference 1)

**Focus for achieving the target** – test for leak during construction, avoid trickle vents, install high specification mechanical ventilation with inbuilt heat recovery unit, provide opening windows. Avoid overheating by adopting the following design guidance -

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- Provide 20 to 25% of the glazing area on the south and west aspects of the building
- maximise opening areas of windows (side hung best)
- favour dual aspect homes ( favours cross ventilation)
- provide solar shading; horizontal on south aspect and vertical shading on west aspect.
- Use shutters rather than blinds (less likely to be removed by occupants)
- aim for a glazing g-value of 0.5 wherever possible.

### **OBJECTIVE 2: Resource Efficiency for New Build and Retrofit**

The correct choice and efficient use of resources is critical to achieving the zero carbon target both in relation to initial build and on-going operation and will present particular challenges with retrofit projects and heritage retrofit more so. Addressing these will begin with the decision to demolish or refurbish, the adoption of a fabric first approach in which sustainable insulation is key, the choice of primary heat source, minimising waste energy and materials, making buildings adaptable for future modification and ease of maintenance, as well as thinking about end of life considerations.

**Target 9 : Adopt electric based heating and hot water systems with preference for heat pumps as the primary heat source and ideally powered by photovoltaic panels to maximise efficiency whenever home heat demand is less than 100 kilowatt hour per square metre /year.**

(see page 20-24 reference 1)

**Focus for maximising heating efficiency** – heat pumps need to be sized correctly with a high coefficient of performance, use propane as the preferred refrigerant, minimise pipe runs, increase radiator size, supply clear user information. It is recommended that communal heating schemes use an ‘Ambient Loop System’ to maximise efficiency.

In new build avoid : gas boilers, open fireplaces, extraction only vent systems, domestic wind turbines and trickle vents. Prioritise triple over double glazing.

Such an approach supports the principle of taking an insulation first approach to reduce demand below 100 kilowatt hour per square metre per year before installing a heat pump in order for it to become an effective means of heating. It is then much more cost effective to power the heat pump from on-site photovoltaics as opposed to an externally provided electricity supply.

**Target 10 : Aim for a maximum water usage of 110 litres per person per day (consider Environment Agency recommendation of 95 litres per person per day (4)).**

(see page 25 reference 1)

**Focus for achieving the target** – reduce hot water usage by reducing flow rates to showers and taps to meet AECB standards (see Table 2), insulate/design pipework to minimise distribution losses, insulate hot water tanks to reduce loss of heat to below 1 kilowatt hour per day, install waste water heat recovery systems in shower drains, consider waste water recycling e.g. grey water WC flushing, waste water capture.

**Table 2: AECB Water Use Efficiency Standards**

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Appliance / Fitting	AECB Good Practice Fittings Standard
Showers	6 to 8 l/min measured at installation. Mixer to have separate control of flow and temperature although this can be achieved with a single lever with 2 degrees of freedom (lift to increase flow, rotate to alter temperature). All mixers to have clear indication of hot and cold, and with hot tap or lever position to the left where relevant.
Basin taps	4 to 6 l/min measured at installation (per pillar tap or per mixer outlet). All mixers to have clear indication of hot and cold with hot tap or lever position to the left.
Kitchen sink taps	6 to 8 l/min measured at installation. All mixers to have clear indication of hot and cold with hot tap or lever position to the left.
WCs	≤ 6 l full flush when flushed with the water supply connected. All domestic installations to be dual flush. All valve-flush (as opposed to siphon mechanism). WCs to be fitted with an easily accessible, quarter turn isolating valve with a hand-operated lever. Where a valve-flush WC is installed, the Home User Guide must include information on testing for leaks and subsequent repair.
Baths	≤ 180 litres measured to the centre line of overflow without allowing for the displacement of a person. Note that some product catalogues subtract the volume of an average bather. A shower must also be available. If this is over the bath then it must be suitable for stand-up showering with a suitable screen or curtain

**Target 11 : All new build fabric including extensions to meet the energy efficient design standards as summarised in Table 3 below.**

**Table 3 : Overview of Energy Efficient Design Standards (New Build)**

(see page 9 reference 1)

Design Standard	New Terraced House	Small Block of Flats (6-8 units)
Air tightness m <sup>3</sup> /hour/m <sup>2</sup>	1.0	1.0
Roof	Pitched	Flat
Thickness insulation	400 to 450 mm	1000 – 1100 mm
U value W/m <sup>2</sup> .K	0.10-0.12	0.10-0.12
External Doors		1.0
U value W/m <sup>2</sup> .K	1.0	
Ground Floor		1
Thickness insulation	150-200mm	150-200mm
U value W/m <sup>2</sup> .K	0.08-0.10	0.08-0.10
Walls		
Thickness	550-600mm	550-600mm
U value W/m <sup>2</sup> .K	0.13-0.15	0.13-0.15
Windows		
U value W/m <sup>2</sup> .K triple glazed	0.8	0.8
Thermal Bridging #		
Y value W/m <sup>2</sup> .K	0.04	0.04

# Weak points (or areas) in the building envelope which allow heat to pass through more easily.

**Target 12 : Prioritise refurbishment/re-use over demolition and new build when making planning decisions.**

(see page 29 reference 1). Forward looking planners are adopting an approach of a presumption against demolition whereby if substantial demolition is proposed, applicants will need to demonstrate that the benefits of demolition would clearly outweigh the benefits of retaining the existing building or parts of the structure..

At an early stage compare historical and current figures as a baseline measure and adopt a Whole Life Carbon Assessment approach (14).

**Target 13 : Design the building structure for 100% utilisation**

(see page 29 reference 1). Determine how this will be achieved at the design stage in consultation with architects, builders and other professionals.

**Focus for achieving the target** – Discuss with architects, builders and other professionals factors such as reducing spans and overhangs, reduce quantity of metal studs/frames, minimise long duct runs and leakage, specify low GWP refrigerant (maximum 150).

**Target 14 : Prioritise materials that are re-used/reclaimed; natural and from the local area, sustainably sourced and durable. Use a high recycled content as a secondary option.**

(see page 29 reference 1)

**Focus for achieving the target** – Apply the following hierarchy ( 1 is preferred to 4 least preferred);

1. Natural materials e.g. timber,
2. Concrete and masonry,
3. Light gauge/cold rolled steel,
4. Hot rolled steel.

Apply BSEN 15804 to compare environmental impacts.

**Target 15: Demonstrate design for flexibility and future adaptability and provide for ease of access for maintenance and disassembly to allow re-use at the end of life (material passports).**

(see page 29 reference 1).

**Focus for achieving the target** - Discuss with architects, builders and other professionals choices that will help to achieve this outcome.

Increasingly building design will have to adapt to address our changing climate and it is expected that planners will need to adopt new techniques. Examples are multiple slopes on roofs, rounded walls and optimum aerodynamic orientation to reduce wind energy impact in exposed locations. Other techniques to be considered are frangible design approaches where balcony or patio roofs are designed to break in extreme storm conditions.

Weymouth is faced with a significant flood risk and increasingly will need to build on elevated sites or elevate the buildings themselves.

**Target 16 : Use 100 percent carbon sequestering materials for insulation.**

(see page 30/31 reference 1)



**Focus for achieving the target** – Use materials such as sheep wool, cellulose from recycled paper, cork, hemp. Internal insulation should be of an open/breathable type.

**Target 17: Adopt the Energy targets in Table 4 for Retrofit buildings.**

(see page 40 of reference 1)

**Table 4 : Energy Targets (Retrofit).**

Parameter	Criteria (see definitions in Table 1)	Retrofit
Ultra low energy homes	Space heating demand	65 kWh/m <sup>2</sup> /yr* *on average (range of 20-120 kWh/m <sup>2</sup> /yr)
Energy use and efficient heating	Energy Use Intensity	60 kWh/m <sup>2</sup> /yr *on average
Renewable energy	Electricity generation intensity	120 kWh/m <sup>2</sup> /yr* m <sup>2</sup> building footprint

**Target 18 : Adopt Publicly Available Specification (PAS) 2035:2019 retrofit standard for design and PAS 2030:2019/2020 for retrofit installation.**

The targets are aligned with PAS 2035 which is the current level of retrofitting to achieve EPC 'C' in all domestic dwellings by 2035.

(see page 42 reference 1)

**Target 19: Reduce heat source carbon dependency for retrofit based upon the prioritisation map in Table 5 below.** (see page 44 of reference 1)

**Note :** An EPC rating 'C' is 66-100 kWh/m<sup>2</sup>/year. A 'B' is 33-65 kWh/m<sup>2</sup>/year. This is total demand per m<sup>2</sup> per year. An Air Source Heat Pump needs to be installed in a house in that range to be effective.

**Note:** Each house or flat is different and will have different starting and final positions on the 'Map' below but ultimately, by 2050? (or earlier) all homes must be moved to one of the green squares. The 'Map' should also be used to identify the buildings which need to be most urgently retrofitted (in red) as they will be consuming most of the carbon budget. Other factors (e.g. maintenance schedules, replacement opportunities, resident compliance) may also influence the prioritisation.

**Table 5 : Heat Source Decarbonisation Priorities for Retrofit.**

	Low		Individual or communal gas boiler	Direct electrical heating	Low carbon heat network	Heat pump system
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## Weymouth Neighbourhood Submission Plan – November 2024

Fabric and Ventilation	Energy	Heating demand <40 kWh/m2 /yr				
		Heating demand <100 kWh/m2./yr				
		Heating demand <150 kWh/m2.yr				
		Heating demand >150 kWh/m2/yr				
	High					
Heat Decarbonisation						
Low Carbon			High Carbon			

**Key**

**RED** - Use of fossil fuels. Not compatible with Net Zero. The heating system must be changed.

**YELLOW** - Low carbon heat but risk of high energy costs A change of heating system may not be required but fabric, ventilation and system should be improved

**GREEN** - Low carbon heat and sufficient level of energy efficiency Compatible with Net Zero

**Target 20 : Adopt the following order of priority of measures for future retrofit –**

Improve energy efficiency through insulation then

Install low carbon heating systems then

Install renewable energy production on site, then

Make ‘Smart’ ready for a compatible interface with emerging technologies  
(see page 45/46 reference 1)

**Focus for achieving the target** – Adopt a fabric first approach: commit to the first principle of no insulation without ventilation (ideally MHVR), adopt a preference for external insulation where possible, for internal insulation use vapour open types (e.g. wood fibre).

The LETI publication ‘Retrofit at Scale’ (9) provides detailed guidance on practical retrofit solutions and cost reduction measures

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**Target 21** : All retrofit fabric changes to meet the energy efficient design standards as summarised in Table 6 below. (see page 41 reference 1)

**Table 6** : Overview of Energy Efficient Design Standards (Retrofit)  
(see page 63 and 68 to 76 reference 1)

Design Standard	Typical Retrofit Terraced House
Air tightness m <sup>3</sup> /hour/m <sup>2</sup>	2.0
Roof U value W/m <sup>2</sup> .K	Pitched 0.12
External Doors U value W/m <sup>2</sup> .K	1.0
Timber Floor Insulation U value W/m <sup>2</sup> .K	Under or over floor 0.2
Walls Insulation U value W/m <sup>2</sup> .K	Additional internal or external 0.32
Windows U value W/m <sup>2</sup> .K double glazed	1.3
Thermal Bridging Y value W/m <sup>2</sup> .K	0.10

When considering Heritage Retrofit (see page 47 reference 1) adopt the following principles

Energy efficient measures will help to reduce costs and help maintain the fabric of the building from the effects of damp etc.

Due to the complexity of factors involved specific targets are not normally set but general retrofit standards and principles should form the basis of the move to net zero carbon in these buildings using sympathetic and innovative solutions as appropriate (see ref 3).

### OBJECTIVE 3: Biodiversity Enhancement

Retention of existing habitat such as trees, hedgerows and dry stone walls as well as the creation of complementary and appropriate new habitat such as wildlife rich gardens, wildflower verges and , green roofs and walls, supported by environmentally sustainable features e.g. bat and bird boxes/bricks and hedgehog highways are critical to achieving biodiversity ~~net gain~~ enhancement.

The Environment Act 2023 identifies a minimum 10% Biodiversity Net Gain requirement for new development sites. The Dorset Council draft Local Plan promotes the conservation and enhancement of biodiversity habitat. The draft Weymouth Neighbourhood Plan underpins and develops these initiatives at a local level through policies that protect, conserve and enhance wildlife habitat, most notably WNP 02 (Protection and Enhancement of Wildlife Habitats and Areas) ,03 (Areas of Nature Conservation) , 04 (Landscape and Wildlife Corridors) ,05 (Ecological Impact of Development) and 06 (Trees Woodlands and Hedgerows).

Consistent with these policies the following strategic Supporting Environmental Targets are proposed.

**Target 22 : All new development should incorporate sufficient (minimum 10% of the total site area) green and blue infrastructure.**

**Benefits** – trees and hedges will absorb carbon from the air, assist water retention through ro structures, connect with existing green infrastructure so as to create wildlife corridors. They will also benefit people in terms of shading and cooling of buildings, provide effective surface water management and contribute to health and well being, Incorporation will assist developers in meeting statutory Biodiversity Net Gain requirements.

The contribution of the soil and the undertaking of groundworks during development is generally overlooked in terms of carbon release and sequestration with on-going impacts well beyond the life of the construction phase that have a detrimental effect on biodiversity and the well-being of people, for example due to flooding or lack of soil fertility. These can be easily addressed through a soil survey and management plan (15) leading to mitigation measures such as soil protection zones, segregation of sub and top soils and prevention of sediment run-off.

Blue infrastructure such as sustainable drainage features e.g. basins and ponds and the retention of natural features such as streams, culverts, reed beds and floodplain meadows can provide both wildlife habitat and contribute to human health and well-being.

**Target 23 : A minimum 20% Biodiversity Net Gain shall be required on all new development sites, with the highest priority given to those immediately adjacent to wildlife corridors.**

This target recognises that the statutory requirement is for a 10% minimum, reflects the ecologically sensitive environment (both inland and coastal) and supports the call by the UK Environment Agency for 20% Biodiversity Net Gain (BNG) in response to the Dorset Council Local Plan consultation 2021 (4) and acknowledges the evidence base of the Guildford study (8). It particularly recognises the sensitivity and vulnerability of wildlife corridors to adjacent development and supports the Dorset Council Natural Environment Team approach to a higher level of BNG on such sites.

**Target 24: Increase in urban tree canopy cover from 9.8% to a minimum of 15% (6)**

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Weymouth Town Council's 5,000 tree stock includes 118 different species planted across 80ha of open space. The Council has pledged to reduce its carbon footprint by 2030 and to offset its emissions the Parks & Open Spaces team are committed to increasing the Council's tree stock by 1000 over a period of five years (2021 - 2025). There have been 800 trees planted since 2021 across a number of Town Council owned sites in Weymouth and the remainder are on target for the end of 2025.

In order to help achieve the target key sub-targets are as follows -

- Incorporate native trees, such as Oak and Field Maple and those with high value for wildlife and communities such as fruit trees.
- Two for one replacement planting.
- 25% increase in tree stock over the period 2021-2025.
- Encourage the diversity of tree stock species to help increase resilience to pests and diseases to compensate for climate change.
- Deliver a 3 year rolling tree inspection programme.
- Minimal waste timber going to landfill in favour of sustainable use e.g. eco piles.
- Retaining standing and fallen deadwood in situ where it is safe to do so, to increase habitat diversity for wildlife.

### **Target 25: Grassland Management and restoration (7)**

Key quantifiable targets -

- Wildflower meadows and higher quality grassland will be managed to enhance wildflower content where practical.
- New wildflower areas to be created wherever possible.
- Create a buffer strip of biodiversity grass or meadow extending two metres from the base of hedges.
- Create long grass margins (2-5 metres) next to boundaries and around the base of trees (at least 50 cm) in less heavily used amenity grassland where trees are not donated

Conduct scrub and hedgerow management :-

- Manage scrub areas to benefit wildlife and increase the area of scrub appropriately.
- Assess hedgerows and manage these for wildlife.
- Increase hedgerows by 10% across Weymouth Town Council sites and encourage other landowners to adopt this as a minimum target.

**Extreme weather events intensifying across the globe present an urgent need to adapt our buildings, infrastructure and communities to the impacts of the climate emergency. From extreme heat in our summers to repeated flash flooding across the UK, 60% of the UK’s climate-related risks are currently rated in the most severe urgency category.** It is recognised that there is a need to set science based targets and measurable metrics for climate resilience which at the time of writing are not available but are expected to become so during the life of the Weymouth Neighbourhood Plan and will be a matter for review.

The measures outlined in Targets 1 to 25 will each contribute to climate change management to varying degrees. Other factors do however need to be considered. Significant for Weymouth are the effects of coastal and surface water flooding. Coastal management is a strategic issue addressed through the Shoreline Management Plans as per W01 of the draft Weymouth Neighbourhood Plan (5). The topography of the area in which steep calcareous grassland with little vegetation and multiple underwater springs create excessive surface water run-off into the chalk bed rivers of the lower valleys and then enter the sea creates a significant flood risk, particularly at times of high tide. Whilst some of these contributing factors cannot be controlled at source and mitigation is necessary, other contributors to floodwater generation such as run-off from impervious surfaces within new developments can be addressed.

Additionally food and general waste management will be key to reducing carbon as will the move towards more sustainable modes of transport.

These other factors are outlined and where possible quantified below.

- -based targets and measurable metrics for climate resilience.

**Target 26 : Sustainable Drainage Systems (SuDS) must be incorporated into all new development sites irrespective of size unless assessed as inappropriate for reasons of increased adverse environmental impact. Natural features and materials are preferred to artificial means of control.**

**Focus for achieving the target** - All SuDS installations must apply the hierarchy of drainage options with priority being given to greenfield run off and installation as close to the source as practicable.

**The SuDS Hierarchy**

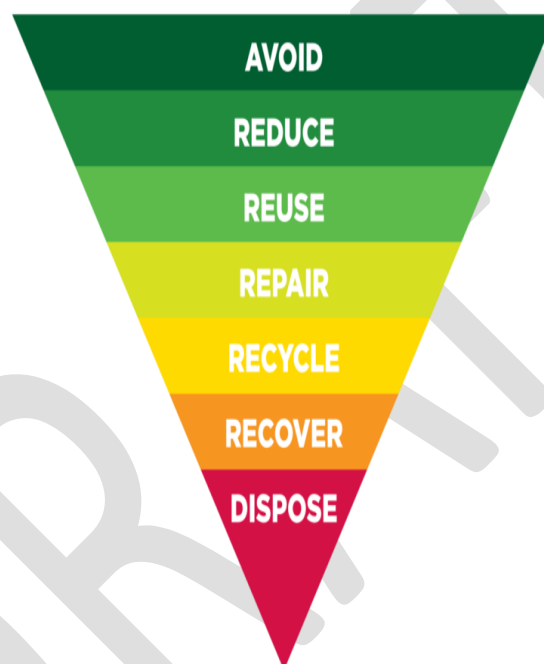
	SuDS Technique	Flood Reduction	Pollution Reduction	Landscape & Wildlife Benefit
Most Sustainable ↑          ↓ Least Sustainable	Living Roofs	✓	✓	✓
	Basins and ponds - Constructed wetlands - Balancing ponds - Detention basins - Retention ponds	✓	✓	✓
	Filter Strips and Swales	✓	✓	✓
	Infiltration devices - Soakaways - Infiltration trenches and basins	✓	✓	✓
	Permeable Surfaces and Filter Drains - Gravelled area - Solid paving blocks - Porous pavilors	✓	✓	
	Tanked Systems - Over-sized pipes/tanks - Storms cells	✓		

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Small to larger scale options for rainwater harvesting should be considered as appropriate to development sites (both new build and retrofit projects) whilst area scale options such as management of floodplain meadows and former water meadows should also be considered where practical as they occupy a position at the top of the hierarchy. Similarly on an apartment scale, living (green) roofs offer options for town centre developments and provide a number of other benefits such as supporting plant growth, providing insulation and reducing energy demand by cooling in summer and reducing heat loss in winter.

All surface water management systems must ensure the separation of surface water and sewage discharge. SuDS schemes will also present significant opportunities to incorporate features that will benefit wildlife through the creation of habitat stepping stones and buffer zones and may even form part of wildlife corridors

**Target 27: All waste to be managed according to the typical basic hierarchy below.**



**Focus for achieving the target** – prioritise compliance with the hierarchy in public buildings /facilities and town council contracts with suppliers/leaseholders. Then inform and advise residential and commercial premises.

All new buildings, extensions and retrofitted buildings must incorporate adequate indoor and outdoor storage facilities into the design to allow occupiers to separate and store waste for recycling and recovery.

Local authority support for community repair shops, recycling schemes and waste processing facilities are examples of investments in sustainable living and can contribute significantly to surpassing the targets below.

The aim should be to exceed the key targets in the UK Waste Management Plan (11) by 2035 of preparing for recycling/re-use 65% of all municipal waste and reducing municipal waste to landfill to 10% by weight of the total.

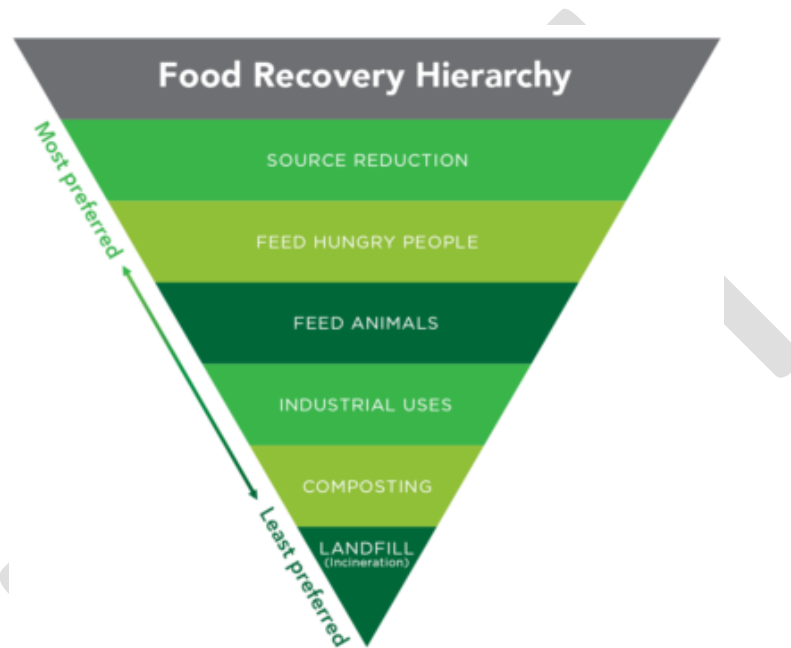
## Weymouth Neighbourhood Submission Plan – November 2024

The Resources and Waste Strategy identifies five strategic ambitions:

- To work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025;
- To work towards eliminating food waste to landfill by 2030;
- To eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan;
- To double resource productivity by 2050;
- To eliminate avoidable waste of all kinds by 2050

Once again the aim should be to exceed these targets.

**Target 28: All food waste to be managed according to the food recovery hierarchy below.**



**Focus for achieving the target** – Food waste is a significant concern at time of a cost of living crisis and application of a food recovery hierarchy by businesses and homes can do much to alleviate this. There are also opportunities for local authorities to prioritise compliance with the hierarchy in public buildings /facilities and town council contracts with suppliers/leaseholders as well as to inform and advise residential and commercial premises.

The aim should be to exceed the UK Government target of eliminating food waste to landfill by 2030. (11) through application of the typical food recovery hierarchy above.

**Target 29 : Choose equipment (machinery, apparatus, tools, appliances) and fittings which are safe, minimum Class A energy rated, durable, repairable, re-usable.**

**Focus for achieving the target** – These standards should be adopted when fitting out new and retrofit buildings. Also prioritise compliance for direct or indirect local authority provision or use, then inform and advise residential and commercial premises.

Target 30 : All construction and demolition contracts to include a Site Waste Management plan.

