

Weymouth Neighbourhood Plan

Theme Group Workshops February 2023



The final phase of Dorset Coast Forum’s community engagement events took place in February 2023 at Weymouth Town Hall. The events were facilitated by Sara Parker, Project Officer and Nikki Parker-Goadsby, Support Officer. DCF hosted five themed workshops on behalf of the Weymouth Neighbourhood Plan Steering Group (WNP SG):

Communities – 20 th Feb '23 at 1.30-3pm	15 attendees	Pg6-12
Sustainable Environments – 20 th Feb '23 at 3.15-4.30pm	12 attendees	Pg13-15
Jobs – 22 nd Feb '23 at 1.30-3pm	9 attendees	Pg16-19
Landscapes & Greenspaces – 22 nd Feb '23 at 3.15-4.30pm	19 attendees	Pg20-27
Homes – 28 th Feb '23 at 1.30-3pm	16 attendees	Pg28-33

Summary

Potential attendees were selected by the WNP SG based on previous focus groups and events, and individuals and organisations who had requested to remain involved following on from the DCF consultation survey in the summer of 2022. Invitations were sent via email with some attendees being invited to multiple workshops depending on their, or their organisations, relevance by theme. Registration was via Eventbrite and attendees received pre-reading provided by the WNP SG based on the findings of the Jan 2023 public survey conducted by Weymouth Town Council (WTC), the DCF survey in 2022 and a previous WTC survey from 2022. The pre-reading listed all questions that were to be covered, by topic, during the workshop and everyone was provided with a copy of the report findings of the WTC Jan 2023 survey.

Pre-reading included all relevant theme group maps pertinent to the workshops and each participant was asked to consider their response to the question *“What services or facilities **do you** think should be within a 20-minute walk from a community – considering the Weymouth community where you live, what services or facilities are currently missing?”* and provide some feedback at their workshop. This information is listed within this document.



A facilitation guidance document was provided prior to the workshops to WNP Steering Group members who would be acting as Theme Lead during the workshop or attending a workshop.

All responses from each separate workshop were collated by DCF using the topic question, additionally some attendees provided the DCF Project Officer with information post-workshop and these are provided in the Appendix for the WNP SG. The WNP Consultant Paul Weston was provided with the following workshop notes in full as they were generated by the DCF Support Officer post-workshop.

A feedback questionnaire was sent electronically post-workshop to all attendees using Microsoft Forms. 15 responses were received, and this feedback provides valuable additional information for the WNP SG.

Question	Average rating out of 5 stars
How would you rate the booking and pre-reading process?	4.87
How would you rate the venue, accessibility, and facilities of the event?	4.67
How would you rate the welcome and registration process at the event?	4.87
How would you rate the resources made available at the event?	4.60
How would you rate the quality of the facilitation provided by the DCF team?	4.73
Overall, please rate your experience of the event	4.53

Question (multiple choices were allowed)	% response
Overall were the DCF team organised, welcoming and helpful?	100%
I was able to share my opinions and 'have my say'	100%
It provided me with an opportunity to network with others	87%
It provided me with worthwhile additional information	73%
Attending the event was a useful experience	87%
Attending the event was not a useful experience	0%
Other response given*	7%

*Other responses provided are listed below:

"Very participative which was welcome".

"Kept on time, well facilitated, everyone on our table was able to have their say and a good debate was generated".

"There was not enough time! As a result, there was no time for Q&A to introduce and understand how the focus groups would inform the neighbourhood plan process at the beginning. Next steps and how to stay engaged could also have been included. It felt a bit rushed considering the complexity of the subject areas and the importance of the work being undertaken".

"I would have welcomed an introductions session, to be able to know something of the experience/interests of the other participants".

"It encouraged me to do more research into the green spaces I felt very enriched".

"An excellent opportunity to gauge the opinions and priorities of other attendees".

Finally, participants were asked to suggest how the workshop/s could have been improved with more time being allocated to each workshop one of the most frequent suggestions.

Maybe a way of somehow having the workshop supporting materials displayed digitally on the day would save some of the printing. It might be that the reason for having so much supporting material was that the sessions were trying to achieve too much but I appreciate that this wasn't a DCF choice.