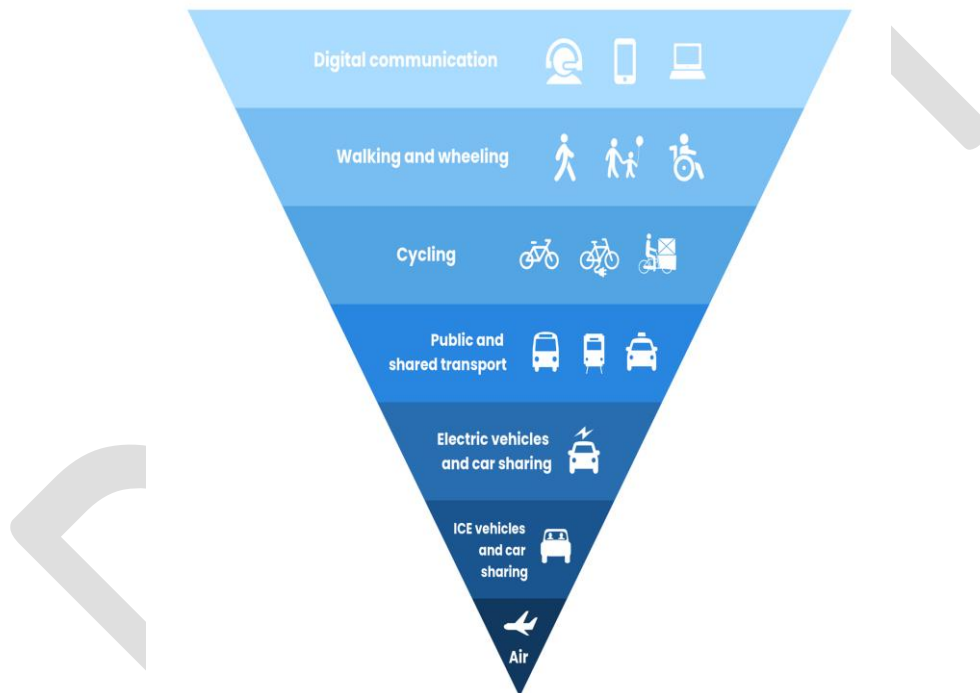
**Focus for achieving the target** – as a minimum a Site Waste Management Plan must show how it is planned to minimise waste during construction and demolition, the types and quantities of waste



generated and specific measures for managing the waste which align with the waste hierarchy (see Target 27).

**Target 31 : Facilitate sustainable transport use in all new/retrofit properties through provision of individual electric vehicle charging points, integrated cycle storage, sufficient service connection points for home working.**

**Focus for achieving the target** – the Weymouth Neighbourhood Plan policies as implemented by the Local Planning Authority will form the primary focus for achieving these target measures. Simple planning solutions exist such as the provision of public services and public transport close to homes, places of employment and leisure, such they can be accessed easily by walking and cycling so as to reduce dependency on use of the car. This is illustrated in the hierarchy below (13) where digital communication is at the top of the hierarchy as it eliminates the need to travel and air travel (particularly long haul) sits at the bottom due to the very high production of carbon dioxide. Human effort is preferred to passive mechanical systems and public transport prior to personal transport with electric vehicles being preferred over fossil fuel driven internal combustion engines.



Much can be done to encourage walking and wheeling.

The Ramblers Charter (12) as adopted by Weymouth Town Council at the full council meeting on 16<sup>th</sup> October 2019 underpins sustainability in terms of ‘walkable neighbourhoods’ and sets five key principles -

- Make neighbourhoods green- Everyone has access to high-quality greenspace within five minutes' walk of their doorstep.
- Create a network of green walking routes - A network of green walking routes connects people to the places they want to go.
- Prioritise pedestrians-Walking is the easy way to travel around towns and cities.
- Promote walking- People are encouraged and supported to get walking.
- Reclaim places for communities - Green routes and spaces are designed with communities and open to all

## Weymouth Neighbourhood Submission Plan – November 2024

Local authorities have in recent years set a range of distance criteria for ‘walkability’ (10); the following distances from a neighbourhood centre are typical and provide a useful reference point.  
Key services e.g. surgeries, food shops, social hubs - within 800 metres (10 minutes single journey)  
Bus stops – within 400 metres ( 5 minute single journey)  
Primary schools – within 800 metres  
Green space over 2 Ha – within 1 kilometre (12 minutes journey)  
Play parks and small open spaces – within 400 metres.

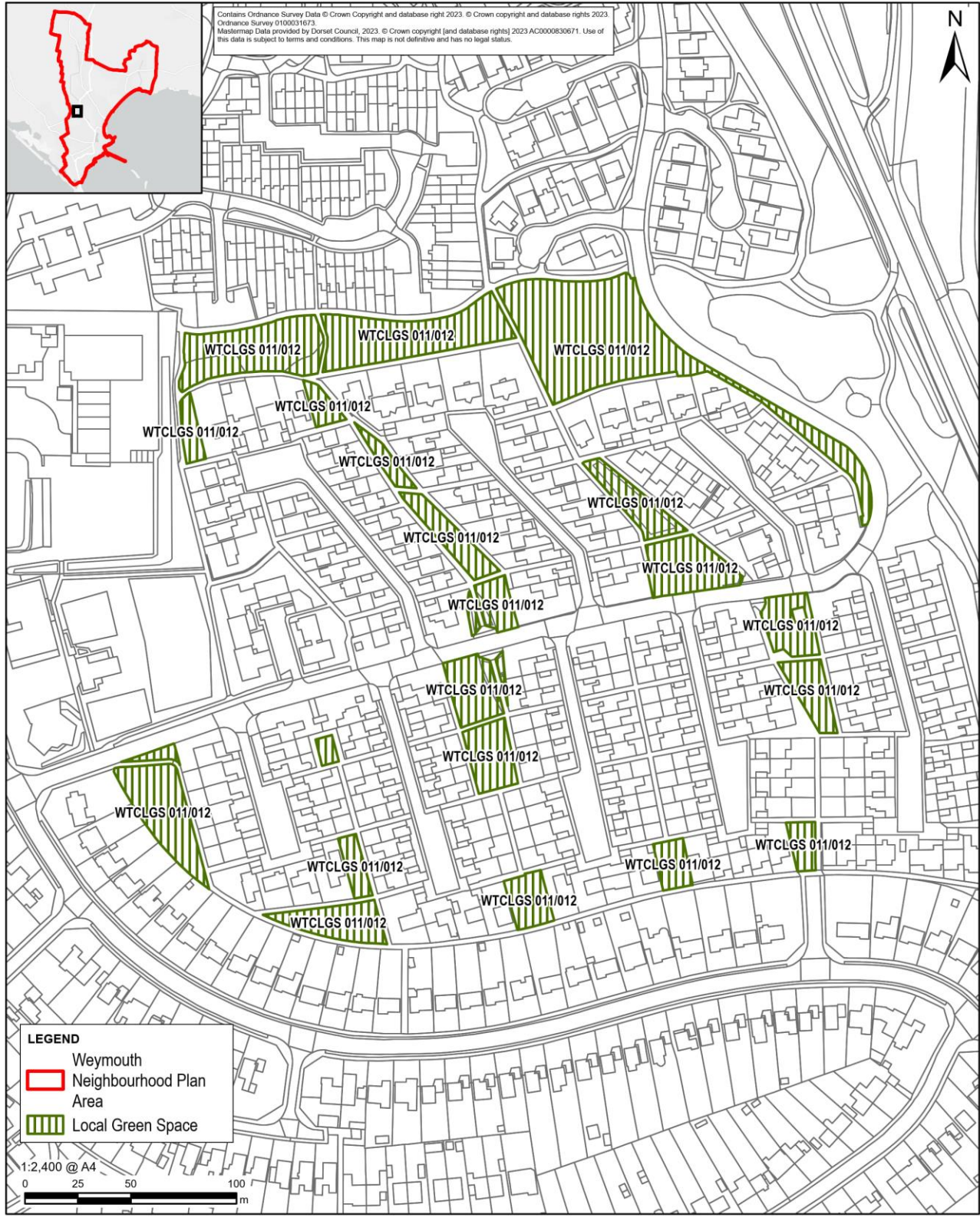
### References

- (1) Net Zero Carbon Toolkit published by London Energy Transformation Initiative (LETI) October 2021.
- (2) Sustainability statement and checklist for planning applications Interim guidance note Dorset Council, December 2023
- (3) Listed Buildings, What you can do for climate change published by Dorset Council
- (4) Environment Agency response to the Dorset Local Plan consultation - 15/03/2021 Dorset Council.
- (5) Weymouth Neighbourhood Plan draft version 1.5 April 2023 published by Weymouth Town Council.
- (6) Tree Management Policy 2021 – 2025, published by Weymouth Town Council
- (7) Parks and Open Spaces Biodiversity Policy 2021 – 2025, published by Weymouth Town Council
- (8) Guildford Borough Council: Biodiversity Net Gain; Evidence Base for Policy Development, Biodiversity Net Gain Study for Approved Developments. Published by Stantec on behalf of Guildford Borough Council, October 2022.
- (9) Retrofit-at-Scale : Upgrading our homes to meet UK climate energy targets. Published by LETI July 2024. <https://sdfoundation.org.uk/news/retrofit-at-scale>
- (10) Walkable neighbourhoods Building in the right places to reduce car dependency Published by SUSTRANS 16<sup>th</sup> May 2022.
- (11) Waste Management Plan for England . DEFRA, UK Government January 2021
- (12) The Ramblers Charter for Walking Neighbourhoods ( adopted by Weymouth Town Council 2019)
- (13) An introduction to the sustainable travel hierarchy, Energy Saving Trust, April 2024
- (14) Whole life carbon assessment for the built environment RICS PROFESSIONAL STANDARD Global 2nd edition, September 2023 Version 3, August 2024 Effective from 1 July 2024  
[Whole\\_life\\_carbon\\_assessment\\_PS\\_Sept23.pdf](#)
- (15) Building on soil sustainability: Principles for soils in planning and construction; Soils in Planning and Construction Task Force Sept 2022  
<https://wp.lancs.ac.uk/sustainable-soils/files/2022/09/Soils-in-Planning-and-Construction-Sept-22.pdf>

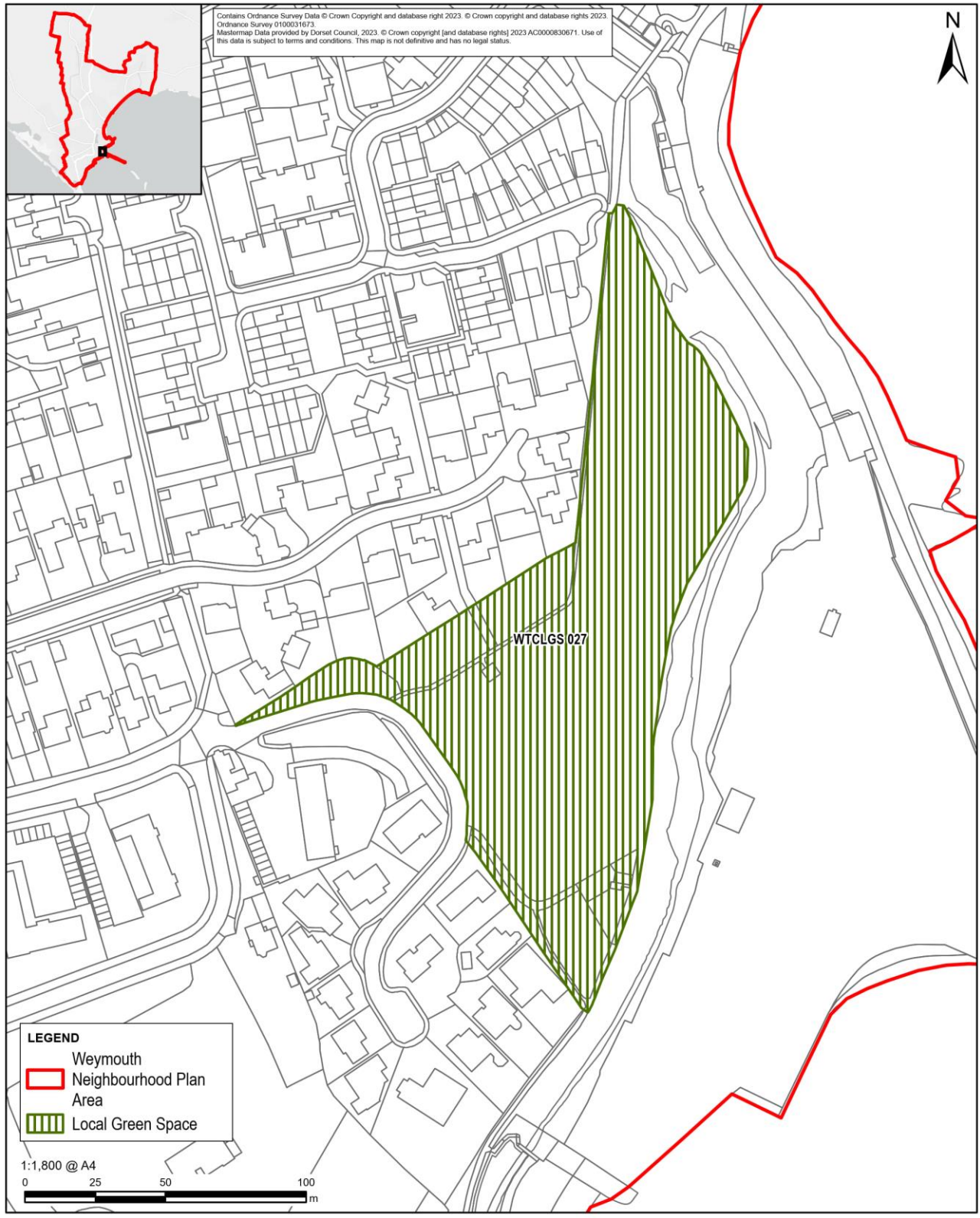
Weymouth Neighbourhood Plan Steering Group July 2023  
Reviewed and revised October 2024

### Local Green Space Site Maps

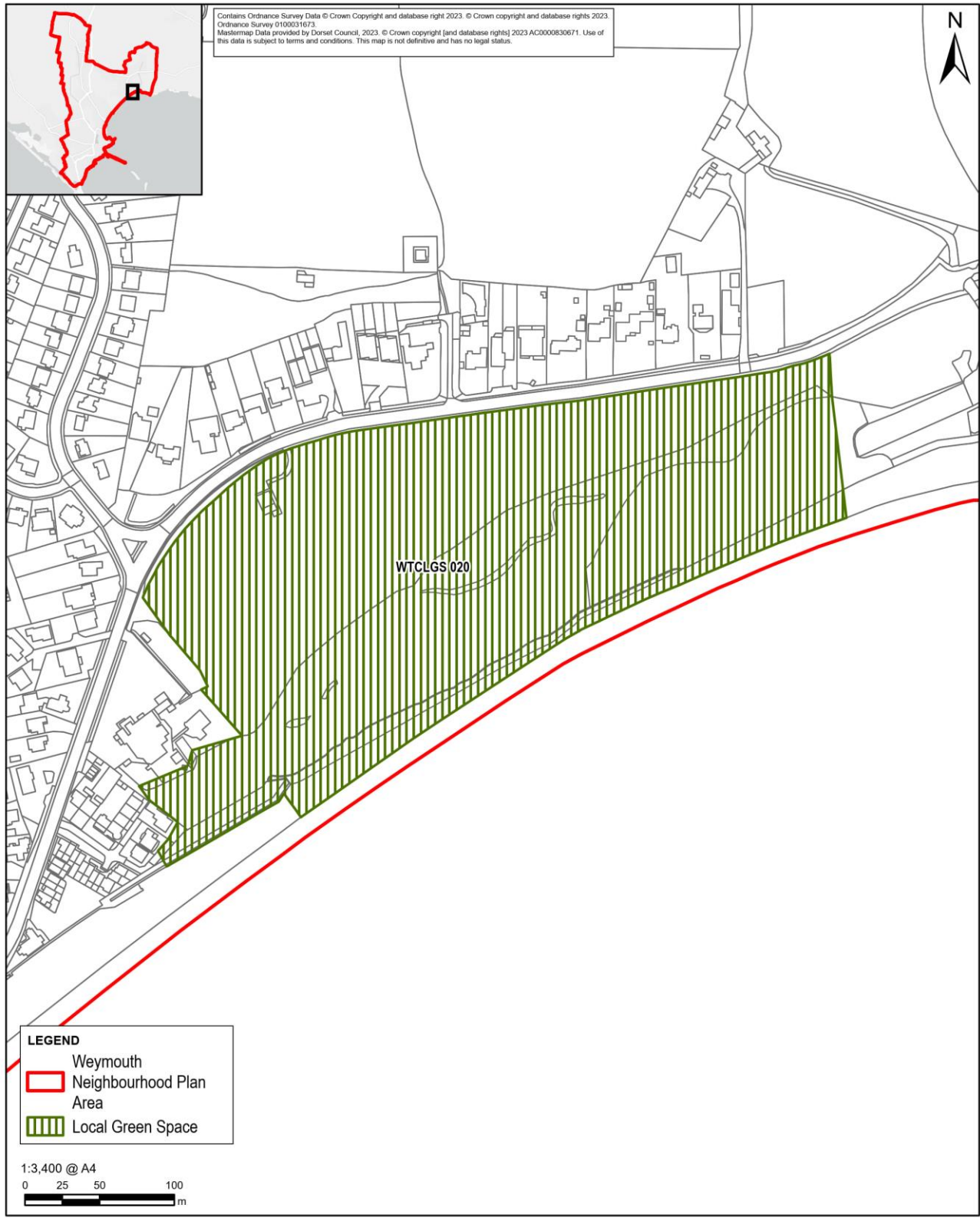
**Figure 1: All Green Spaces within Southill Garden Village**