I think DCF to an amazing job in a short space of time. Thank you!

The event was very rushed, more time was needed to really explore all the issues. The focus was too much on sites for developing employment and/or housing - not enough discussion how to attract employers who can offer good quality, well-paid jobs. As part of the preliminary reading we were asked to consider "What services or facilities do you think should be within a 20-minute walk from a community – considering the Weymouth community where you live, what services or facilities are currently missing?" This was of great interest to me but there was no time to discuss it.

A lot of ground to cover in a short space of time. Some of the subjects could have taken up the whole time on their own. The quality of the event will be how well the findings are collated and perhaps fed back to the participants for comment before being formally submitted

More interactive displays as a focal point for discussion. More time for the sessions - 2 hours would have been better.

We needed more time to go in-depth in some of the subjects

There were three tables-i would like to have known if the priorities of all three coincided.

Have an author name for the pre-reading so it's clear who it was written by and their job title/involvement in the project. Otherwise fantastic thank you!

20-minute communities poster feedback

Attendees for all five of the WNP themed workshops that took place in February 2023 were asked to respond to the two questions below by writing their responses and the name of the area/community they live on post-it notes and stick to a poster displaying the questions.

Q1. What services or facilities do you think should be within a 20 minutes' walk from a community?

Q2. Are there any facilities or services which are missing where you live, or you would like to see more of?

Community/Area	Comment
Littlemoor/Preston Downs	<ul style="list-style-type: none"> • Bus transport to Dorchester • Gym/pool • Secondary School
Upwey	<ul style="list-style-type: none"> • Health facilities • Bus services to/from Wishing Well to ease parking problems and would assist Gould Hill residents who do not have a car.
Rodwell	<ul style="list-style-type: none"> • Children's play area • Dog exercising area (off lead) • Community Hall • Dentist • Post Office
Love Lane	<ul style="list-style-type: none"> • Greengrocer
Wyke Road	<p>All these are within 20mins:</p> <ul style="list-style-type: none"> • Doctors' surgery • Food shop • Primary School • Community Hall • Access to town centre & beach • Youth facility • Library
Community not quoted	<ul style="list-style-type: none"> • More one-stop multi-use centres • Bike parking • Cycle lock-up facility • Shop and post office – within 10 minutes • Pub • Play area • Primary school in Town Centre • Public information centre to include: <ul style="list-style-type: none"> ○ Tourist information ○ Citizen's advice ○ Climate information • Making an assumption that someone can walk for 20 mins! • Disabled people need to be considered – 20 minutes walkway. • Free community bus connecting communities and facilities. Could start at park and ride and do a circular route around communities. • Put services close together.



WNP Communities Workshop Notes

Mon 20th February 1.30-3pm

There were 3 groups for this workshop. Table 1 led by Nikki Parker-Goadsby, Table 2 led by Sara Parker and Table 3 led by Colin Marsh, Theme Lead

Discussion Point 1 Travel – *How can we ensure our communities are safer and more enjoyable places to live by reducing the negative impacts of transport?*

Table 1 – Nikki

- Better bus service is needed – as without a car, Weymouth is not an enjoyable place to live.
- Stop people driving into the town centre.
- How can you make changes to a private bus company?
- Need a bus service to the park and ride.
- The whole park and ride area needs improving.
- Electric cars also need a car park and somewhere to charge.
- Need to offer something else other than using car parks.
- ULEZ – Weymouth is an ideal place for an ultra-low emission zone scheme during the summer.
- Need improved infrastructure for electric vehicle charging and cycle parking.
- Observe/build upon priority for off road users (highway code changes in 2022).
- Why are people anti-cyclists? – cyclists on the esplanade and shared paths.
- Negative impacts are volume of traffic and air pollution.
- There is currently a planning application for an elderly resident building which will increase the pollution on Boot Hill.
- The WNP needs more control over planning applications.
- Query of statement ‘22% now have no car’ – is this a green choice or due to the cost of running a car?

NB: One participant did not agree with statistics from the January 2023 consultation as these figures only represented a small percentage (0.5%) of the Weymouth population. People without cars are under-represented.