**Figure 2: Bingleaves Open Space**



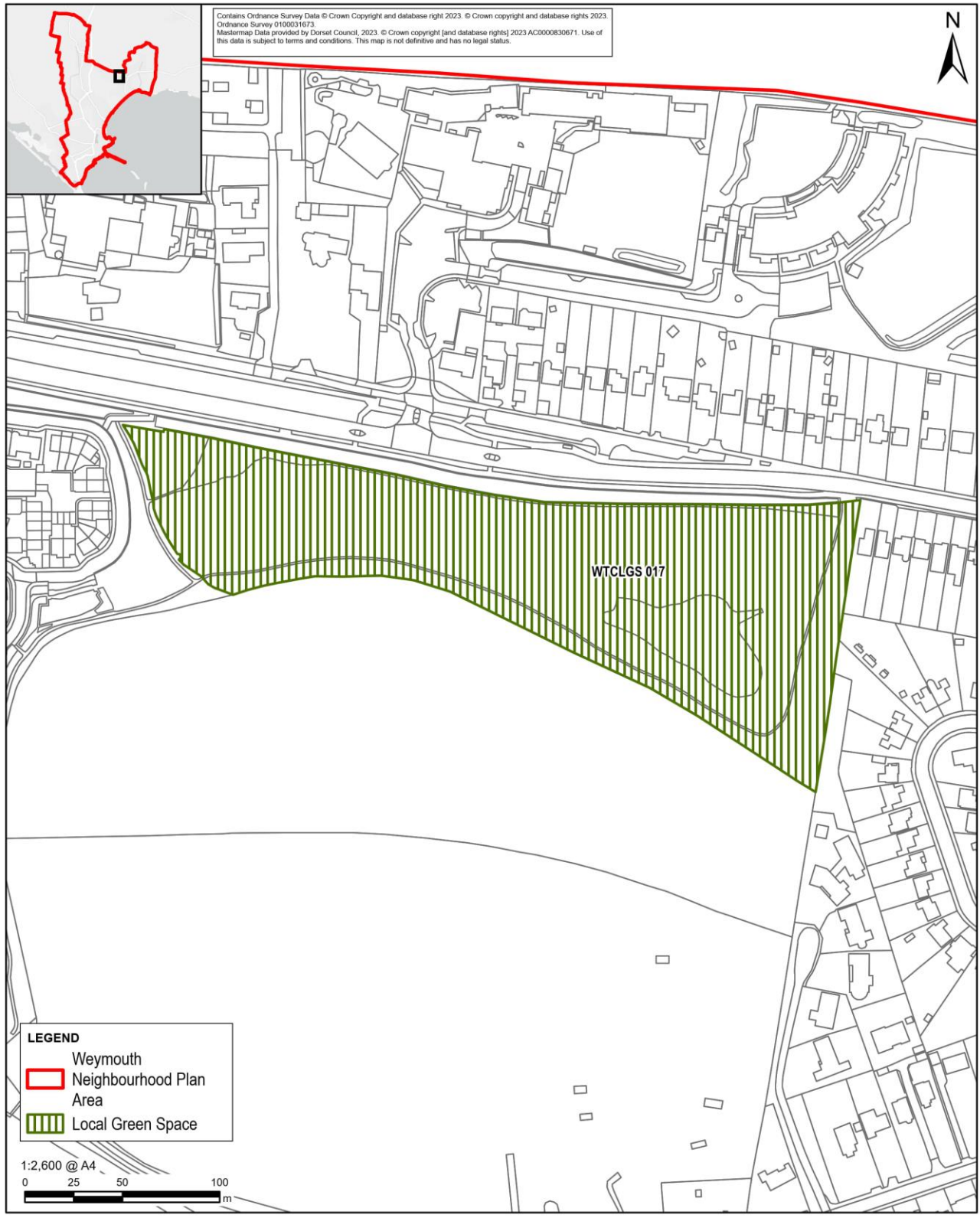
**Figure 3: Bowleaze Cove Open Space**



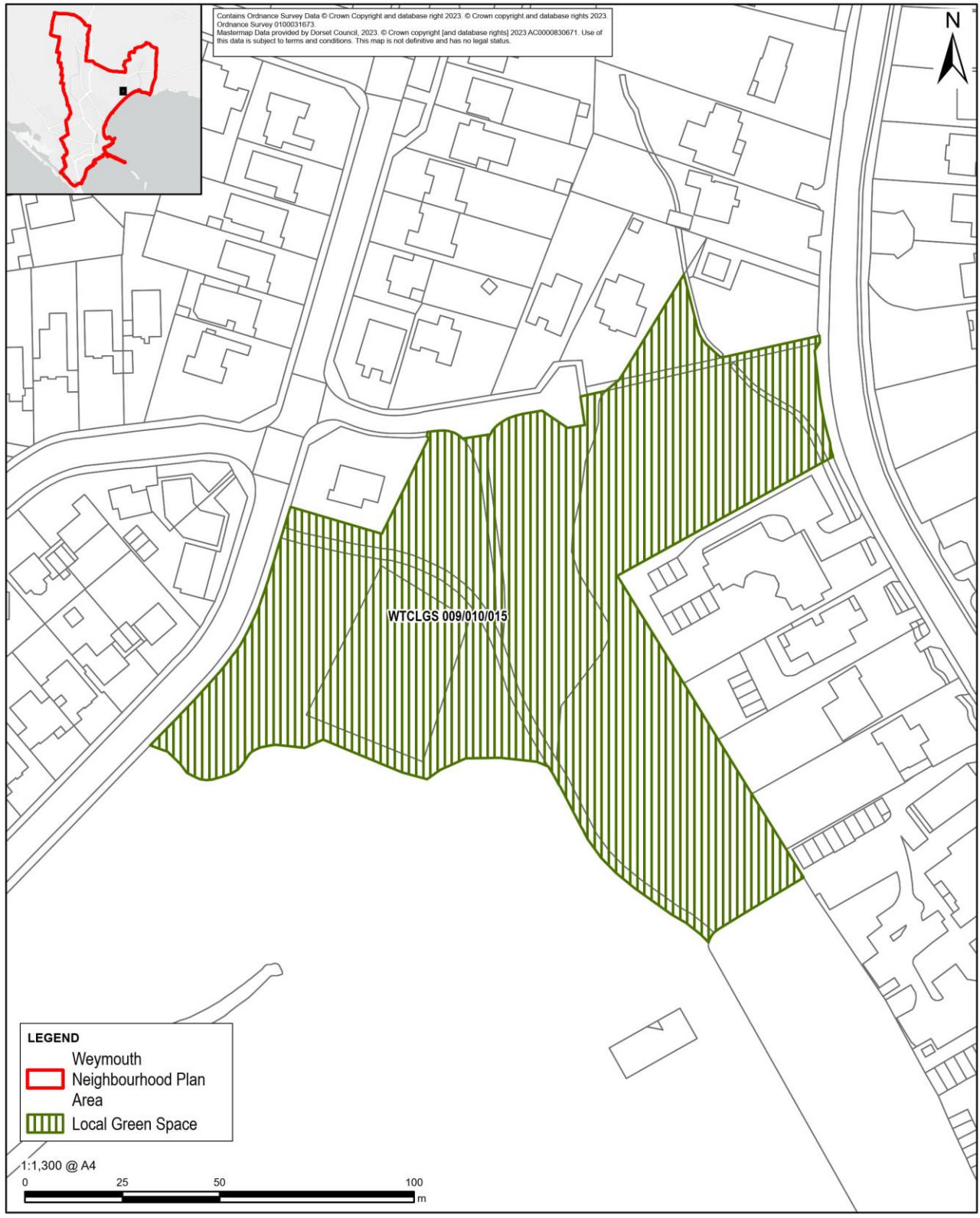
**Figure 4: Chapelhay Open Spaces**



**Figure 5: Community Orchard & Pond Area adj to Littlemoor Road**

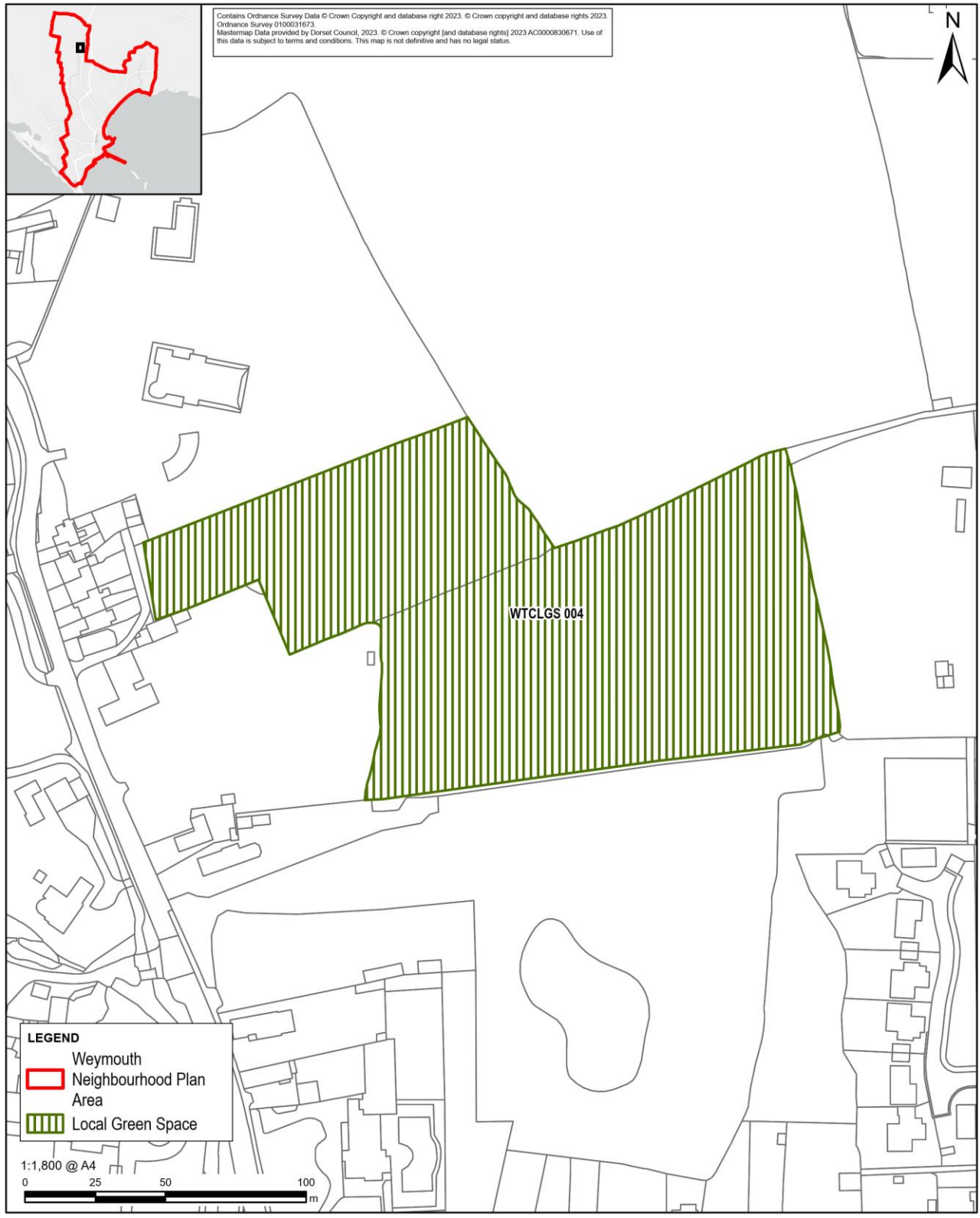


**Figure 6: Elm Close Recreational Area**

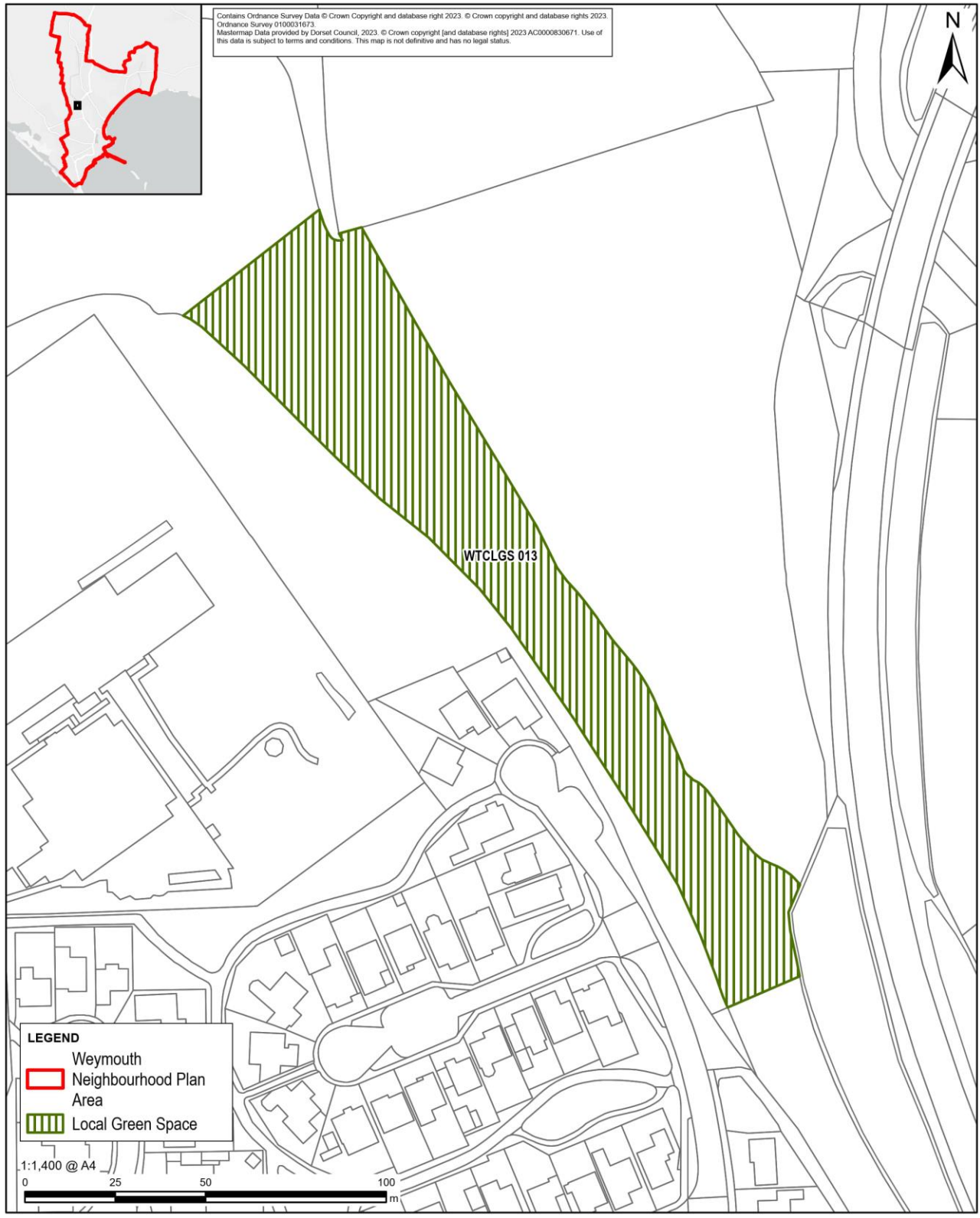




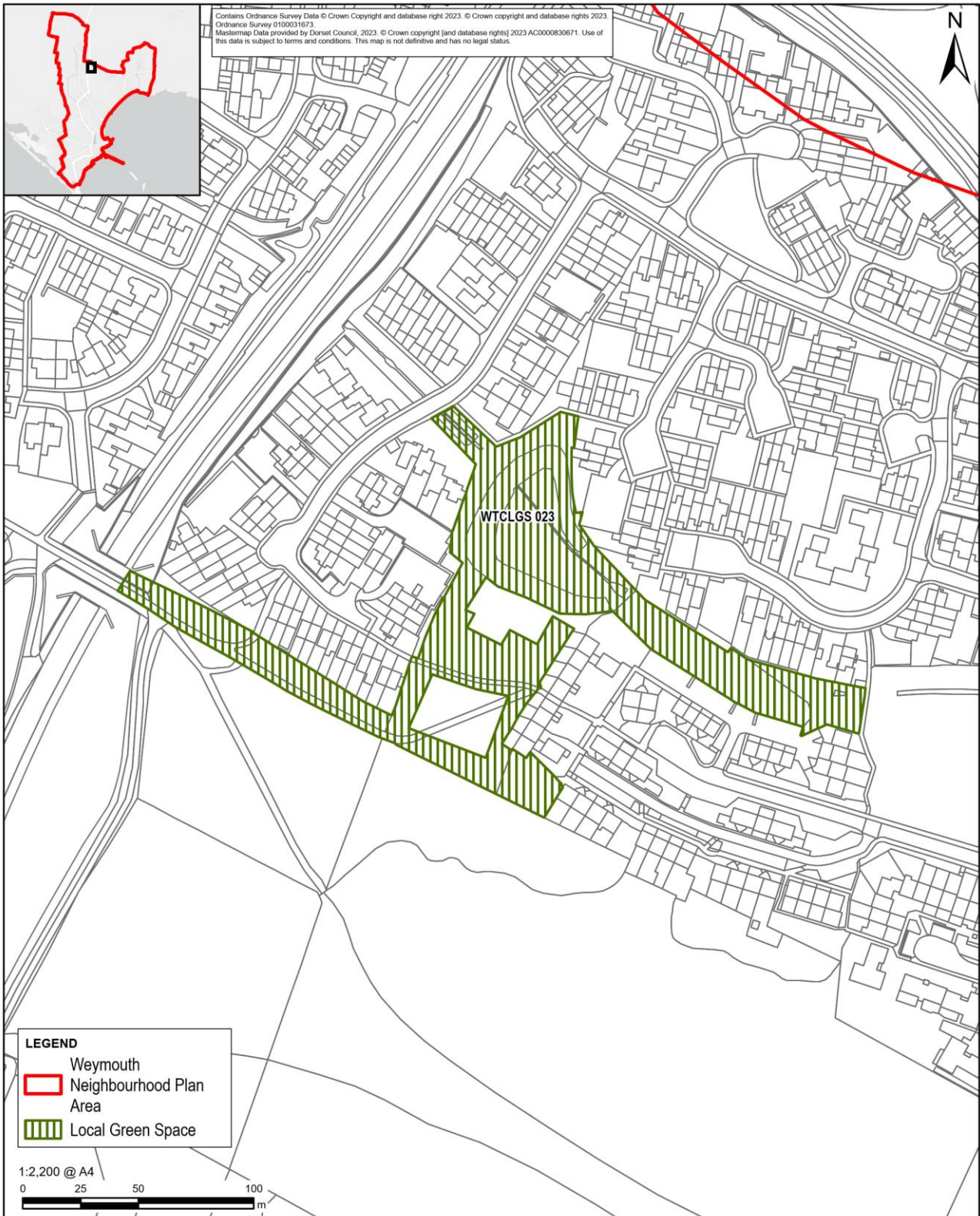
**Figure 7: Field adj to Hurdlemead off Elwell Street, Upwey**



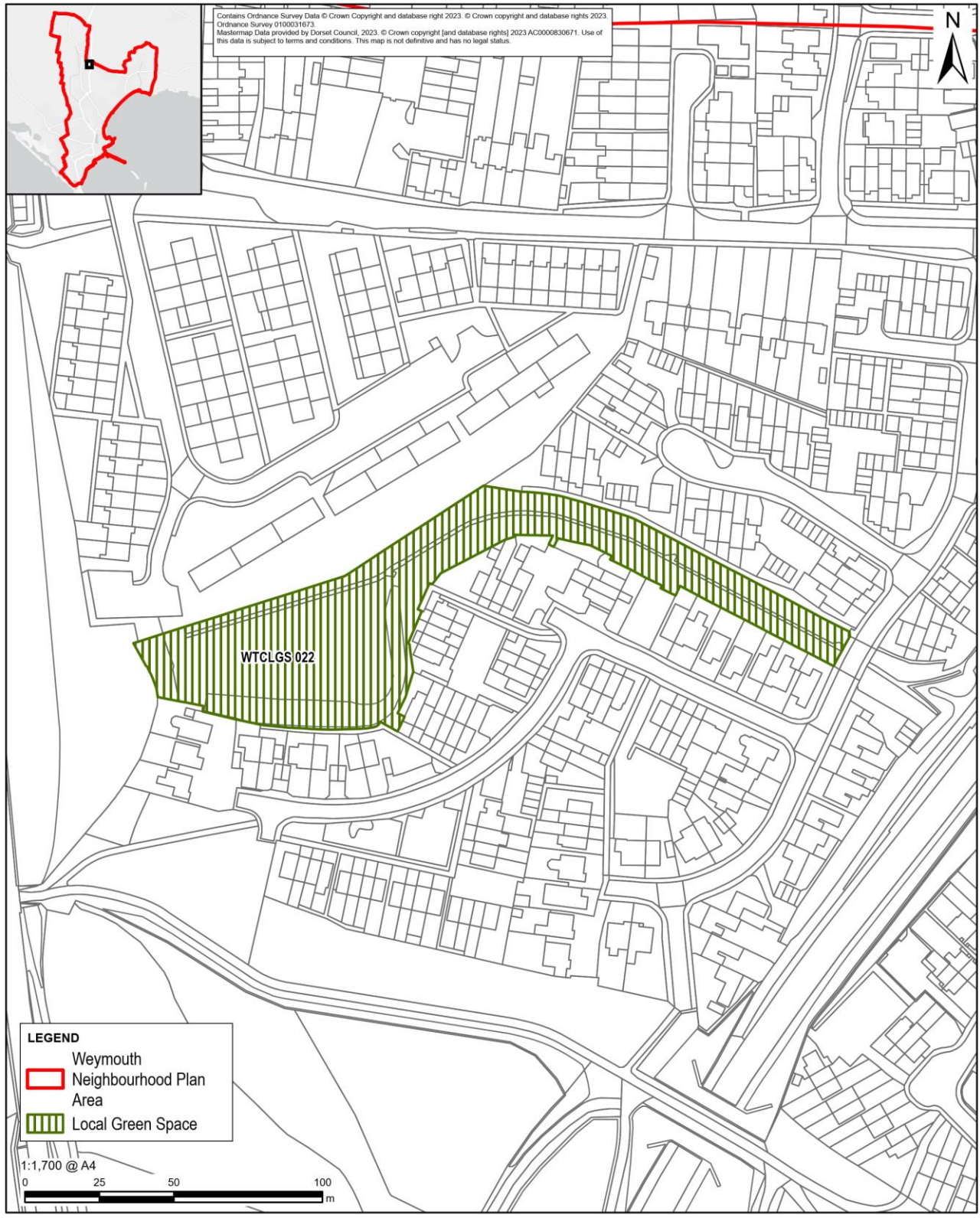
**Figure 8: Field adj to Southill Garden Drive**



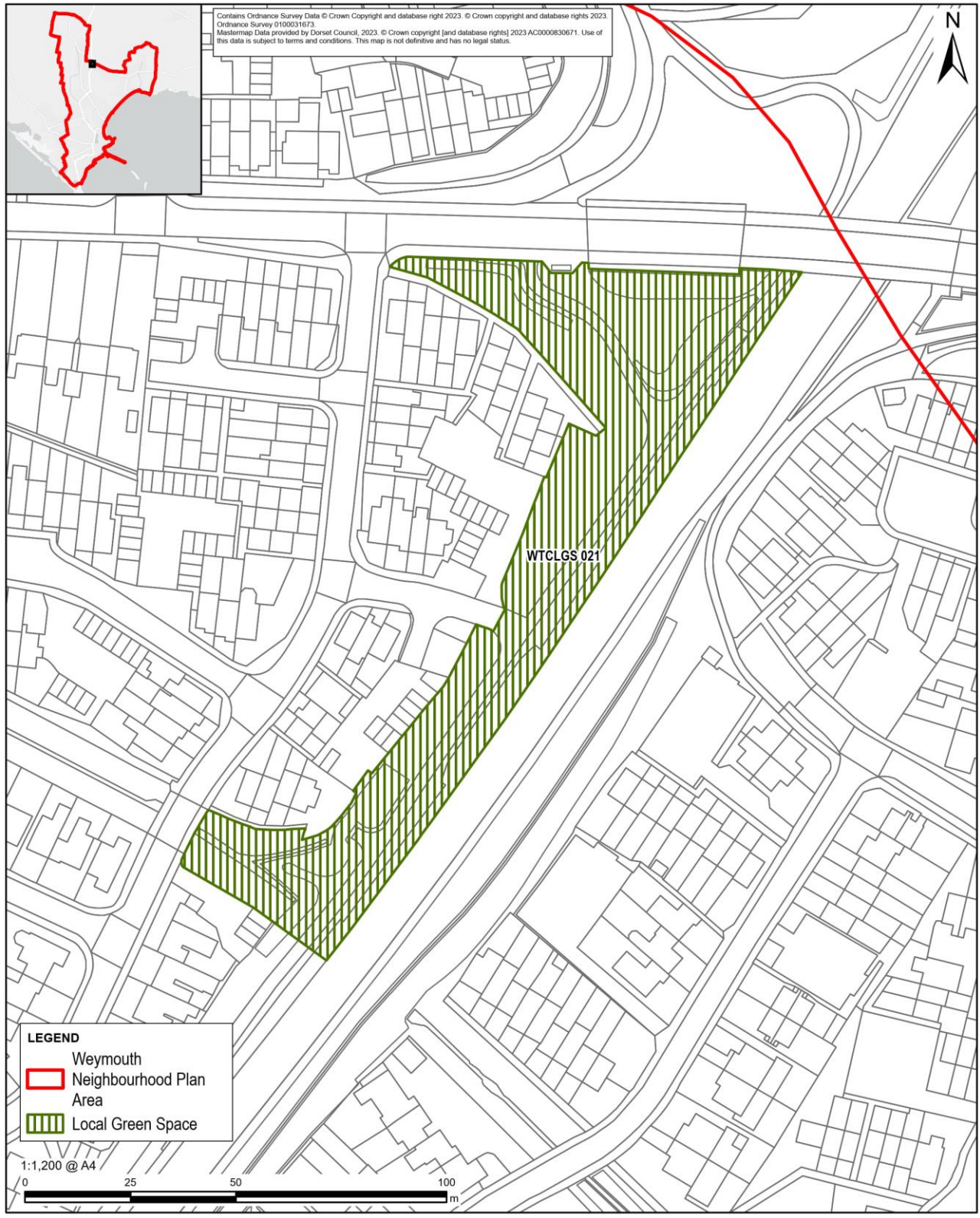
**Figure 9: Green Space btwn Kestrel View, Beverley Road and Fieldfare Close**



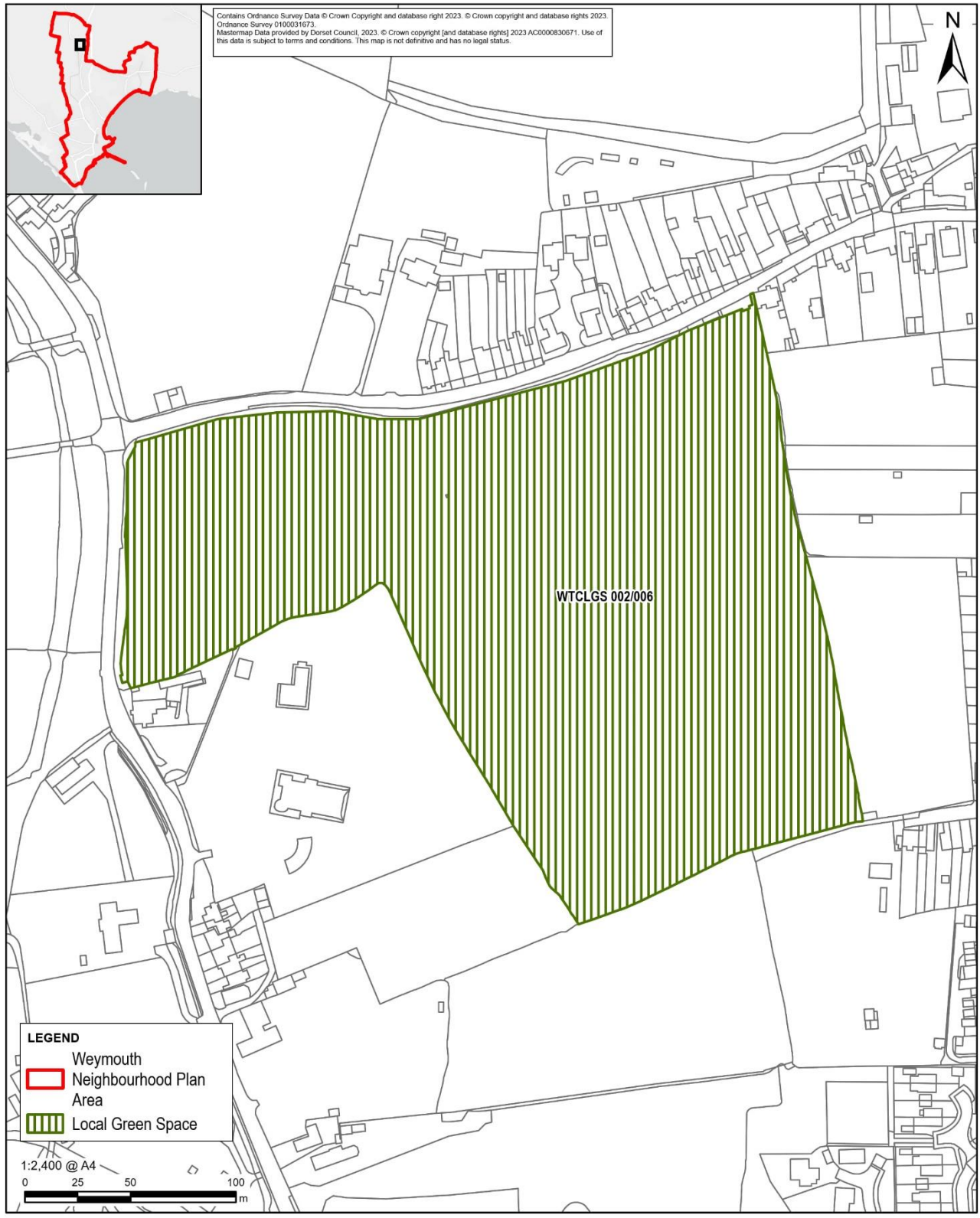
**Figure 10: Green Space btwn Sanderling View, Beverley Road and Fairfield**