Table 2 – Sara

- Focus on local schools.
- Walking, cycling, buses for schools – school bus.
- Car exclusion zones around schools.
- 20 mph zones for 1hr around schools.
- Campaign for dual use pathways that respect all users.
- More public awareness, respect for others.
- Lack of local jobs, big driver for use of cars.
- Park & Ride – could it be open all year round?
- Great cycle paths from the park & ride.
- Electric buses, cars, cycles, scooters.
- Cycling on roads can be dangerous (Broadway) – the gutters are not cleaned etc.

- In the winter when there is less demand for car parks, could they be used for something else.
- Bus services – lack of staff is an issue, 2 cap on bus tickets is a good idea.
- Annual permit – reduces maximum 2 hr car parking – frees up spaces due to 2hr maximum parking.
- Zones 20 mph – increasing these would encourage cyclists.
- Improve bus services – buses not available in the evening (daytime ok), restricts time of staying in Weymouth.
- If you budget it is difficult to change your destinations.
- Better communicate bus services and discounts.

Table 3 - Colin

- Access to alternatives.
- Business needs etc.
- Separate tourist and resident car parks.
- More bus stops – convenience.
- Community dial a ride to address convenience issues.
- Car parks – disparities in parking provision – cost and duration. Residents v. tourists.
- Park and ride for tourists to allow business access.
- Nr Westhaven House – wheelchair users seeking carpool. Would reduce the need for infrequently used mobility cars.
- Live in Radipole but works with people from disadvantaged background, many without a car. Many people more reliant on being closer to facilities than others.
- Save Active Travel – parents drive kids to school for fear that it is no safe place for them to go alone.
- Specific need for car parking for disabled. More important than for the elderly
- Daughter commutes to Dunelm from Wyke. Lack of joined up cycle paths. Potential conflict between cycles, pedestrians and cars. Some cycle paths too narrow.
- Less reason for residents to come into town now than previously due to reduction in retail and need to carry less shopping due to closure of larger clothing and non-retain shops – increase of online shopping.
- ‘Walking buses’ like they had in Littlemoor on Wyke/Radipole school areas (supervised by trained and vetted volunteers/staff).
- Safe travel to school walking (crocodiles) or cycle paths for children.
- To reduce the need to use car - have what is needed within easy reach, particularly for families with children.

Discussion Point 2 Cycling – *How can we improve and extend the cycleway network in a way that will be effective and acceptable to the community?*

Table 1 - Nikki

- Localised cycle routes needs improving.
- Main routes do not link up to residential areas.
- People do not feel safe cycling on the roads due to speeding motorists.
- Cycle paths do not link together – should signpost to the next path to enable through routes.

- One participant likes the new cycleways on Dorchester Road, whereas another comment was that there is a mixed response to this from the cycle clubs.
- Speed limits needed for cyclists, especially on shared paths.
- The Rodwell Trial is used by commuter cyclists and can be very fast.
- Perhaps separate paths for commuter and leisure cyclists.
- Improve cycle routes to schools to encourage school children to cycle to school. This will reduce traffic and help to improve health and well being in children. If children start cycling and keeping fit early in life and the infrastructure is in place, it will encourage cycling to become a part of life in Weymouth.
- Offer incentives for people to cycle to school, college and work.
- Electric bikes can only be used on private land.
- Less young people/teenagers are using bikes and tend to use scooter and boards more – can we help to support this if that is their choice of transport?
- Amsterdam is a good example of effective cycling infrastructure.
- Weymouth had a good core plan from the Olympics.
- WNP Objective could be to increase cycling provision by 2%/year to give us something to work towards.
- Need over-arching policy so when new development is approved it must contribute to the WNP objectives.