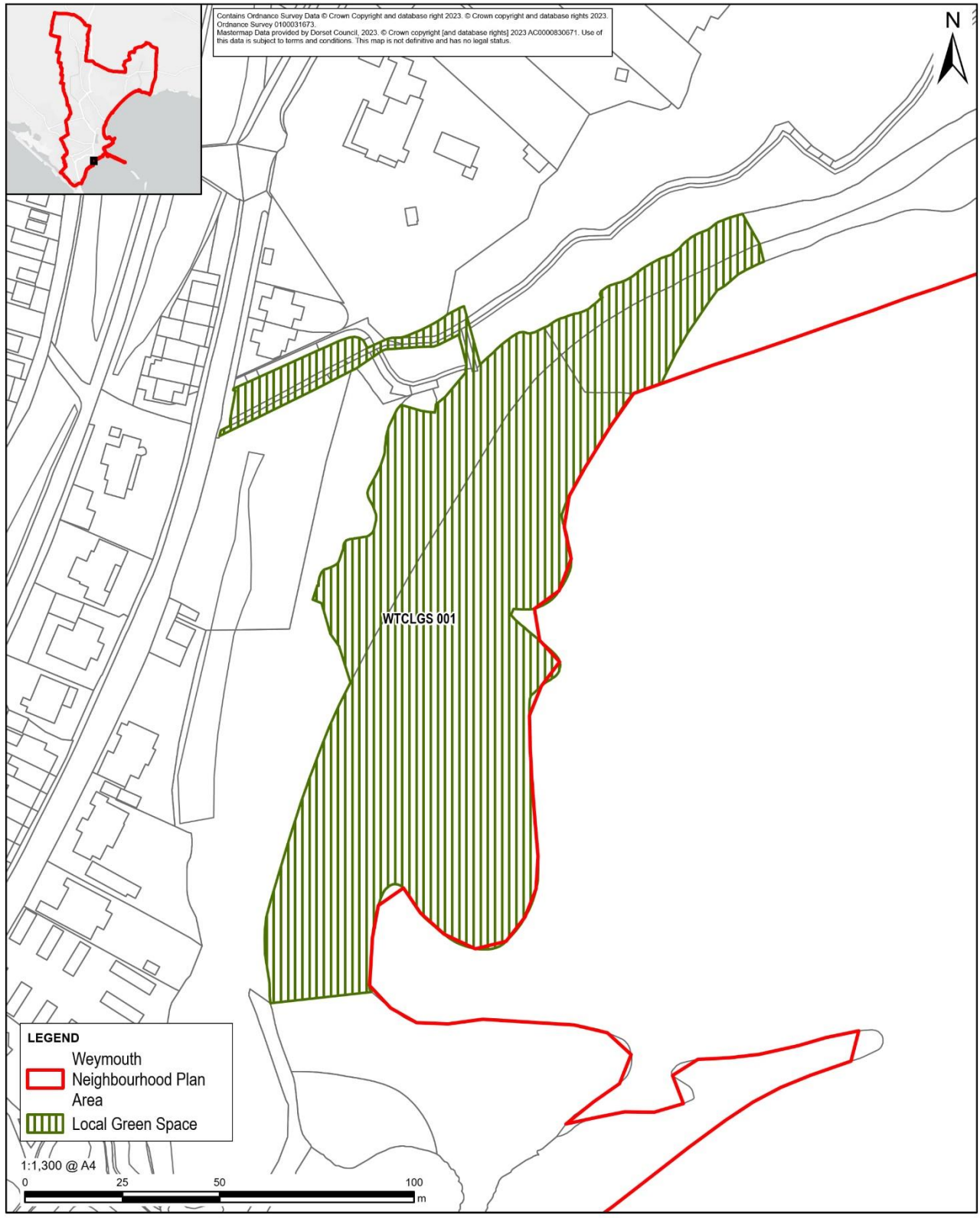
**Figure 11: Green Strip btwn The Finches and A354 to Southdown Road**



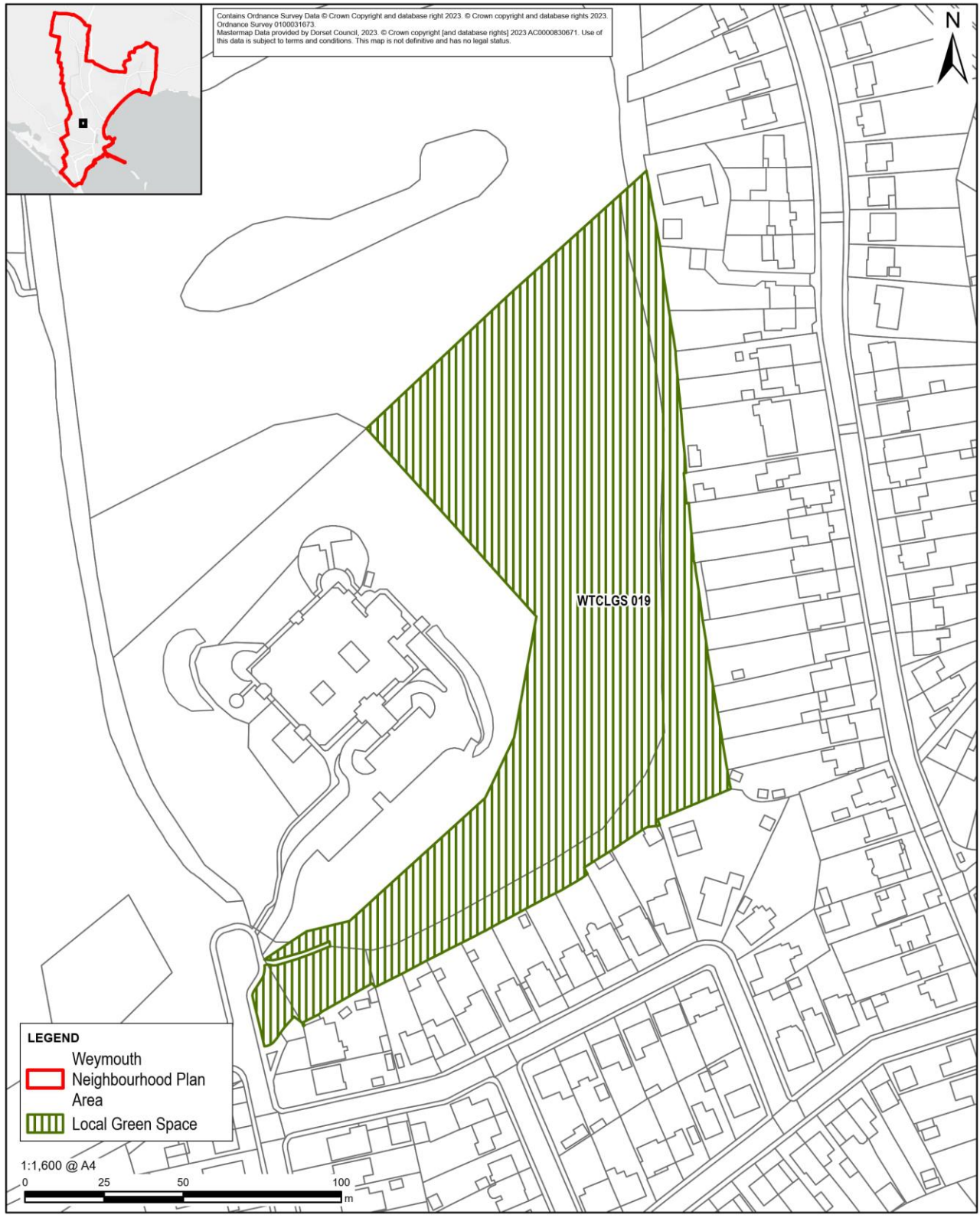
**Figure 12: Hurdlemead**



**Figure 13: Land adj Castle Cove Beach**

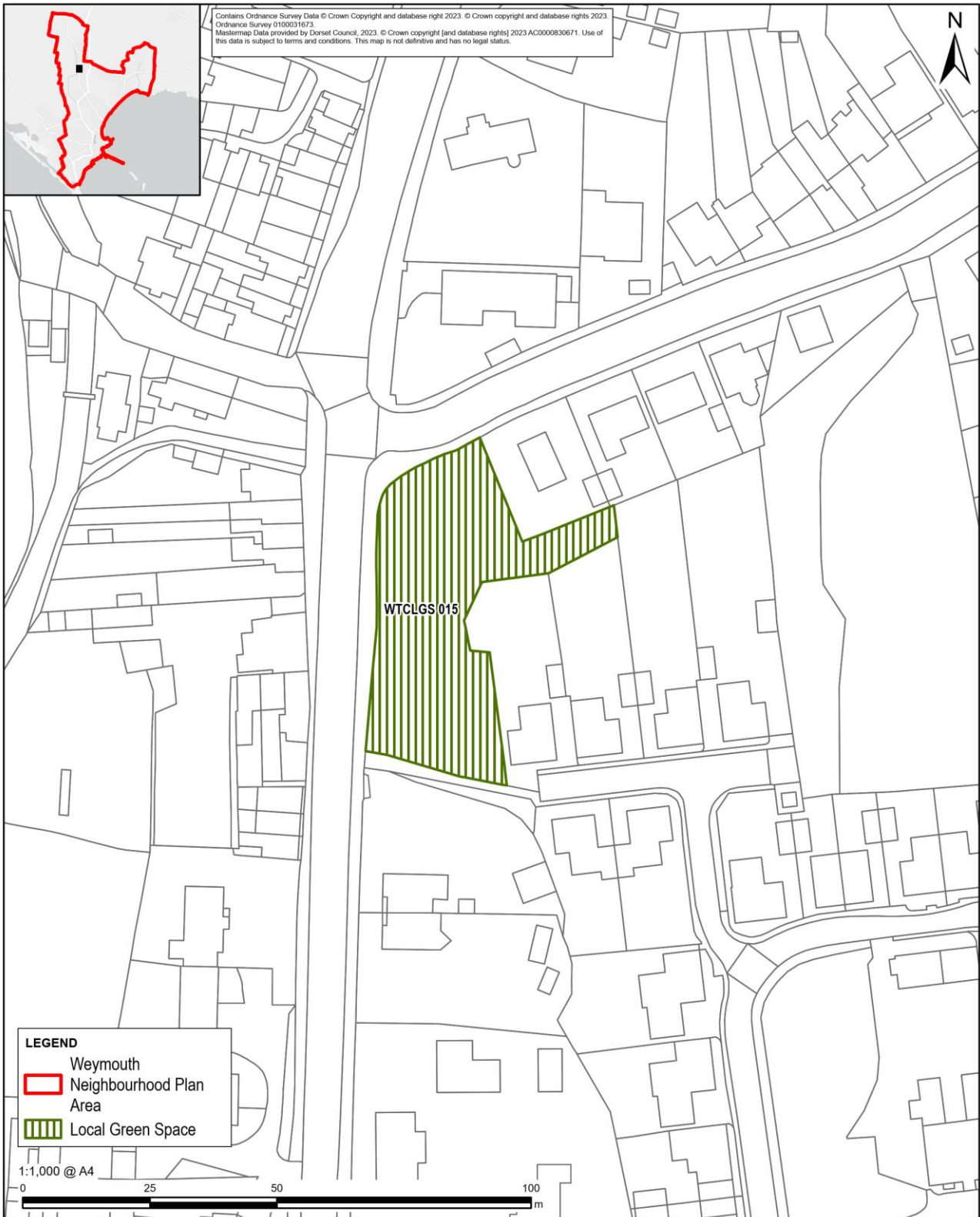


**Figure 14: Links Road Open Space**

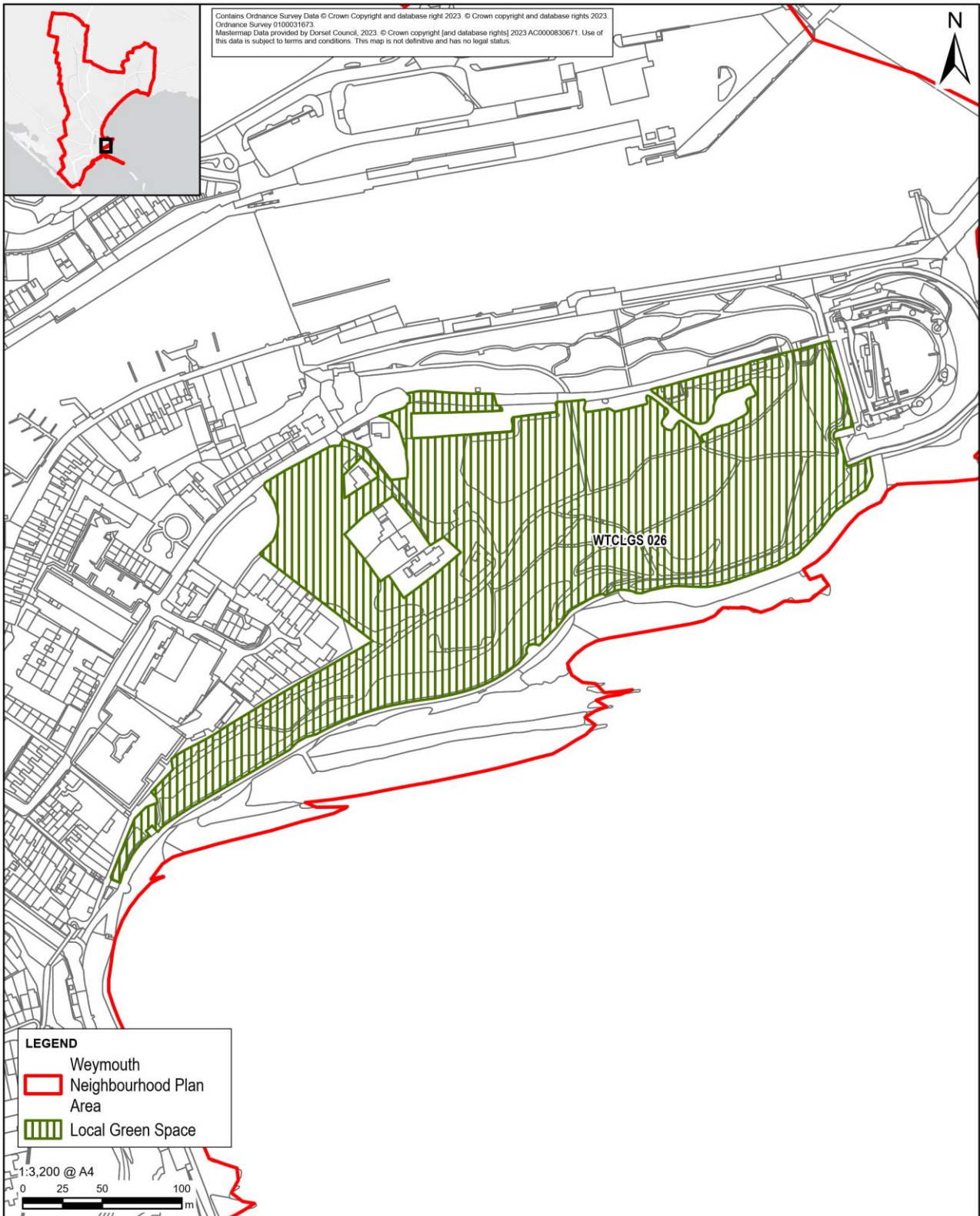




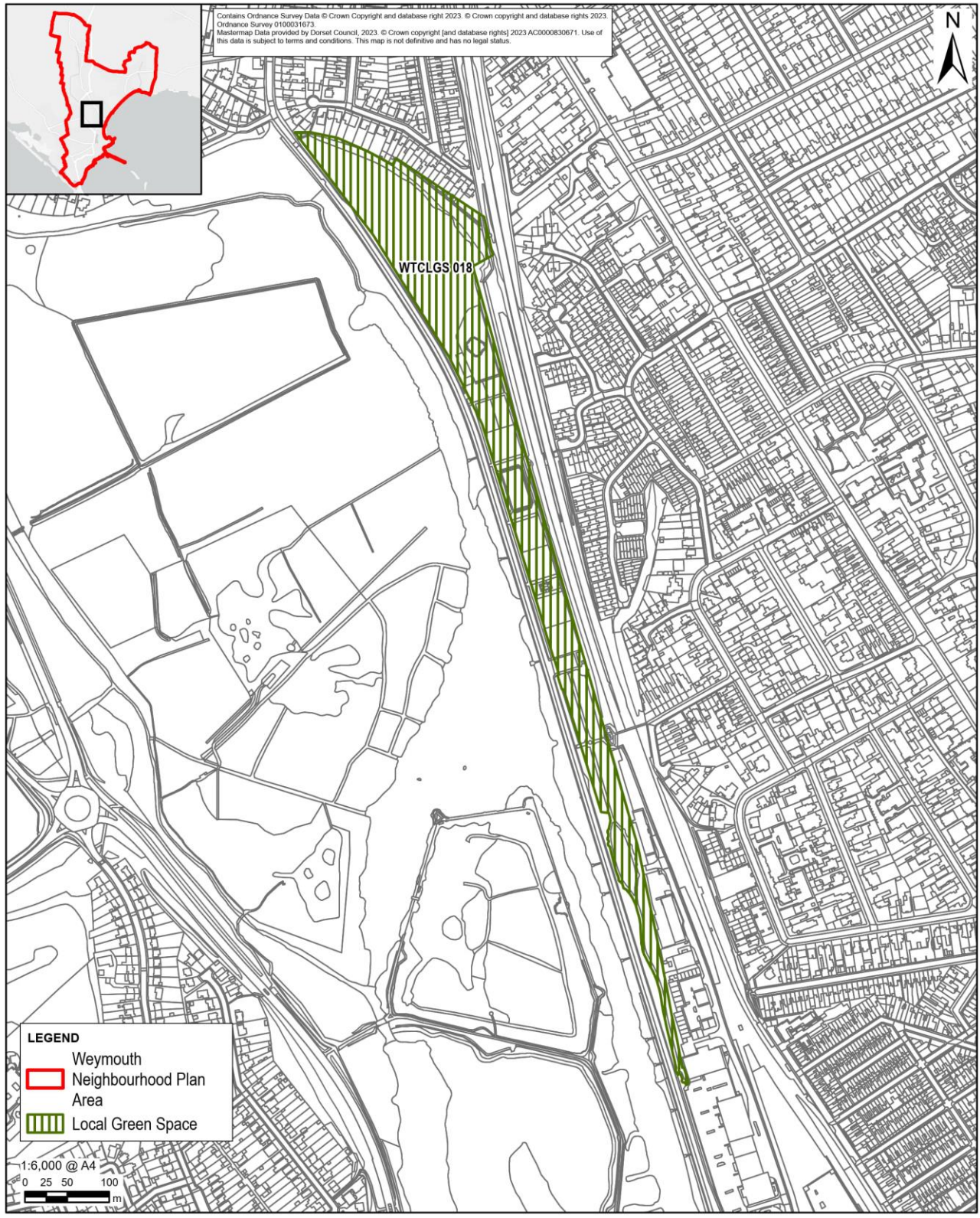
**Figure 15: Green Space on corner of Springfield Road and Dorchester Road**



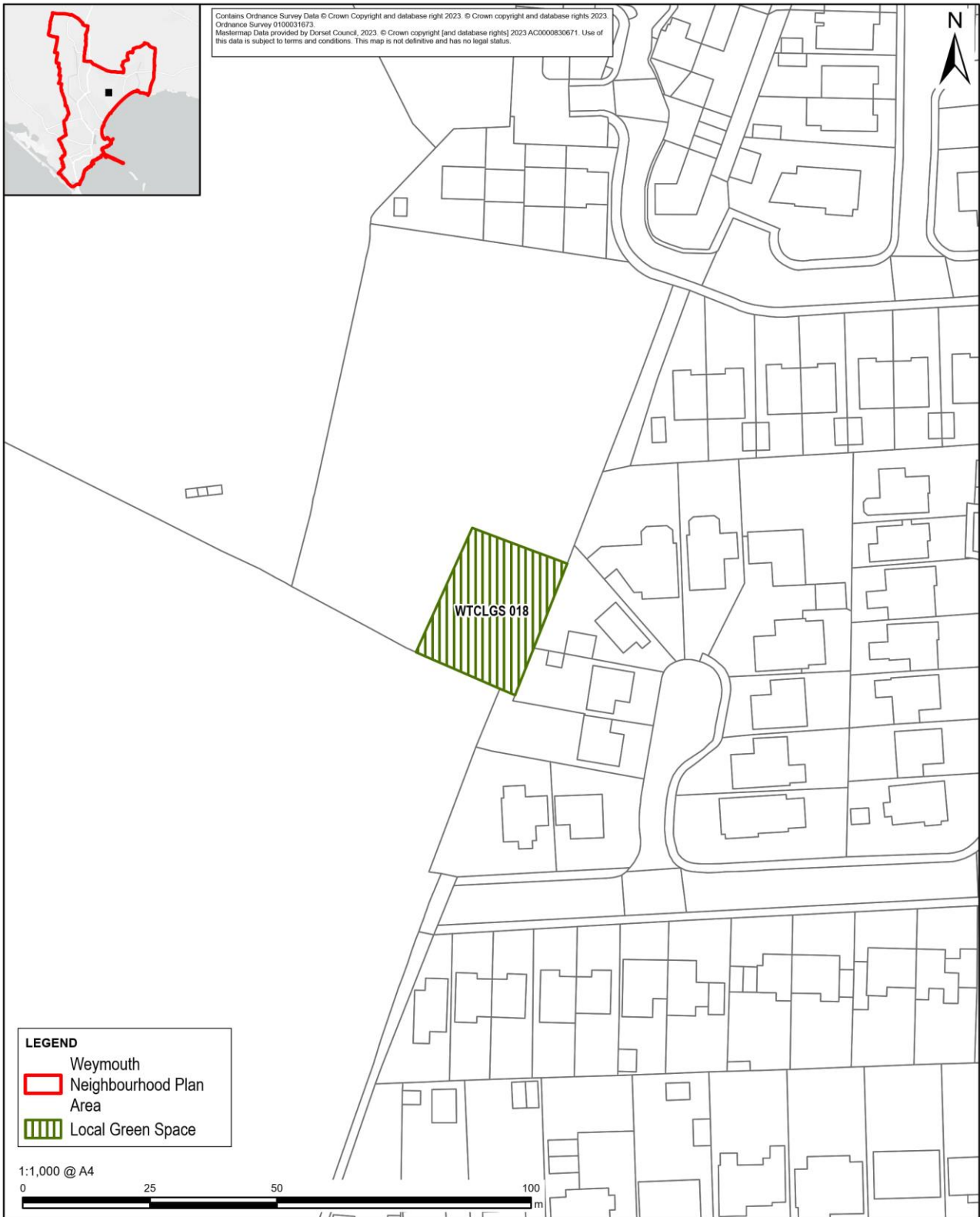
**Figure 16: Nothe Gardens**



**Figure 17: Radipole Park & Gardens**



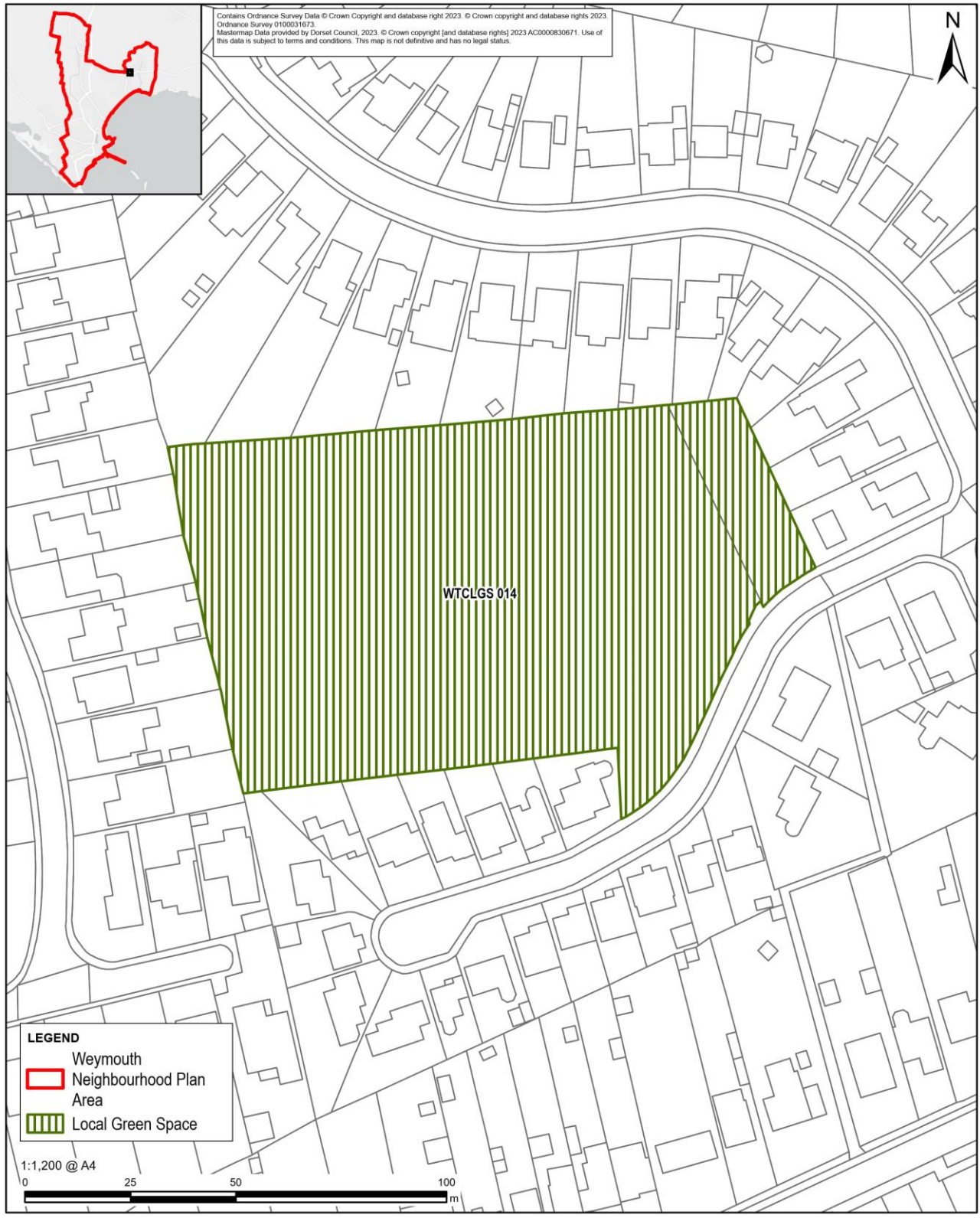
**Figure 18 – Traditional Orchards Southdown Farm**



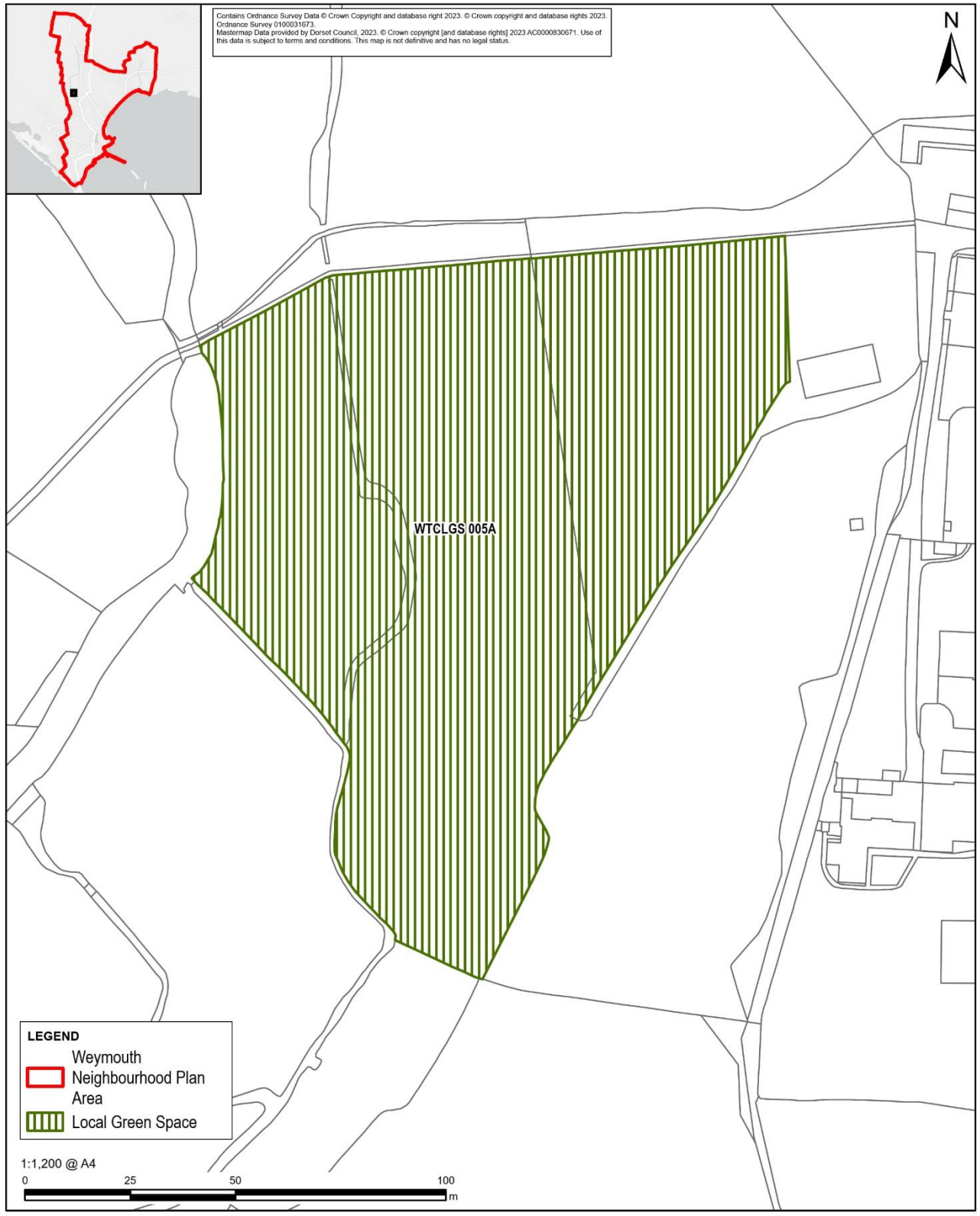
**Figure 19: Remembrance / Memory Gardens, Littlemoor**



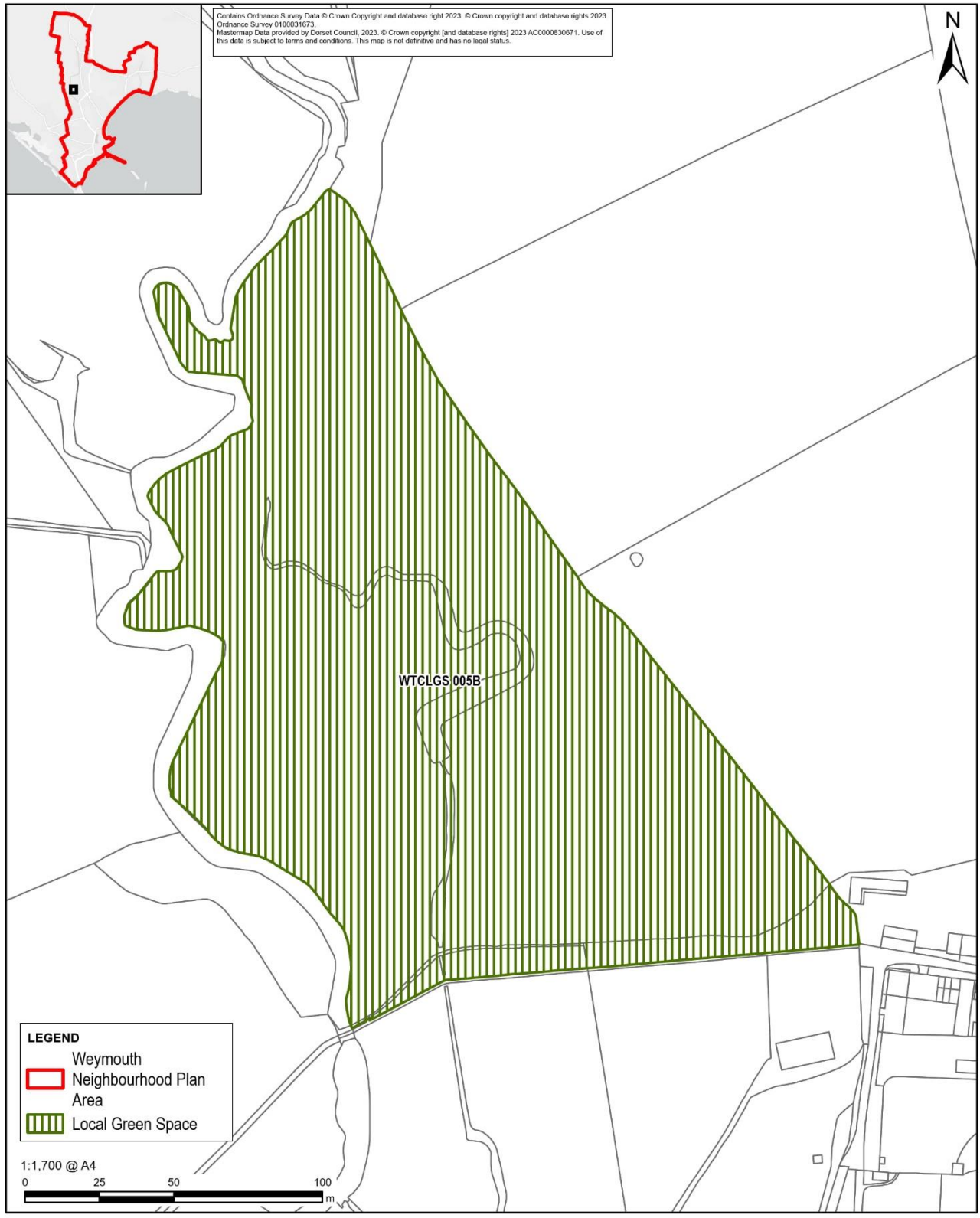
**Figure 20: Telford Close Recreational Area**



**Figure 21A: Watermeadows**

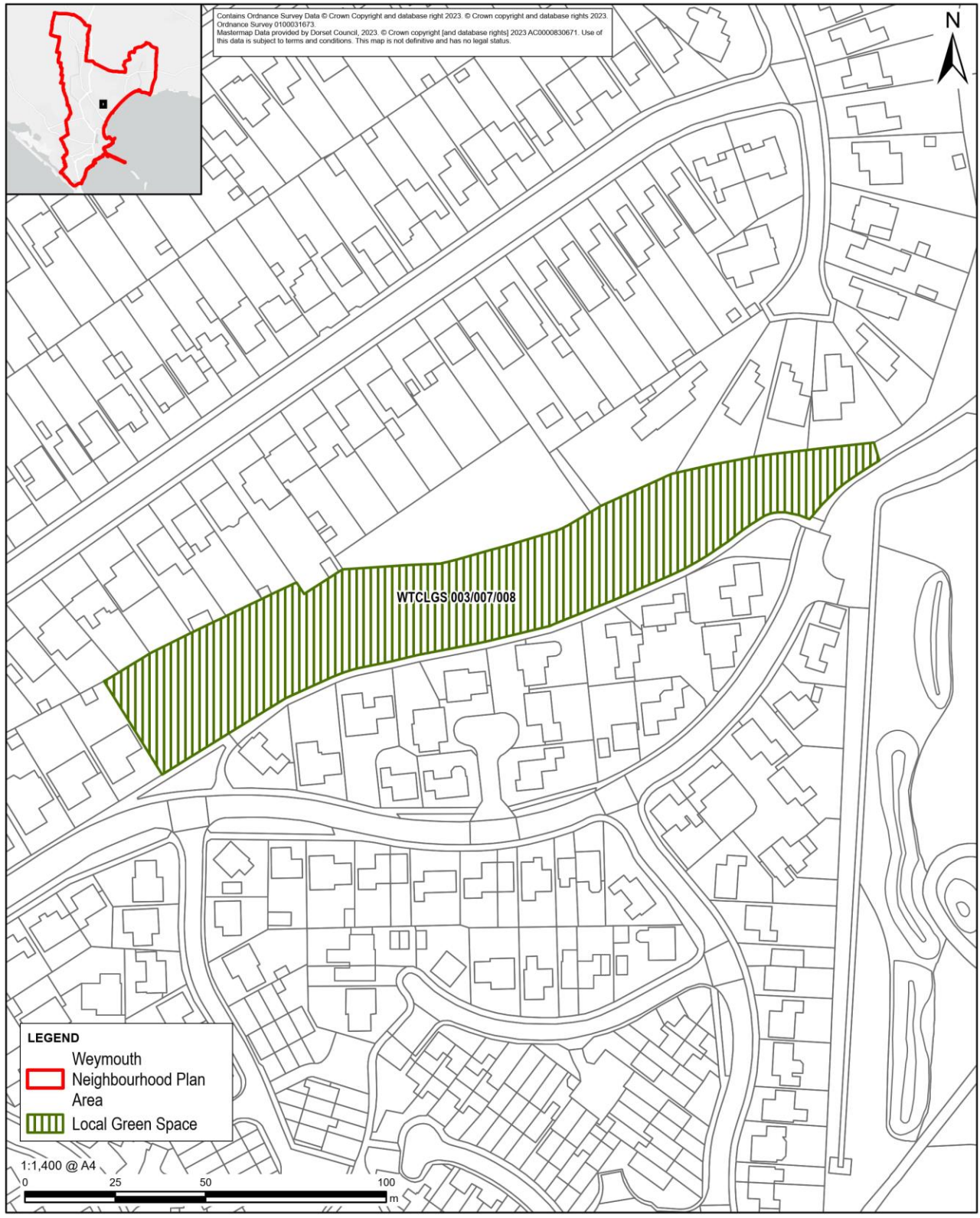


**Figure 21B: Watermeadows**





**Figure 22: Woodland btwn Grove Avenue and Beaumont Avenue**



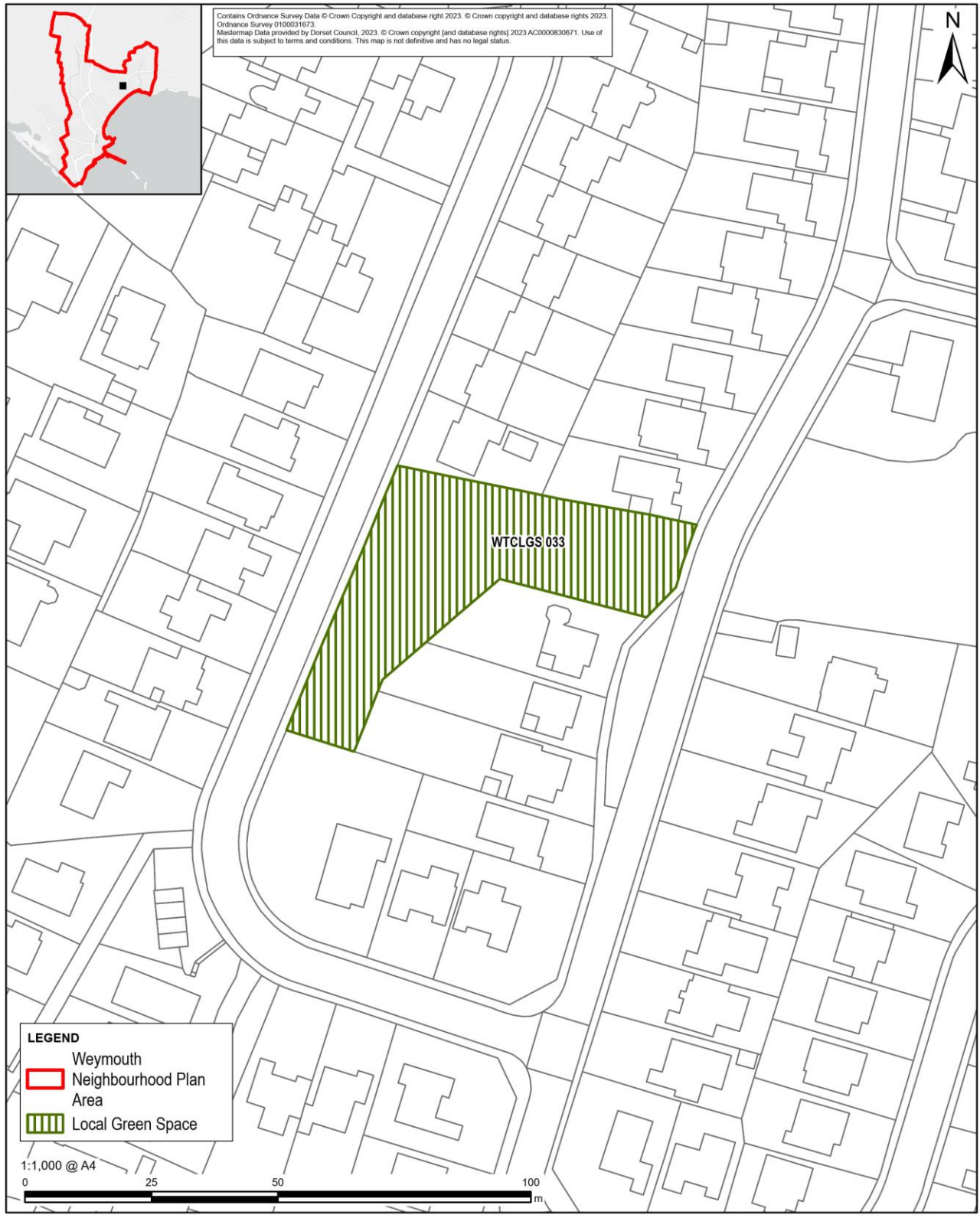
**Figure 23: Corfe Road, Tyneham Close Green**