Table 2 – Sara

- Esplanade – nowhere safe for cyclists.
- When rebuild seawall increase the width of the promenade.
- Make cycling acceptable – communication, explain why they exist, use Go Pro videos (not just maps)!
- Social media – short, sharp & snappy videos promoting cycling.
- Support school children to be able to walk and cycle to school with off road cycle paths.
- Bollards – not liked by cyclists or motorists.
- Concerns if you just introduce new cycle routes, motorist would not understand or respect.
- Behaviour changes – who needs to drive children to school.
- Consider areas that need cycle paths – reduce speed limits.
- Issues with tradespeople and delivery drivers parking over cycleways.
- Cycling on the promenade in the winter – have to avoid children and dogs.
- Off road cycle paths – but consider the routes carefully so that they link up avoiding road use.
- Reduce speed to 20mph.
- Sharing roads with cycleways will be necessary and will need a slow transition to more dedicated cycleways.
- Localised marketing campaign for Weymouth and you can see it is Weymouth.
- Rural secluded areas – child safety concerns. Increase footfall, make safer, streetlights.

Table 3 – Colin

- Absence of bike rental schemes.
- Areas – Lodmoor car park to Pavilion – where there is no path.

- Esplanade – Lodmoor into Town centre – major gap in network.
- Swannery Bridge crossing point needed – map says it is a route when this is not so.
- Problem of mixed-use paths – people/dogs/bikes/children.
- Separate shared paths with low kerbs, e.g., Amsterdam.
- Behavioural difference – respect other users.
- Many individuals who work to town centre are reliant on cycling due to the cost of parking. Many individuals working in low skilled jobs on Granby are also reliant on cycling due to lack of car ownership.
- More likely to cycle if cycle path networks are joined up.
- Very different attitude to cyclists in the UK.
- Police inspection of bikes in schools and workplaces to improve bike safety (e.g., do they have bells).
- Cycling holiday clubs (free) at local sports centres/after school clubs as a pre-requisite to being given permission to cycle to school.
- Revive cycle proficiency.
- Means of warning cyclists.
- Secure cycle storage provision.
- Cycle to work initiative – incentive to purchase electric bikes in conjunction with cycleways (electric, because of the hills in Dorset).
- Hard copy cycle route map.
- Crossing points between cycle path sections.
- Safe – do you feel safe on a bike on a main road in traffic?

Discussion Point 3 Redundant Buildings/Areas – *Which obsolete and redundant buildings and sites should the NP focus on, why and what for?*

Table 1 - Nikki

- Dorset Council own most of the obsolete sites in Weymouth. How can we make changes if we don't own them?
- We can still identify those sites and be proactive in having a plan should an opportunity to develop arise.
- Could we produce a map of who owns what buildings/land and be proactive in identifying opportunities. The WNP needs to be proactive on including sites and areas!
- What is the motivation for Dorset Council to keep an asset and not redevelop? Comment that Dorset Council since LGA is still identifying their assets and working out what to do with them.
- An objective for the WNP could be to work with Dorset Council to identify their assets in Weymouth that are suitable for redevelopment and what is needed to achieve this.
- Young people need more facilities and this needs to be an objective for the WNP to redevelop sites that benefit young people.
- Weymouth & Portland has lost 80% of its provision for young people over the last 6 years.
- Weymouth should be more appealing to families and young people.
- Engage with young people by going into youth clubs and colleges, the youth council. Easier to engage with online tools that are quick!

Table 2 – Sara

- How can the town be involved in suggesting how obsolete buildings can be utilised?
- Weymouth should really concentrate on eco-tourism.
- All year-round indoor attractions.
- Local people need affordable housing.
- Not just seasonal tourism - don't underestimate the importance of tourism.
- Encourage other areas like Technical Marine Based Skills.
- Hotels
- Retail outlets
- Apartments
- Housing
- Heritage
- Consider that we want to build up the tourist trade – no reason why parts of Weymouth couldn't be more upmarket.
- Brewers Quay - Weymouth Museum.
- Jubilee site – training site.
- Town centre - fixing factories, train young people.
- Job Centre/Westway House – does not need to be knocked down, could be repurposed.
- Bus depot – move to park and ride.
- Why have redundant building still been left empty?
- Weymouth not attractive to developers, so properties in town centre have issues with development costs.
- Is this NP an opportunity to let developers know what the community wants? – YES
- Temporary use of redundant buildings while plans are made, e.g., pop-up bike parks.