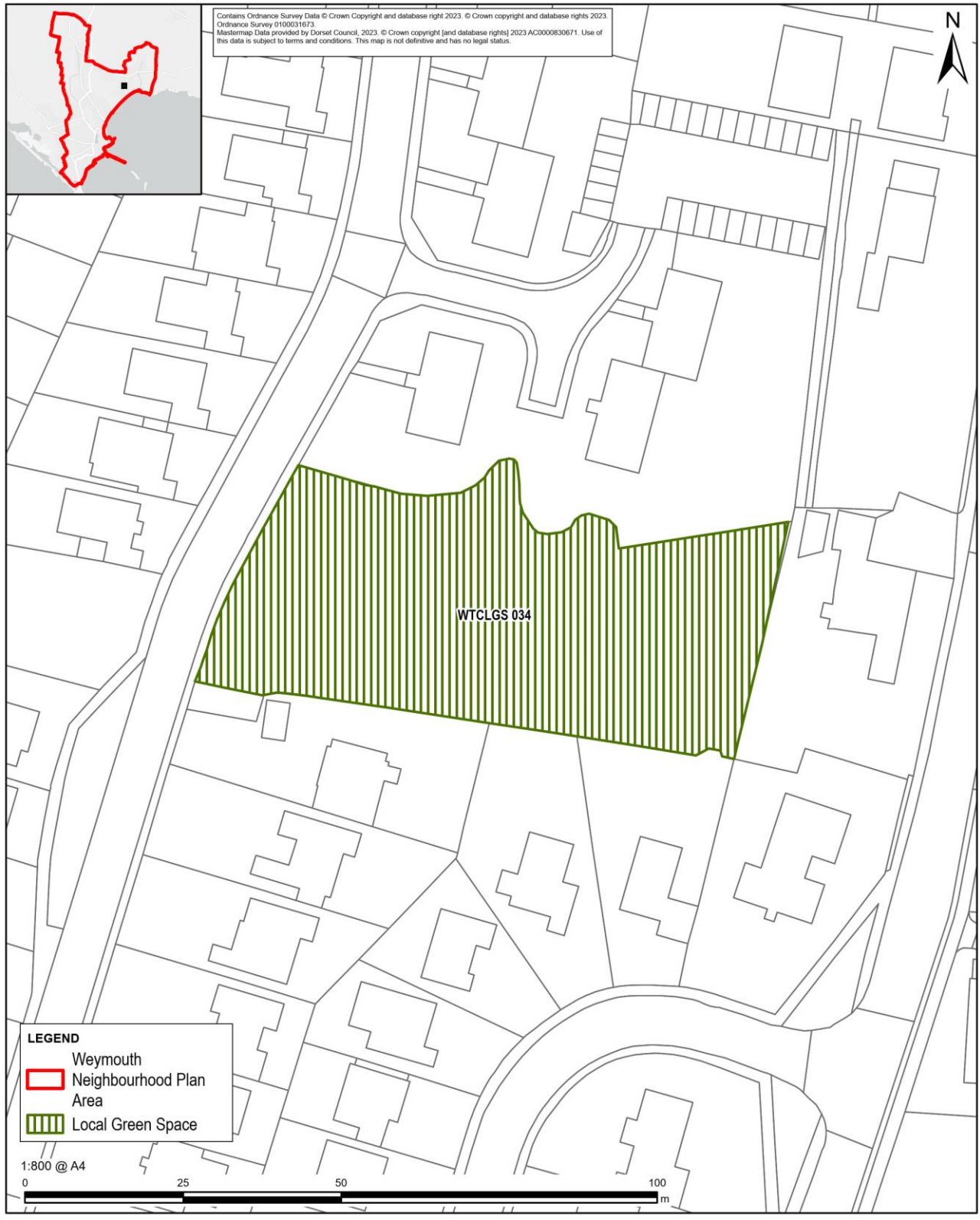
**Figure 24: Douglas Road Play Area**



**Figure 25: Enkworth Road**



**Figure 26: Oakbury Drive**



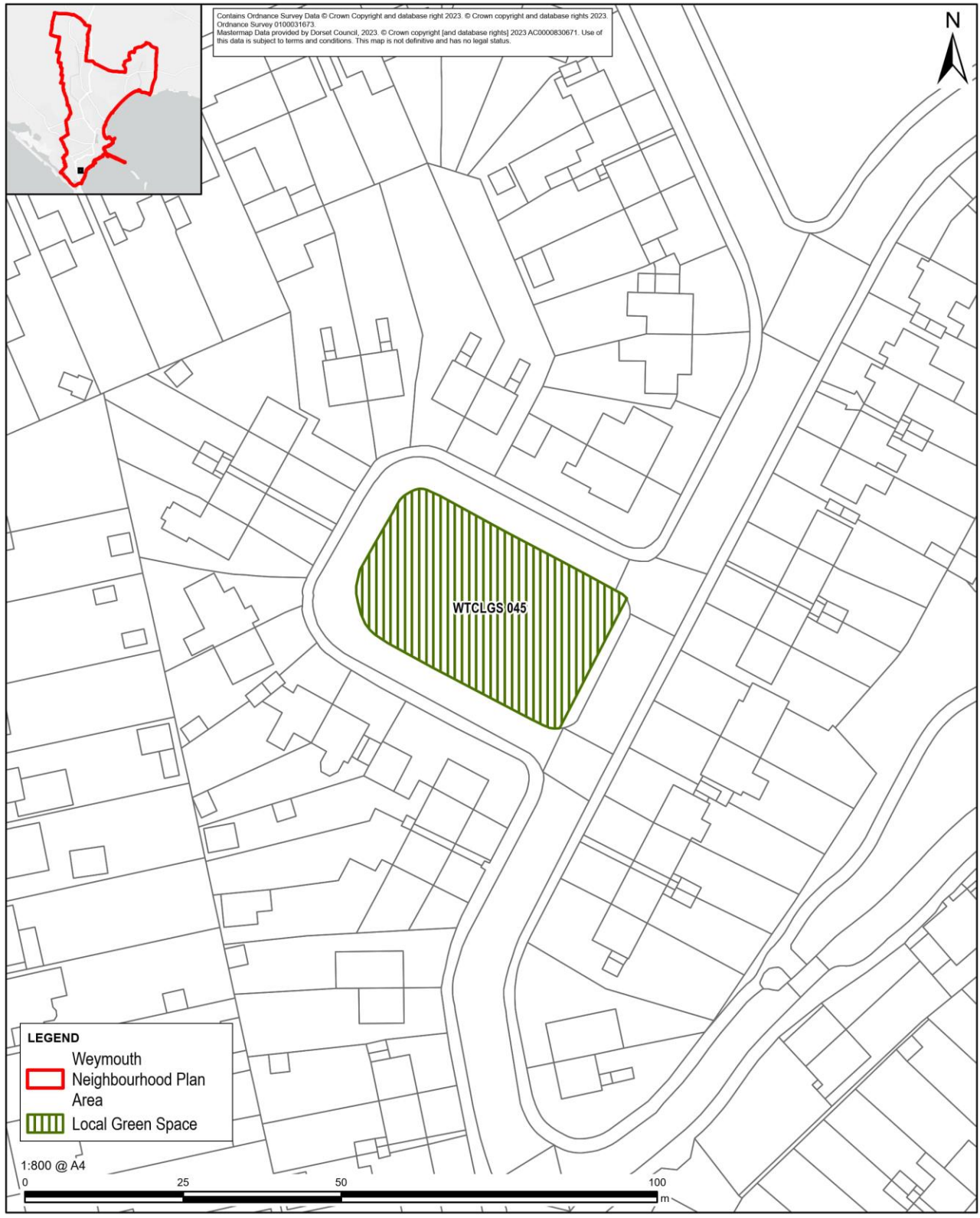
**Figure 27: Purbeck Close Green**



**Figure 28: Hillbourne Road**

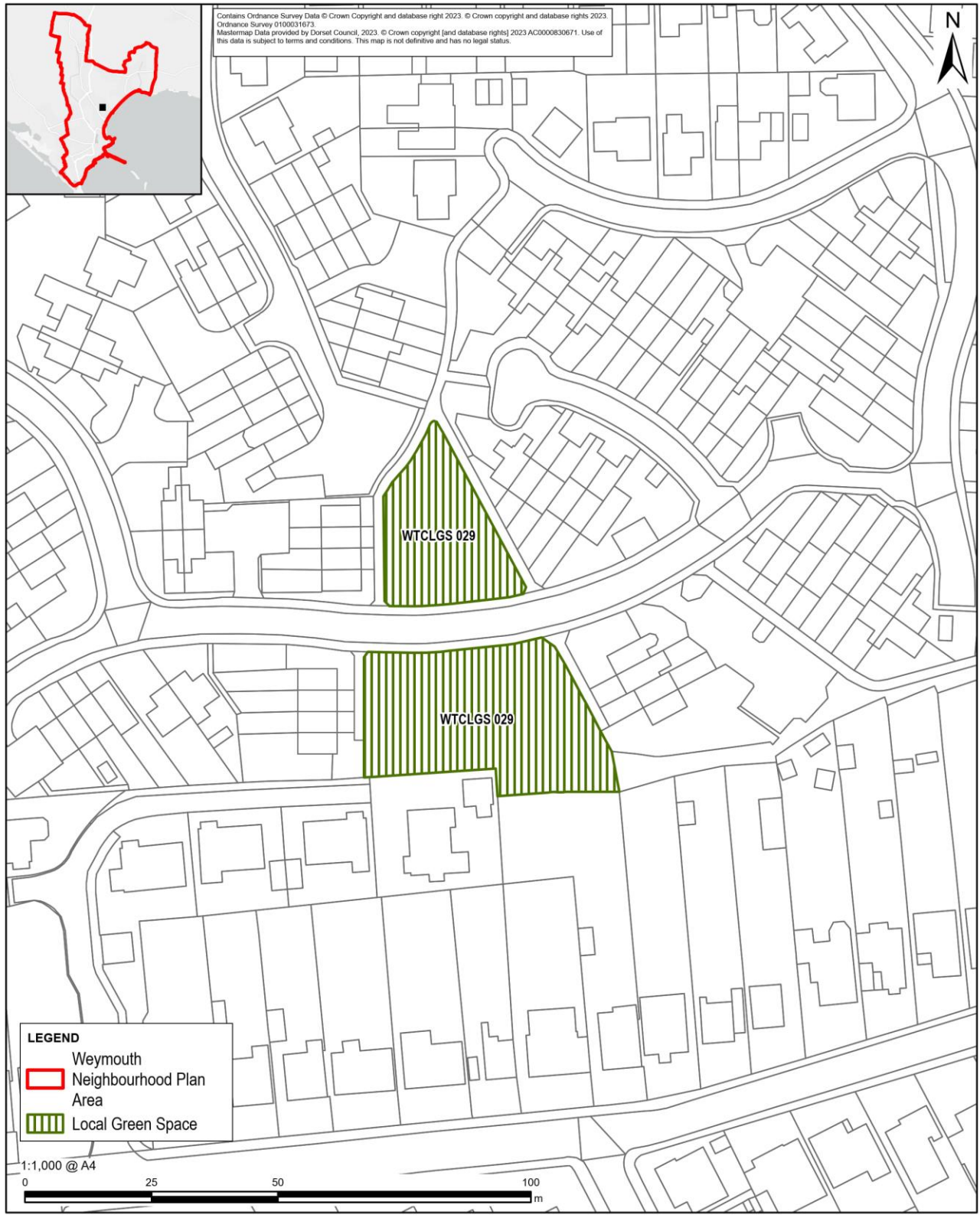


**Figure 29: Down Close Green**

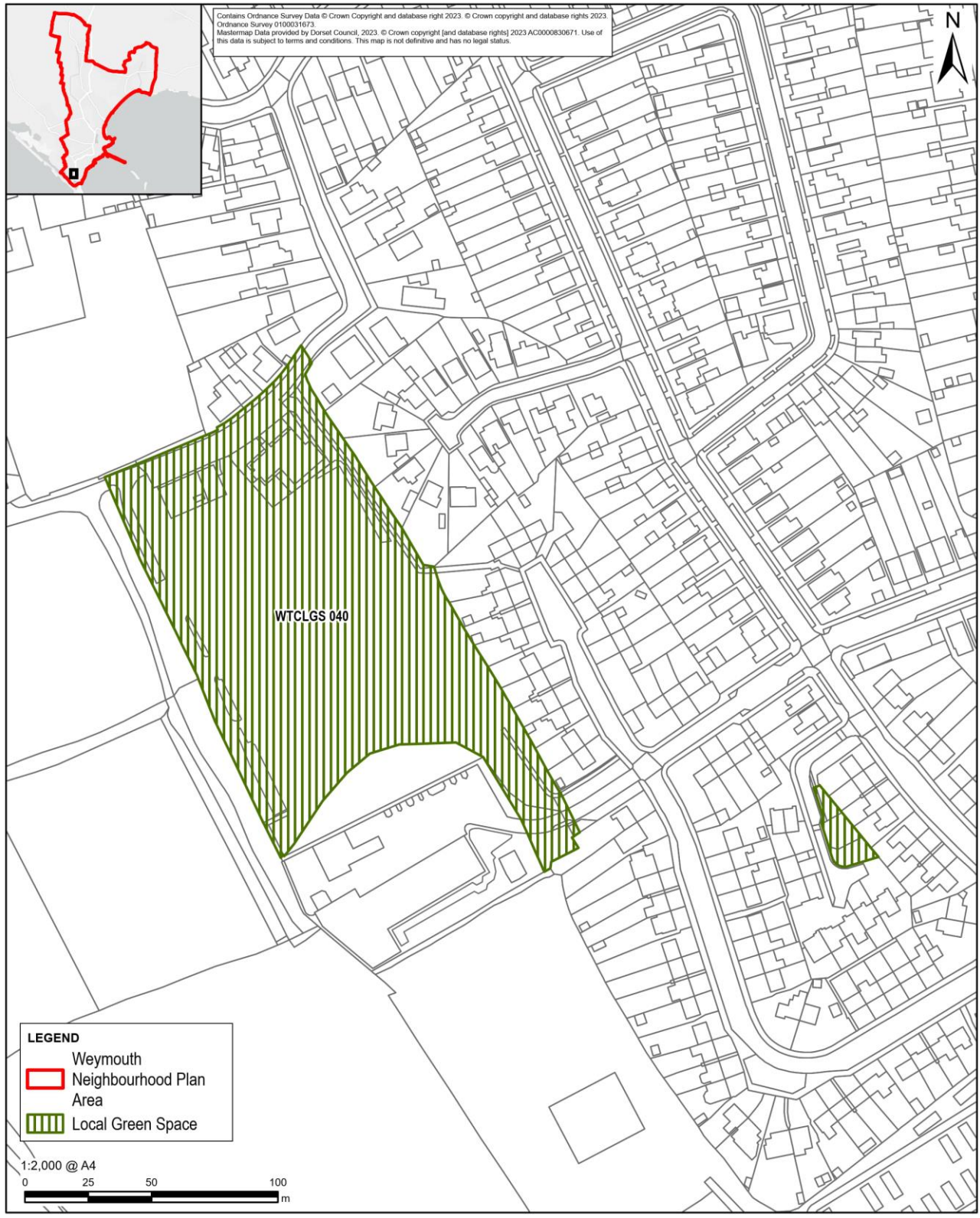




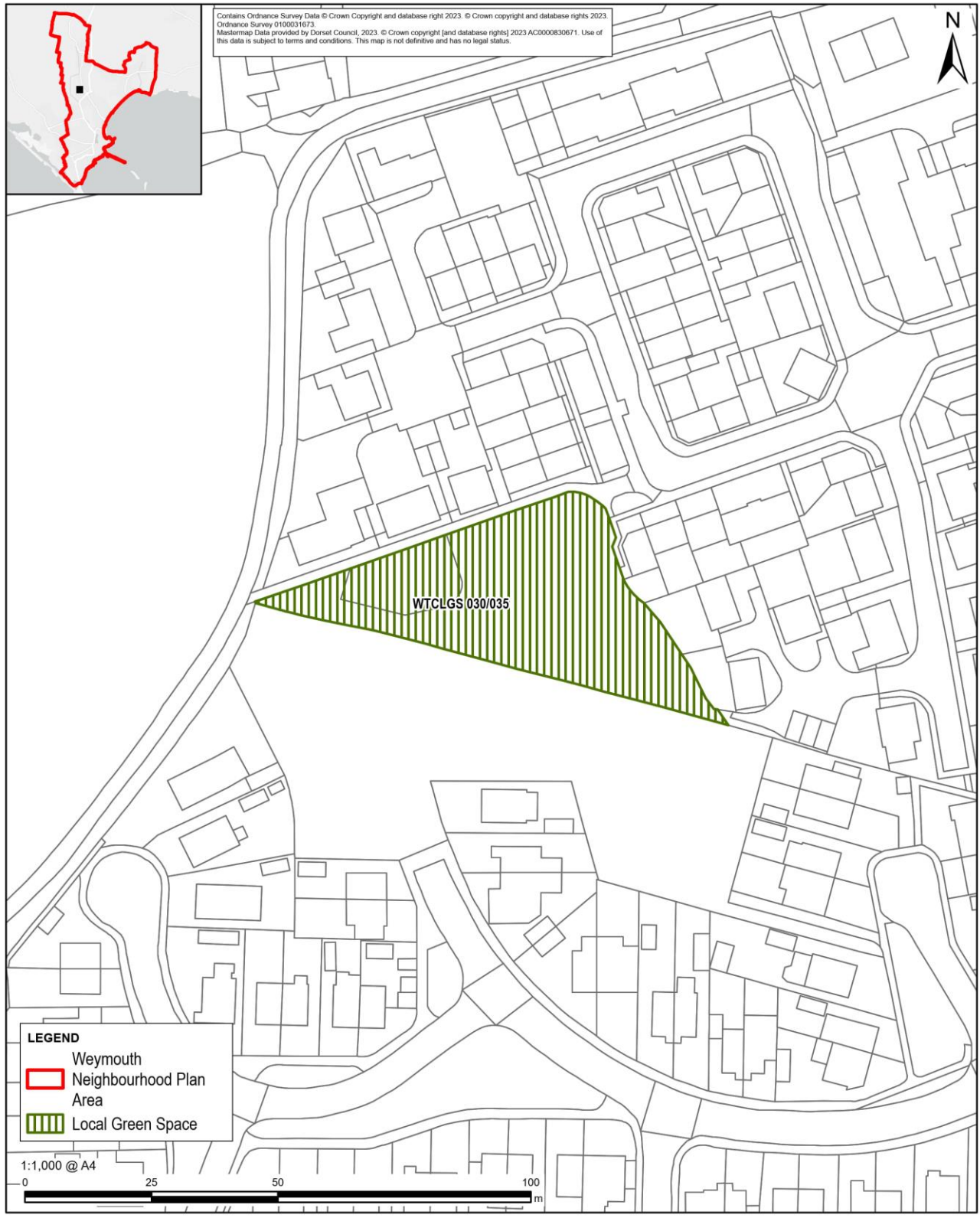
**Figure 30: Larkspur Close Green Space**



**Figure 31: Ryemead Open Space**



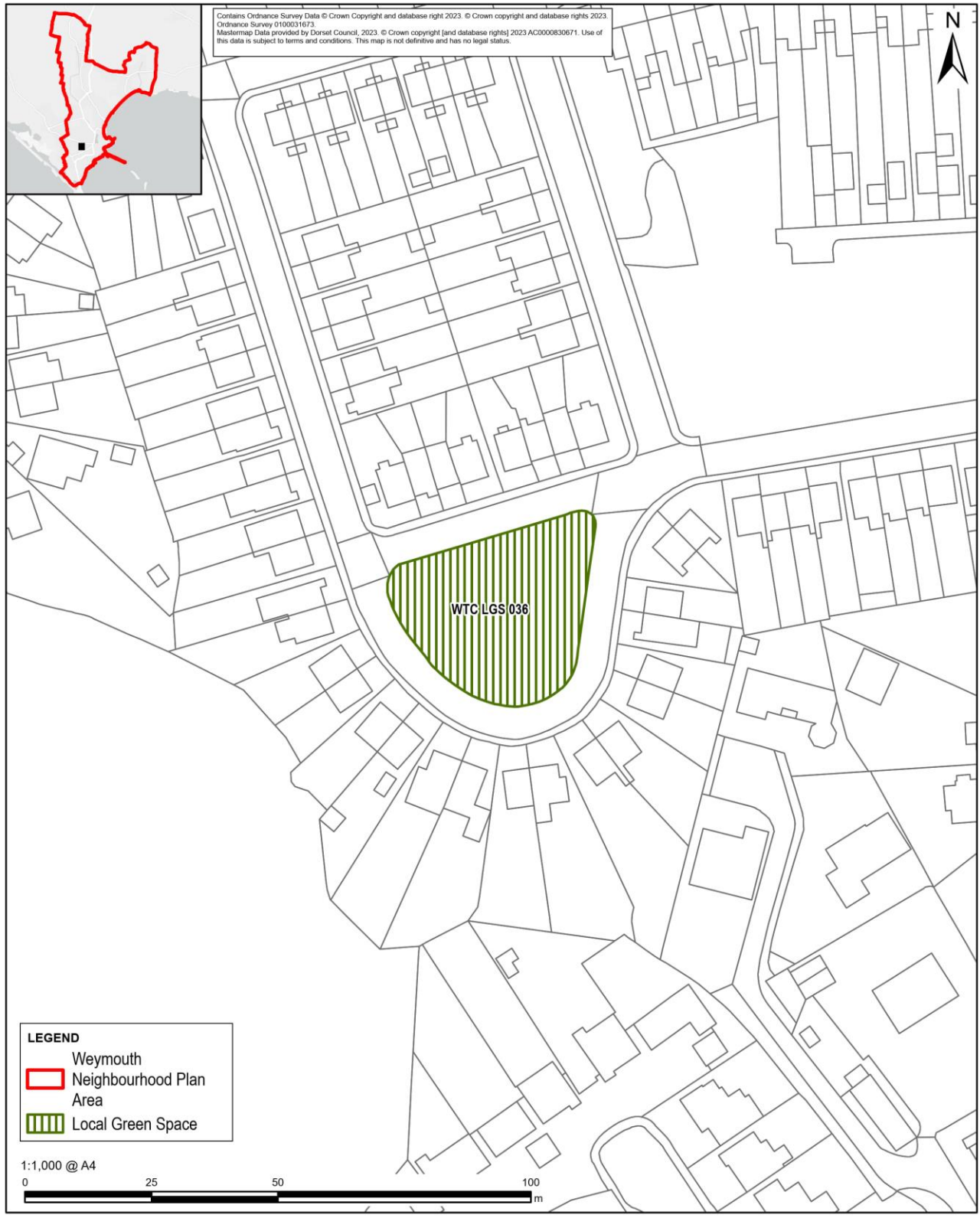
**Figure 32: Westmacott Green Space and Play Area**



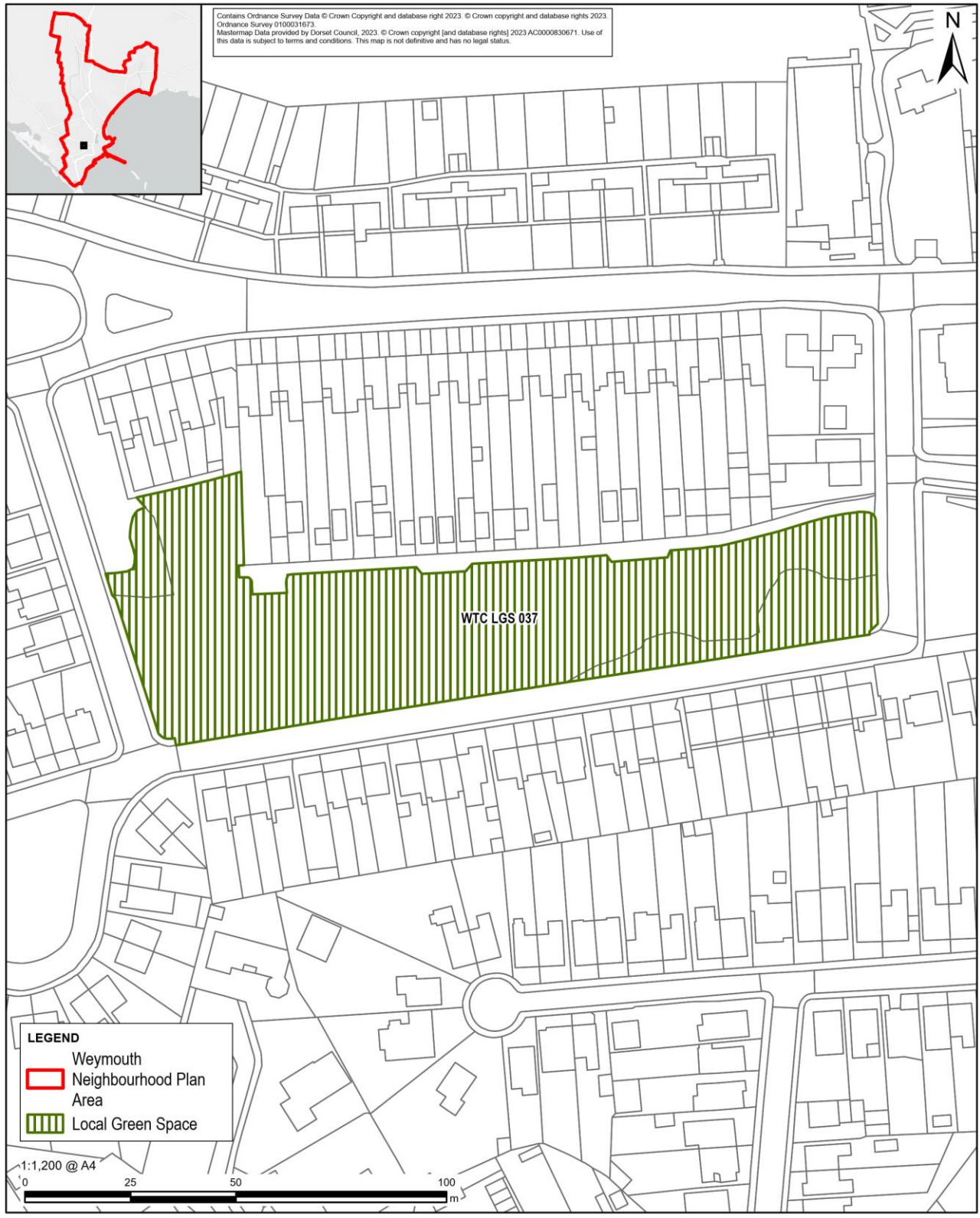
**Figure 33: St Johns Garden**



**Figure 34: Bradford Green**



**Figure 35: Bradford Woodland**



**Figure 36: Tennyson Road**



**Figure 37: Maple / Forehill Close**





**Figure 38: Wyke Gardens**

To be updated.

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**Figure 39: Wyke Playing Fields**



**Figure 40 – Community Orchard near Southdown Farm**

To be updated.

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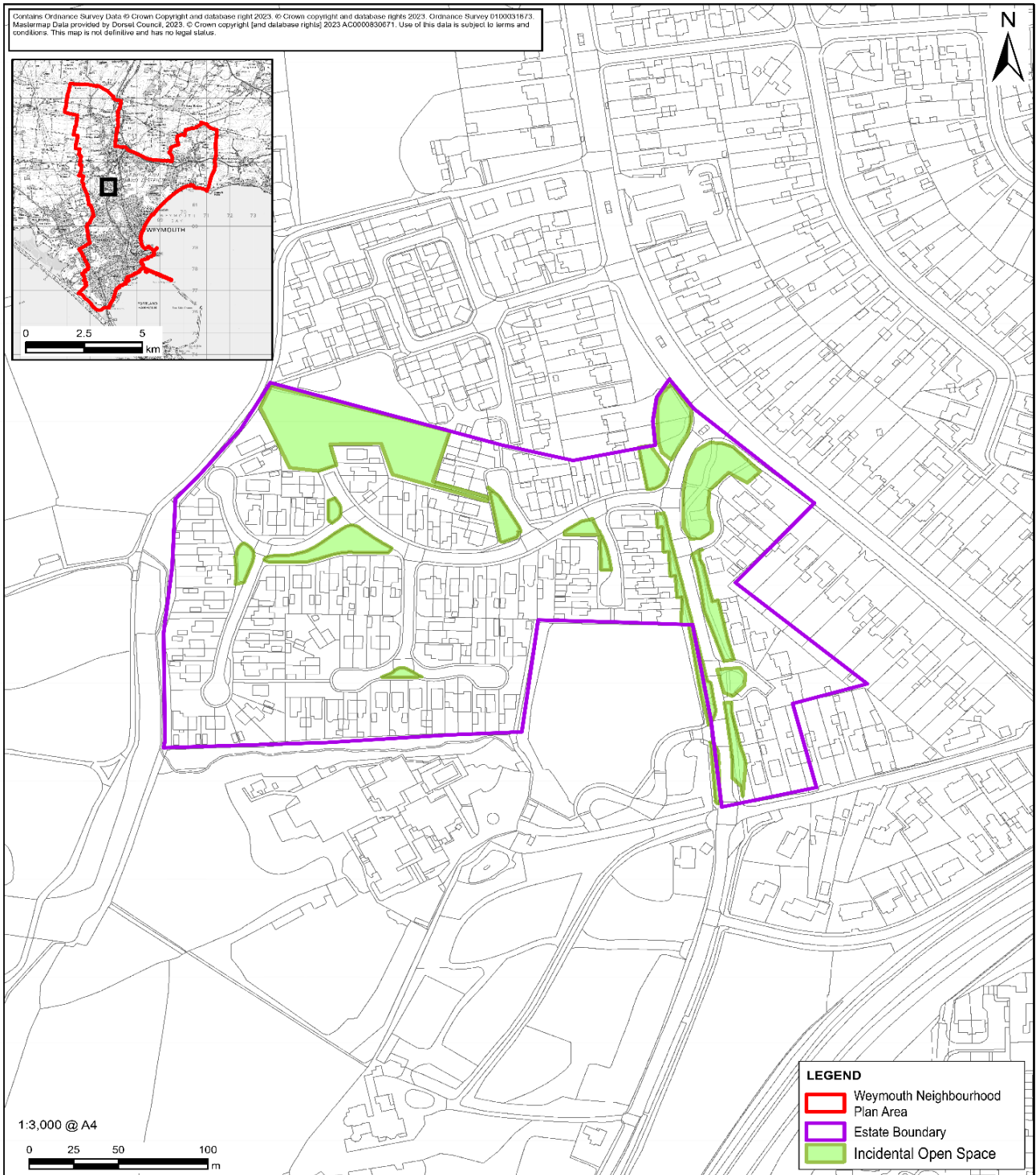
**Figure 41: Chapelhay Community Growing Space**

To be updated.

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Incidental Open Spaces Maps

**Map C1: Corfe Manor Estate**

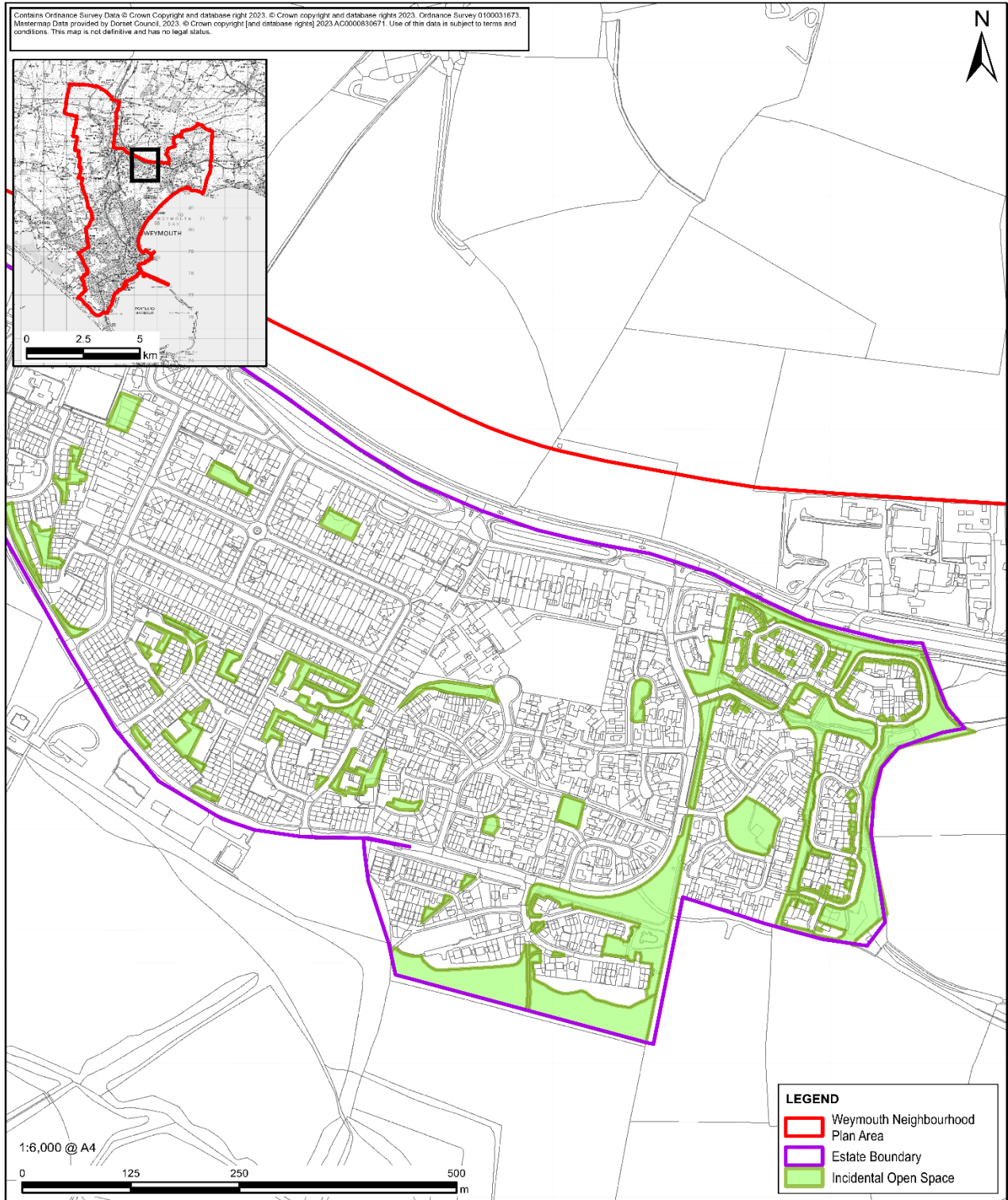


## Weymouth Neighbourhood Submission Plan – November 2024

Map Ref. No.	Location	Description
C1	Corfe Manor Estate	<p>Corfe Manor Estate is situated at the northern end of Radipole Lane and is defined by Corfe Road, Tyneham Close, Studland Way, Kimmeridge Close, Home Close, Steeple Close and Creech Way. The registered public playing field off Corfe Road and Tyneham Close provides a community focal point for safe recreational activity in close proximity to homes. The estate is a well laid out, giving a sense of space and light as is evidenced by the original site plan below. The cut-throughs, pavements and public rights-of-way to the main road, local facilities and schools create a walkable area. It is intersected by numerous green open spaces and trees which front junctions and estate streets making walking and wheeling a safe and attractive option.</p>

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**Map C2: Littlemoor Estate - East**



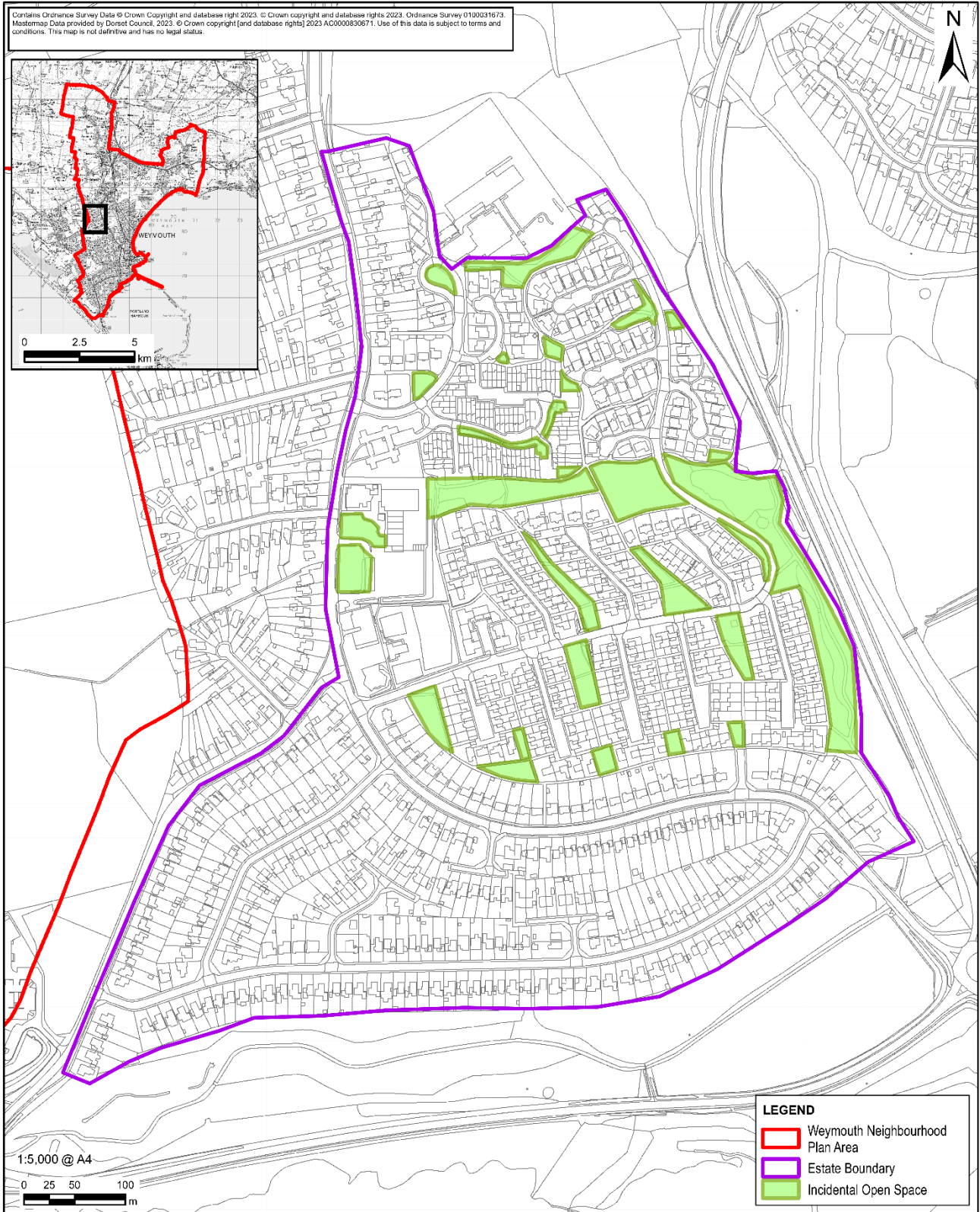
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Map Ref. No.	Location	Description
C2 C3	Littlemoor Estates	<p>Littlemoor estate has had several phases of development as can be seen in the sketch plan below. The early phases had large gardens with houses (Shown in red on the map). The later phases had smaller gardens with incidental open spaces to open up the housing and provide green infrastructure and accessible communal and play areas. Starting in the west the estates with incidental open spaces are</p> <ul style="list-style-type: none"> <li>• In the blue area - Turnstone Close, Kestrel View, Fieldfare Close, The Doves and Nuthatch Close.</li> <li>• In the cyan area - With Beverley Road, Jenner Way, Clayton Close, Merredin Close, Brookton Lane and Pemberton Close bounded by Louviers Road.</li> <li>• In the green area - To the east of and north of Louviers Road; Rockhampton Close, Darwin Close, Brisbane road, Kimberley Road, Geelong Close, Castlemaine Road and Wentworth Close.</li> <li>• In the grey area - Further east of and north of Louviers Road: Alamanda Road, Clivia Close, Freesia Close, Magnolia Close, Dahlia Close and Buddleia Close</li> <li>• In the pink area - South of Louviers Road: Cranesbill Way, rosebay Drive, Clover Place and Hawkweed Road</li> <li>• In the orange area - East of Louviers Road: Holzwickede Court, Gentian Way, Sedge Place, Harebell Drive, Honeysuckle Close, Foxglove Way, Cornflower Close and Boxwood Road</li> </ul>

**Map C4: Southill Gardens Village Estate**

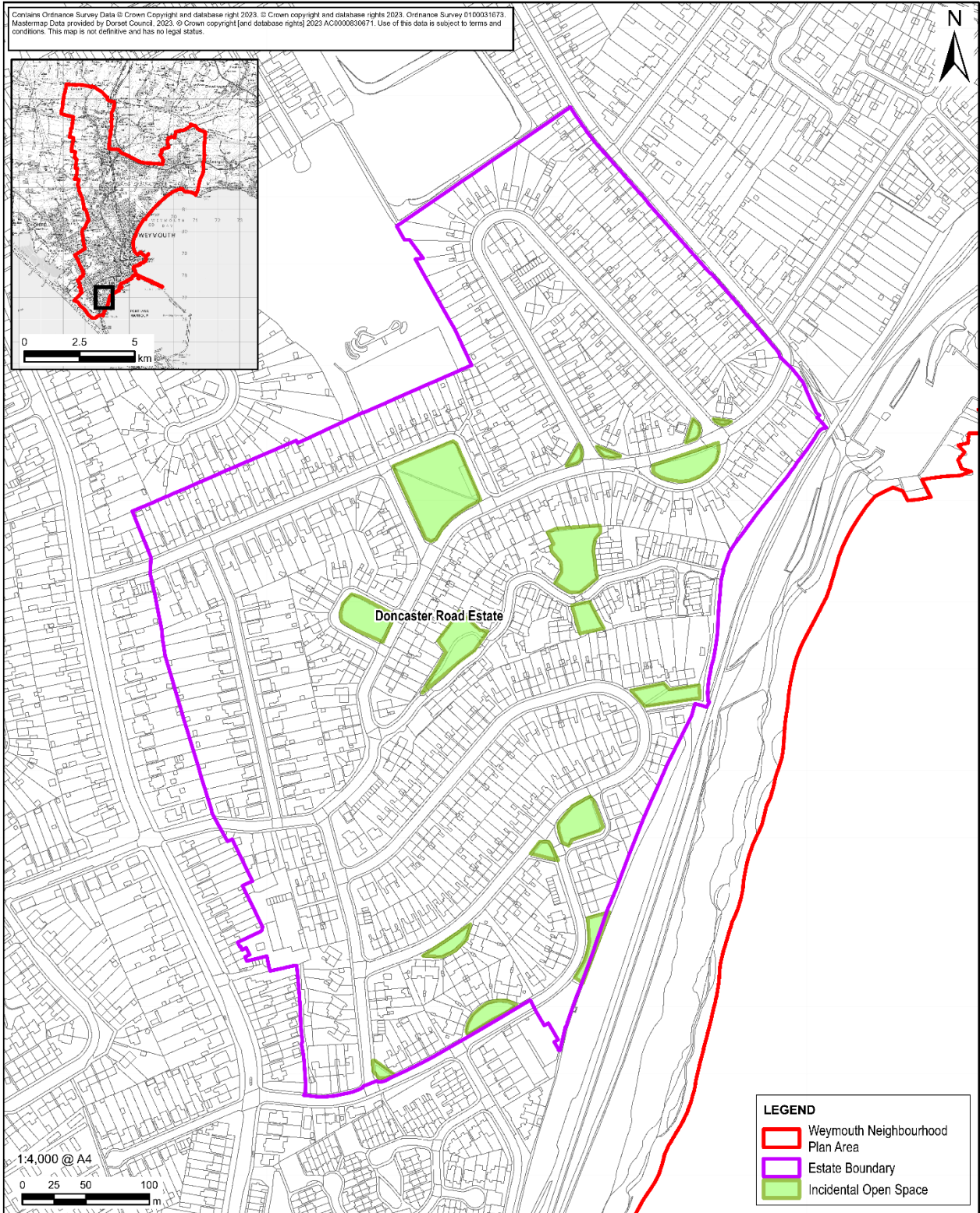


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Map Ref. No.	Location	Description
C4	Southill Garden Village Estate	<p>Southill Garden Village was developed by George Calverley and was designed as a Garden Village to include a school, church, community buildings, park, shops and pub with safe walking/cycling via underpasses and across large green spaces. The estate has principal road access from Southill Garden Drive which leads to Arlington, Beaulieu, Carisbrooke, Kennilworth, Belgrave, Hartwell, Grays and Faversham in the first phase. This includes large green spaces separating the various roads with cut throughs encouraging walking and cycling. The area has been extended in a similar manner to include Sycamore Road, Rowan Close, Acacia Close, Hornbeam Close, Almond Grove, Hawthorn Close and Laburnum Close. This has repeated the principal of breaking up housing areas with green public open spaces. The Garden Village is bounded to the East by the Weymouth Way which provides a buffer to urbanisation and an access route to the town centre.</p>

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**Map C5: Doncaster Road Estate**

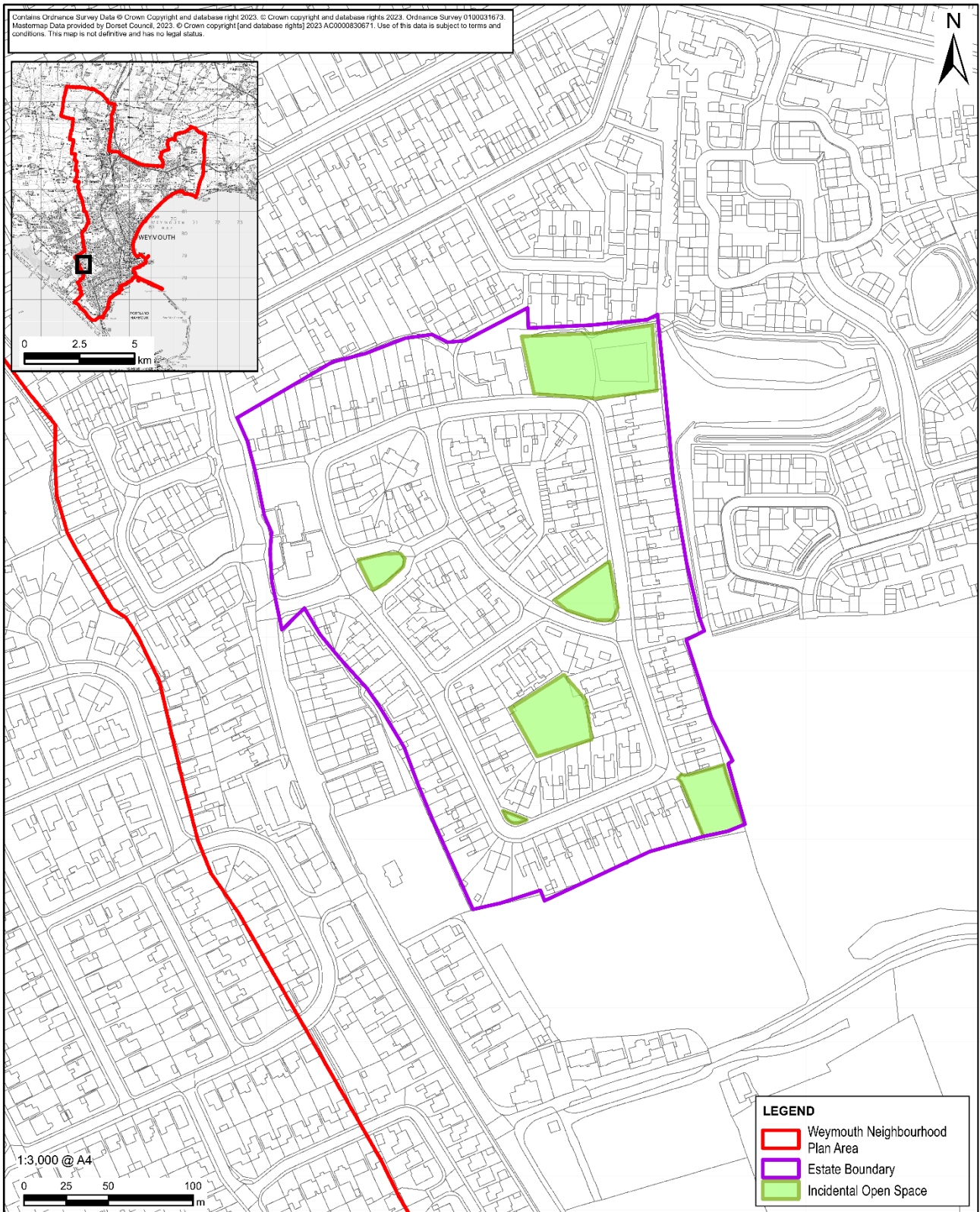


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Map Ref. No.	Location	Description
C5	Doncaster Road Estate	Doncaster Road Estate accessed off Portland Road via Merley Road, links to Derwent Road, Dundee Road, Dumbarton Road, Down Close, Douglas Road and Hillborne Road. This large estate includes a number of well-sized largely grassed public open spaces as well as the Douglas Road play area which create green buffer zones between the large number of houses and provide important community focal points and a sense of space and light. This original design concept is evident in the site plan above.

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**Map C6: Lanehouse Estate**



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Map Ref. No.	Location	Description
C6	Lanehouse Estate	<p>This estate is sited off Lanehouse Rocks Road and is defined by Leamington Road, Ludlow Road, Lichfield Road and containing Lincoln Road, Leeds Crescent and Liverpool Road. It is well laid out with groups of housing interspersed with and bordered by open green space. The layout provides walkable access to community services and facilities including Lanehouse Surgery, Ludlow Road Play Area, and St Edmunds Church. The open areas are added to by an allotment area complemented by numerous large green open spaces, such as those between Lanehouse Surgery and Ludlow Road Play Area, Corner of Lichfield Road and Leeds Crescent, entrance to Lincoln Road, central to Leamington Road, Liverpool Road and Leeds Crescent. Scattered trees and shrubs further add to this green infrastructure.</p>

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## Sutton Poyntz Neighbourhood Plan Policies

Cross-Mapping of the Sutton Poyntz Neighbourhood Plan Policies against the Proposed Policies in the Pre-Submission Version of the Weymouth Neighbourhood Plan

### Background

With the formation of Weymouth Town Council due to local government reorganisation it was agreed to create a Weymouth Neighbourhood Plan (W) and that the Weymouth Neighbourhood Area would incorporate the whole of the Weymouth Town Council area including that covered by the 'made' Sutton Poyntz Neighbourhood Plan (SPNP). The Weymouth Town Council has publicly stated the intent to "include and respect" the SPNP policies in the proposed plan for the whole of Weymouth, however it is not stated how this is to be achieved, this matter being left to the W Steering Group.

Two options appear to exist for incorporation of the SPNP policies.

- (a) A separate section ( or "Chapter") within the W containing the SPNP policies with reference to the 'made' SPNP document.
- (b) A Chapter or Appendix identifying the policy areas where the W policies replicate and/or enhance the SPNP policies and can therefore supercede them and for those policy areas which are not adequately addressed the inclusion of the SPNP policy reworded as necessary to apply to Weymouth as a whole. This approach has been used in similar situations with Local Plans e.g. North Dorset as discussed with Dorset Council.

In the interests of simplicity, a fully integrated community approach, clarity of ownership, ease of monitoring and extension of the plan period, option (b) is suggested as the most logical and realistic approach subject to formal public consultation.

In the event that the Weymouth Neighbourhood Plan is not 'made' the SPNP will continue in its current form and be subject to review by Weymouth Town Council as the Qualifying Body.

The cross-mapping exercise below is designed to inform option (b) which will ultimately be subject to a decision of the Weymouth Town Council and have regard to public feedback following statutory consultation.



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Table X:

SPNP Policy	W Policy	Comments
<b>BNE1: Protection and Enhancement of Wildlife Habitat in relation to New Development</b>		
<p><b>BNE1.1</b> Development proposals that protect or enhance wildlife habitat on-site and along their boundaries will generally be supported.</p>	<p><b>Policy W05: Ecological Impact of Development</b> Development proposals should comply with national legislation and the requirements of the LPA and, unless statutorily exempt, must contribute to the enhancement of the natural environment by providing for a substantial biodiversity net gain. All development proposals should consider potential ecological impacts at an early stage in their design consistent with best practice guidance and identify an array of suitable habitats and other measures (e.g. bat tiles, swift bricks, bird boxes, retention of hedges and other heritage boundaries, green roofs, rainwater gardens etc) to be included in the development.</p>	<p>Fully aligns and strengthens SPNP policy -W policy is more robust and calls for minimum 10% biodiversity net gain in line with the government Environment Act 2021 which was introduced after the SP policy was made and which is a minimum legal requirement.</p>
<p><b>BNE1.2</b> Development proposals will demonstrate that they have sought to protect existing wildlife habitat and should seek opportunities to enhance wildlife habitat and pursue opportunities for securing measurable net gains for biodiversity. Where they fail to address wildlife habitat protection, development proposals will not be supported.</p>	<p><b>Policy W05:</b> as above <b>Policy W03: Wildlife Habitats and Areas</b> Development proposals that are likely to have a significant adverse effect on the integrity or continuity of landscape features and habitats of local and national importance and the wild flora and fauna in those areas indicated on Maps 8A and 8b will not be supported unless unavoidable due to exceptional circumstances and the proposed mitigation measures are proportionate to the status of the site and satisfy the requirements of the local planning authority. Compensation measures will be permissible as a last resort only. Proposals to protect or restore any existing features, or to create new features of wildlife habitat – particularly where these form linkages between habitats within or beyond the site – will be supported.</p>	<p>W05 policy strengthens the biodiversity net gain element of the SPNP policy by quantifying it in line with recent legislation. W03 also ensures that biodiversity enhancement measures are introduced that are proportionate to the ecological status of the site based upon a site specific ecological evaluation</p>
<p><b>BNE1.3</b> Development will not lead to or cause serious risk of environmental harm to</p>	<p><b>Policy W04: Wildlife Corridors</b> Wildlife Corridors should be protected from development, other than that required to maintain, enhance, or</p>	<p>Aligns with and strengthens SPNP policy through an extended corridor in</p>

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SPNP Policy	W Policy	Comments
<p>the Green Corridor in Sutton Poyntz which follows the River Jordan and its tributaries.</p>	<p>interpret their landscape or wildlife purposes.                      All development proposals within the areas recognised as Wildlife Corridors on Map 9 should meet the requirements of the Dorset Biodiversity Appraisal Protocol. Wherever appropriate, development proposals should demonstrate they take the opportunity to enhance and extend the network of Wildlife Corridors as a means of mitigating development impact with a focus on increasing biodiversity, wildlife value and general amenity value of these corridors.                      Where Wildlife Corridors are disrupted as an unavoidable consequence of adjacent or nearby development, developers will be required to minimise the impact and to carry out remedial action in accordance with a scheme agreed with the Local Planning Authority.</p>	<p>line with the DERC ecological maps and supports the same underlying principles of applying the Dorset Biodiversity Appraisal Protocol. Extends the green corridor along the River Jordan to Bowleaze Cove giving the benefit of connectivity with other areas as per the SPNP intent.                      Could be seen as being more restrictive on development as the whole of the residential area is covered on the evidence source map compared to the original SPNP map.</p>
<p><b>BNE1.4</b>                      All development proposals within the area defined as the Green Corridor that meet the requirements of the Dorset Biodiversity Appraisal Protocol, will be expected to include a Biodiversity Appraisal and Biodiversity Mitigation and Environmental Plan.</p>	<p><b>Policy W04</b> as above applies.</p>	<p>Fully aligns with requirements in W04 above. Both policies may be modified by provisions for Biodiversity Net Gain as a result of the Environment Act.</p>
<p><b>BNE2: Local Green Spaces</b></p>		
<p>The sites shown on Maps 3 and 3a are designated as Local Green Spaces and afforded additional protection due to their demonstrable value to the local community in terms of their recreation or beauty or wildlife or historic value.</p>	<p><b>Policy W10: Local Green Space</b>                      The areas listed in Schedule 1 of the Neighbourhood Plan are designated ‘Local Green Spaces’ and are protected from new development unless minor and ancillary to their existing use, or ‘very special circumstances’ can be demonstrated.</p>	<p>Aligns with the NPPF. Each of the 7 Sutton Poyntz sites are included in Schedule 1 and so given equivalent protection to the SPNP.                      The caveats in W10 align with the intent of the SPNP and</p>

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SPNP Policy	W Policy	Comments
		comply with the NPPF requirements.
<b>Policy BNE3: Tree Preservation</b>		
<p>Development proposals should retain and protect existing trees and hedges which contribute to the distinctive character of the Neighbourhood Plan area or which contribute biodiversity value to the area. Where there is no practical alternative to the removal of such a tree it will be replaced with an indigenous species of a type appropriate to the location.</p>	<p><b>Policy W06: Trees, Woodlands, and Hedgerows</b>                      Development proposals should avoid the loss of or damage to trees, woodland, orchards, or hedgerows that contribute positively to the character, biodiversity, and amenity of an area.                      Development proposals which could result in loss or damage to ancient, protected, or veteran trees will not be supported. Where it is unavoidable, development proposals must provide for appropriate replacement planting on the site with an indigenous species along with a method statement for the ongoing care and maintenance of that planting. Such replacement planting should at least be on a two-for-one basis, adopt a 'right tree right place' approach and demonstrably increase the canopy cover on site consistent with an overall objective of a minimum 15% canopy cover over the plan period.                      A Tree Survey should be submitted as an integral part of all planning applications where there are trees within the application site and, for major development proposals, on land adjacent to it that could influence or be affected by the development.</p>	<p>Fully aligns with the intent of SPNP policy and extends the scope to specifically include hedgerows and orchards. A 2:1 replacement ratio where there is unavoidable loss and a right tree right place policy align with the SPNP policy intent.</p>
<b>Policy GA1: Transport Needs and New Development</b> Any new development that generates additional traffic flow should:		
<p><b>GA1.1</b> Seek to minimise dependency on private car usage.</p>	<p><b>Policy W07: Footpaths, Rights of Way, and Bridleways</b>                      Footpath routes, rights of way and bridleways should be protected from development.                      Proposals for new footpaths and trails and countryside access facilities, or to improve those that exist, will be supported where it can be demonstrated that consideration has been given to making the facility</p>	<p>Several policies are aligned to the intent of the SPNP to reduce car usage in favour of walking/cycling and public transport. Given the broad generic SPNP policy it is considered to be significantly</p>

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SPNP Policy	W Policy	Comments
	<p>accessible for people with mobility impairment and there is no adverse or harmful impact on statutorily protected species or habitats.</p> <p><b>Policy W46: Transport and Travel</b> Development proposals should: identify the realistic level of traffic it is likely to generate. Schemes that generate ‘significant amounts of traffic movements’ should provide a transport assessment, statement, or travel plan as required by the Local Planning Authority. Development that would give rise to unacceptable highway dangers and/or air pollution will not be supported. maximise opportunities to walk and cycle and connect safely with existing walking and cycling routes; and support public transport schemes and infrastructure wherever possible.</p> <p><b>Policy W47: Public Transport</b> Development proposals in association with improvements to the public transport infrastructure and network will generally be supported.</p> <p><b>Policy W55: Public Spaces</b> Development proposals that will enhance the public realm, such as streets, squares, pavements, through the provision of street furniture, planting, and appropriate scale signage, will be supported provided it is demonstrated through a design and access statement that the proposals will enhance the character, appearance, and sense of place in their immediate locality. New or improved lighting should be limited, unobtrusive and energy efficient, and minimise light pollution. Innovative design and art installations in the public realm is encouraged.</p>	<p>strengthened by the W policies.</p> <p>Lighting is well covered, more explicitly stated and aligns with the SPNP intent. W55 addresses the intent of the SPNP regarding character of footways - with the statement “<i>. the proposals will enhance the character, appearance, and sense of place in their immediate locality.</i>”</p>
<p><b>GA1.2</b> Apply the hierarchy of roads users to identify</p>	<p><b>As above</b></p>	<p>Policies align as above.</p>
<p><b>GA1.3</b> Provide suitable access links to existing pedestrian</p>	<p><b>Policy W50: Cycle Routes</b> Development proposals to improve and extend existing cycle routes, to effect better segregation from motor traffic, and</p>	<p>W50 policies fully align with and support the intent of</p>

## Weymouth Neighbourhood Submission Plan – November 2024

SPNP Policy	W Policy	Comments
and cycle routes where such opportunities exist.	to link them to the wider network of walking and cycling routes will be supported.	the SPNP and are stated in more detail.
<b>Policy GA.2: On-street Traffic Congestion</b>		
<b>GA 2.1</b> Development proposals that do not comply as a minimum with the off-street parking criteria contained within the Bournemouth Poole and Dorset Car Parking Study will not be supported.	<b>Policy W48: Off-Street Parking</b> Development should be designed to discourage additional on-street parking on the existing road network. Development proposals that do not comply as a minimum with Dorset Council’s published off-street parking local parking guidance will not be supported.	W48 policy fully aligns – Policy replicates SPNP and streamlines as a single area wide policy.
<b>GA2.2</b> Any development will be designed to discourage additional on-street parking on the existing road network, especially near junctions or where the road is narrow.	<b>Policy W48: Off-Street Parking</b> Development should be designed to discourage additional on-street parking on the existing road network. Development proposals that do not comply as a minimum with Dorset Council’s published off-street parking local parking guidance will not be supported.	W48 policy fully aligns – Policy replicates SPNP and streamlines as a single area wide policy.
<b>Policy GA3: Impact on Traffic Density on Current Infrastructure</b>		
Proposals for new or improved transport infrastructure will be supported.	<b>Policy W51: Traffic Impact</b> Development proposals to reduce the volume and impact of motor vehicles including: traffic calming and gateway treatments to deter non-local traffic in residential streets and visitor areas; extending the areas of pedestrian and cycling priority in town, village, and neighbourhood centres; establishing functioning Park and Ride facilities in appropriate locations; and campervan/motorhome overnight parking areas, which do not harm the character of the area; provision of dedicated cycle or public transport lanes; Will be supported provided they have been subject to consultation with the community.	W51 policy aligns with the SPNP intent and broadens the scope appropriately given the need to consult with the public.
	<b>Policy W33: Timing of the Infrastructure</b> Major development should be phased logically and in tandem with the timely and co-ordinated provision of infrastructure to help support sustainable	W36 policy aligns with the SPNP intent and broadens the scope appropriately.

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SPNP Policy	W Policy	Comments
	<p>growth and ensure that an unacceptable strain is not placed on the existing infrastructure.</p>	
<p><b>Policy GA.4: Pollution Reduction</b></p>		
<p>The provision of adequate ultra-low emission vehicle charging facilities for all new residential units will be supported.</p>	<p><b>Policy W49: Vehicle Charging Facilities</b>                      Development proposals which include parking facilities, or which are likely to generate vehicle movements or vehicle ownership will be expected to integrate the provision of infrastructure to enable the charging of electric or other ultralow emission vehicles into the design and layout of the development in accordance with the current requirements of the local planning authority.                      The provision of public electric vehicle charging outlets in suitable locations will be supported.</p>	<p>W49 policy aligns with SPNP policy and intent and extends to the provision of publicly accessible charging outlets as an area wide policy. Implementation of both is determined by the Local Plan policy.</p>
<p><b>Policy HE.1: Protecting Archaeology</b></p>		
<p>Development proposals on previously undeveloped land should be accompanied by the results of an archaeological assessment of the development site.</p>	<p><b>Policy W45: Heritage Assets</b>                      Development proposals should demonstrate, where relevant, that they respect and will cause no significant harm to heritage assets and their setting.                      Development proposals affecting designated and non-designated heritage assets should be accompanied by proportionate historic environment heritage impact assessments including the archaeological potential of the sites, identifying the significance of heritage assets that would be affected by the proposals (including their settings) along with any potential archaeological remains, and the nature and degree of those effects, demonstrating how any harm would be avoided, minimised, or mitigated.                      Development proposals on previously undeveloped land should be accompanied by the results of an archaeological assessment of the development site. Where appropriate, development should take opportunities within the setting of any heritage assets to better reveal their significance.</p>	<p>Strengthens and incorporates SPNP policy in full as paragraph 3.</p>

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SPNP Policy	W Policy	Comments
	Applications will be determined strictly in accordance with national policy and guidance and the development plan.	
<b>Policy H&amp;P1: Building Style and Design</b>		
<p><b>H&amp;P1.1</b> Development will seek to preserve or enhance the character or appearance of the Conservation Area, taking into account of traditional building style and materials.</p>	<p><b>Policy W14: Design</b> All proposals for new development should demonstrate high quality of design, use of materials and detail, which harmonise with the recognised local character and context; also, having regard to prevailing scale, massing and density and the development principles set out elsewhere in the Neighbourhood Plan. Within conservation areas, development proposals are expected to demonstrate how they will positively conserve and enhance the unique characteristics of the area. Innovative design approaches will be supported where they enhance the character, function and visual amenity of the local plan. Development proposals within the DNL, must in accordance with the great weight afforded to their landscape and scenic beauty in national policy and the requirements of the Dorset DNL Management Plan for high quality design, materials and standards of workmanship.</p>	W14 covers the policy and intent of the SPNP policy in full.
<p><b>H&amp;P1.2 Subject to H&amp;P1.4 below</b> New development within the village should take account of nearby buildings style and materials, as described for five defined character areas which have their own design guidance described in the accompanying text below. The five character areas, shown on Maps 8 are: Historic Core West Side Plaisters Lane North Gateway</p>	<p><b>W14 as above</b> <b>Policy W15: Extensions &amp; Alterations</b> Extensions, and retrofit measures to improve energy efficiency, that require planning consent, should be designed to reflect the character of nearby buildings and their setting. This will require particular attention to:- the choice of materials the scale of development including roof heights, and layout within the plot Proposals should demonstrate due regard for the design guidance relating to the location of the development.</p>	As the W14 is a general Weymouth wide policy it is not as specific as the SPNP policy. Reference should therefore be made to the Annex to this document which contains the SPNP Area Character Assessment map and key. Sub-section 9.22 of the supporting text to the W does however make clear reference to this - <i>“The Sutton</i>

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SPNP Policy	W Policy	Comments
Puddledock South		<p><i>Poyntz Neighbourhood Plan recognises the value of taking nearby building style and materials into account and the recognition of local character areas.”</i></p> <p><i>This is also referenced with a hyperlink to the SPNP in 2.13 - “The Sutton Poyntz Neighbourhood Plan identified five distinct ‘character areas’<sup>100</sup> within the confines of the village of Sutton Poyntz. A similar tapestry of conspicuous character areas exists throughout the Weymouth area.”</i></p>
<p><b>H&amp;P1.3</b> New development and extensions or alterations to existing buildings will not detract from the local character of the DNL.</p>	<p>As above noting in particular <b>the final paragraph of W14</b> Development proposals within the DNL, must in accordance with the great weight afforded to their landscape and scenic beauty in national policy and the requirements of the Dorset DNL Management Plan for high quality design, materials and standards of workmanship.</p>	<p>Aligns and provides equivalent or higher level of protection to SPNP policy.</p>
<p><b>H&amp;P1.4</b> Development will be supported which enhances the character and appearance of the village at locations where existing development has not been in a style that is complementary or sympathetic to the area’s traditional building styles.</p>	<p><b>Policy W14: Design</b> All proposals for new development should demonstrate high quality of design, use of materials and detail, which harmonise with the recognised local character and context; also, having regard to prevailing scale, massing and density and the development principles set out elsewhere in the Neighbourhood Plan. Within conservation areas, development proposals are expected to demonstrate how they will positively conserve and</p>	<p>Aligns with the SPNP.  SPNP Character Area map included as an Annex to this Chapter. See also comments under 1.2 above.</p>

<sup>100</sup><http://www.suttonpoyntz.org.uk/images/Neighbourhood/ReferendumVersion/NPReferendumVersionNov2019.pdf>



## Weymouth Neighbourhood Submission Plan – November 2024

SPNP Policy	W Policy	Comments
	<p>enhance the unique characteristics of the area.</p> <p>Innovative design approaches will be supported where they enhance the character, function and visual amenity of the local plan.</p> <p>Development proposals within the DNL, must in accordance with the great weight afforded to their landscape and scenic beauty in national policy and the requirements of the Dorset DNL Management Plan for high quality design, materials and standards of workmanship.</p>	
<b>Policy H&amp;P2: Housing Numbers and Size</b>		
<p><b>H&amp;P2.1</b> New residential development within the defined development boundary will normally be supported. This will lead to higher density and smaller homes within the defined development boundary.</p>	<p><b>Policy W14: Development Boundaries</b> Development shall be focused within the defined development boundaries as identified in the development plan. Development proposals will be supported within the defined development boundaries subject to alignment with the strategic environmental objectives and targets of the Neighbourhood Plan and conformity with relevant policies in the development plan.</p>	<p>W14 aligns with the SPNP policy and intent which also has to comply with the Local Plan provisions - SUS2.</p>
<p><b>H&amp;P2.2</b> There is a preference for smaller (2 or 3 bedroom) homes to meet local needs. These include providing for families, for older residents wishing to downsize, and for young people wishing to continue living in the neighbourhood.</p>	<p><b>Policy W17: Housing Mix</b> New residential development should provide or contribute to a mix of housing tenures types and sizes to help maintain mixed, balanced and inclusive communities within the neighbourhood plan area. The proposed housing mixes on major sites should be based on a up-to-date local housing needs analysis.</p>	<p>Policy W17 fully aligns with the SPNP – see supporting text for W17 regarding 2-3 bedroom homes being the preference for Weymouth as a whole as identified in the Housing Needs Analysis.</p>
<b>H&amp;P3: Key Views</b>		
<p><b>H&amp;P 3.1</b> The following views into, out of and within the village are designated as Key Views: 1. The iconic view of the village’s Mill Pond 2. From the Mill Pond towards White Horse Hill 3. From the Sutton Poyntz stone</p>	<p><b>Policy W13: Panaramas, Vistas and Views</b> In the neighbourhood area, there are important panoramas, vistas and views that contribute to the special character and quality of coast, town and countryside including (but not limited to) those shown on Maps 16A and 16B. Development proposals will only be supported where it can be demonstrated that there will be no significant negative</p>	<p>Policy W13 incorporates SPNP Key Views with inclusion of the map in full.</p>

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SPNP Policy	W Policy	Comments
towards the junction outside the Cart Shed 4. North from the path below Chalbury 5. From the Beacon below West Hill 6. From Margaret's Seat above Spring Bottom 7. From Winslow	impact on any important public panorama, vista, and view. Development proposals likely to impact on the area's important panoramas, vistas, and views, should demonstrate due regard to the local design guidance whenever available.	
<b>H&amp;P3.2</b> New development should respect the key views. Any development which would obstruct or significantly detract from them will not be supported.	<b>As above.</b>	Policy W13 aligns with SPNP policy and intent and includes the relevant map.
<b>Policy H&amp;P4: Flood Prevention</b>		
Development proposals will be required to make use of sustainable drainage design features including porous (permeable) surfaces and demonstrate that the volume and rate of surface water run-off onto adjacent land and traffic routes is either at a lower or equal level to that prior to the development.	<b>Policy W34: Sustainable Development</b> New development should seek to achieve high standards of sustainable development, and demonstrate that design, construction, and operation aligns with the strategic environmental objectives of the Neighbourhood Plan. New development will be supported provided: sustainable construction methods, water conservation measures, SuDS and permeable surfaces are fully integrated into the development proposals; energy conservation measures and renewable energy technology predominate; development will not result in unacceptable levels of light, noise, air, or water pollution; provision is made for the fastest possible broadband and other communication connections to all new properties; and adequate provision is made for the safe and secure parking and storage of bikes and electric vehicles consistent with the prevailing standard of the Local Planning Authority. The retrofitting of energy conservation measures and renewable energy technology is supported. Where planning permission is required, measures and	SuDS policy is addressed in W34 (i) and the policy statement (highlighted in bold text) incorporated in the supporting text to W34 in full.

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SPNP Policy	W Policy	Comments
	installations should be designed to minimise visual impact and nuisance to adjoining uses. The sensitive retrofitting of historic buildings and buildings in conservation areas should follow the guidance provide by Historic England.	
<b>Policy SR1: Protection of Community Assets</b>		
<p><b>SR 1.1</b> Development proposals which would result in the loss of the following buildings as community assets in Sutton Poyntz will not normally be supported. The Mission Hall Springhead Public House</p>	<p><b>Policy W52: Existing Community Buildings</b> Development proposals, including change of use, which results in the permanent loss of local community buildings, hubs, or structures (including where the most recent lawful use was as a community use), will not be supported unless: it can be demonstrated that there is no local need for the facility, or it is no longer viable or practical to continue the existing use, or a suitable replacement is provided in an equally accessible location to serve the local community. Preference will be given to the change of use or redevelopment to appropriate alternative community uses. Extensions and improvements to existing community buildings will be supported that they: diversity and support the continuation of the existing community use (for example the change of part of the site to maintain the original use in a viable form); or help meet identified development needs through the more effective use of sites / premises while maintaining or improving the existing community service provision (for example through a community hub).</p>	<p>W52 aligns with the SPNP policy and lists the Mission Hall in the supporting table.</p>
	<p><b>W53: Public Houses</b> Development proposals that involve the loss of a public house with heritage, cultural, economic, or social value must demonstrate that its use as a public house is unviable, and its retention has been fully explored. A period of at least 12 months vacancy should precede any change of use application, which should be accompanied by authoritative evidence of continued marketing over at least a 24-month period</p>	<p>W53 on public houses aligns with SR1.1 for the Springhead pub.</p>

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SPNP Policy	W Policy	Comments
	<p>and no market interest in the building as a public house forthcoming, nor interest from local communities for the space to be used for alternative community uses.</p> <p>The loss of part of a public house, including cellar space, car parking or other facilities complementary to its operation as a public house, will be resisted where it would adversely affect such operation.</p> <p>Development proposals having an adverse impact on the existing operation and/or viability of a public house will be strongly resisted.</p>	
<p><b>SR1.2</b> Change of use of these facilities will only be supported where it has been clearly demonstrated that: - there is no local need for them or they are no longer viable; and no appropriate alternative community use is needed or would be viable.</p>	<p><b>As above.</b></p>	<p>W52 and W53 align with the SPNP policy on the Mission Hall and Springhead pub.</p>
<p><b>SR 1.3</b> Proposals designed to modernise or extend community facilities for public use, including increasing their capacity, will generally be supported.</p>	<p><b>Policy W52: Existing Community Buildings</b> Development proposals, including change of use, which results in the permanent loss of local community buildings, hubs, or structures (including where the most recent lawful use was as a community use), will not be supported unless: it can be demonstrated that there is no local need for the facility, or it is no longer viable or practical to continue the existing use, or a suitable replacement is provided in an equally accessible location to serve the local community.</p> <p>Preference will be given to the change of use or redevelopment to appropriate alternative community uses.</p> <p>Extensions and improvements to existing community buildings will be supported that they: diversity and support the continuation of the existing community use (for example</p>	<p>W52 aligns with the SPNP policy and lists the Mission Hall in the supporting table.</p>

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SPNP Policy	W Policy	Comments
	the change of part of the site to maintain the original use in a viable form); or help meet identified development needs through the more effective use of sites / premises while maintaining or improving the existing community service provision (for example through a community hub).	
<b>Policy SR2: Enhancement of Community Recreation Facilities</b>		
Proposals to use land within, or adjacent to the historic centre of the village for recreational purposes, such as a public children’s play area, will be supported.	<b>Policy W54: Sports and Recreation</b> Development proposals to facilitate low and zero carbon offshore renewable energy projects will be supported if: the natural and undeveloped coast, geodiversity and biodiversity is protected; it is demonstrated, through a coastal landscape and seascape impact assessment (where required), that there will be no significant adverse impact on the natural undeveloped coast; and in all other ways, it conforms with the policies in the Neighbourhood Plan.	W54 as a Weymouth wide policy generally aligns with the more specific SPNP policy. Although not covering the precise SPNP location the conditions the W policy, specifically to “take into account the views and aspirations of the local community” ensure this policy will be respected.

### CONCLUSIONS

The SPNP and W policies do not appear to conflict and in general terms it is reasonable to conclude that the W policies adequately cover the scope and intent of the SPNP policies and enhance them significantly in a number of areas. The SPNP policies are either replicated by W policies or can be superseded with policies of equal or enhanced effectiveness, both in terms of the policy and the policy intent.

**Weymouth Neighbourhood Plan Steering Group**  
**October 2023**

## ANNEX

### SUTTON POYNTZ CHARACTER AREAS

#### The Historic Core

Much of the village's character is derived from the historic core. Future development should match the existing styles, scales and building materials, rather than introducing taller buildings, non-traditional materials, wider roads and pavements, and should avoid obscuring important key views or extending into the valley farmland beyond the stream banks. Protecting the aesthetic and architectural quality of the historic core is important in protecting the overall character of the village.

#### The West Side

The West side benefits from proximity to the historic core but has a more diverse character with a confusion of styles and building materials. Several cul-de-sacs, with wide roads and pavements, strike a discordant note. Future development that better matched the historic core would enhance the overall character of the village and strengthen the sense of community.

#### Plaisters Lane North

The northerly section of Plaisters Lane offers a mixture of styles, with several houses of recognised architectural merit (47), although the plots are larger, and buildings more widely spaced than in the historic core. Any future development should be sympathetic to these important pre-war designs, while retaining established and viable trees and be consistent with the country lane feel.

#### Gateway

Gateway marks the transition between Preston and Sutton Poyntz. The narrow lane descending into the village used to offer a striking vista of the South Dorset Ridgeway and the White Horse. Recent development, while employing traditional materials, has compromised these views and made the transition more problematic. Future development that retains the narrow lane, and offering the same high design standards, would help maintain the distinct identity of the village and protect its value to the wider community.

#### Puddledock South

Puddledock South abuts Preston but does not offer the clear transition or views provided by Gateway. Development of what was previously a farm track happened quite quickly, and features pavements and wide roads. There is no sense of a narrow village lane connecting Weymouth with the countryside. Any future development should enhance the character of the area and adopt the design standards found in the historic core.

**Character Areas in the Sutton Poyntz Neighbourhood Area**