Table 3 – Colin

- Loss of community facility at Old Fire Station. Now used for training and not a community facility. Left a massive gap in the Westham community.
- Clipper – 'Hope value' of existing owner is stifling development (£1.25m v. £500k valuation).
- Clipper, Colwell Centre and Old Post Office in same ownership. Only one half of old post office building occupied (Nantico).
- Maiden Street Chapel nr WeyFish. Former consent for mixed use has expired. How many restrictions are these due to it being listed.
- Old Post Office – still part unused. LB status is an obstacle to development/redevelopment.
- Dance School on Derby St is an under-utilised community resource but needs to ensure that function of Park Community Centre is not undermined as it is well used.
- Waverly Pub used as a community centre should be an example of what can be achieved.
- Pub opposite train station is empty.
- Westham Scout Hut.
- WADT currently seeking to acquire building at junction of Keep Street and Commercial Rd to convert business use/communal workspace.
- Use compulsory purchase order more to regenerate town centre.
- The Linden Unit – can it be repurposed for rehabilitation/support for people in locality with mental health needs? There is a gap in Weymouth and Portland for this type of service.

- Lack of use of CPO/local authority powers, Section 215 Notices etc. not being enforced (keeping buildings/land in good order).
- Dorset Council must take the lead in unlocking potential of redundant and under-utilised sites.

Discussion Point 4 Renewable Energy – *What renewable energy measures and schemes should we be promoting at a neighbourhood level?*

Table 1 – Nikki

- Solar panels above car parks. E.g., the park and ride which will mean cars can park in the shade. They could also harvest rainwater.
- There is a current plan to build a solar farm just outside of the WNP area but is currently waiting a planning decision.
- Coastal areas should be looking at hydro-electric and tidal schemes.
- WNP Objective/target for a % of new houses (and roof rebuilds) must have solar panels – this needs to be a planning rule.
- The main issue with solar panels is the capital investments but there are community schemes available to help with this, i.e., Solar Streets, Swanage.
- Planning permission is not needed for solar panels.
- Solar panels provide the most significant change.
- Build vertical access wind turbines where possible.
- A Weymouth community energy hub would be good!
- Encourage sustainable energy for historic building and conservation areas as these tend to be avoided but there are ways of introducing measures which can be approved by planning.

Table 2 – Sara

- Policy for solar panels in all homes.
- Community scheme for energy production in principle good for Weymouth.
- Biomass burning of organic wood product – contentious form of renewable energy.
- Ground source heating within new developments should be mandatory or advisable.
- Policy powering parks report.
- Increase grid capacity for electricity renewables.
- SPVS can be specified but do not want to tie ourselves to technology that may become obsolete.
- Unbiased advice needed to help what is best.
- Communication – understanding about types of renewables.

Table 3 – Colin

- Planning restrictions hinder renewables.
- Energy generation in new build affordable/social housing (insulation first priority).
- Onshore and offshore wind should be supported.
- Offshore wind farms – onshore if space. Offshore before onshore wind.
- Few big rather than many smaller.
- Wind turbine at Tumbledown Farm.
- New houses – electric car charging points.

- Hydro at Westham Bridge.
- Incentives to encourage landlords to install charging units in localities.
- Wind turbine on piece of land next to Whitehaven House/opposite Mental Health team.
- Inappropriately installed cavity wall insulation can cause more problems than it solves.
- Difficult to retro fit insulation in Victorian/Georgian properties which lack cavity walls. Also, constraints imposed by listed status of buildings and extensive size and number of conservation areas.
- Lack of incentive for installation of solar panels – lack of grant funding, FIT rates greatly reduced.
- Landlords provide EV charging points.
- Cost barrier.
- Requirement for given % of new developments to have EV charging points and designated parking spaces for EV.
- Carefully considering orientation of new buildings to maximise solar gain.

Green Gaps – *Is it still relevant to keep and protect gaps and reinforce distinctions between settlements and communities?*

Table 1 – Nikki

- Yes, I agree – 4
- No, I disagree – 0
- I don't know – 1 – map doesn't mean anything, they are just buffer zones, but agree with supporting green spaces.

Table 2 – Sara

- Yes, I agree – 4
- No, I disagree – 0
- I don't know – 0

Table 3 – Colin

- Yes, I agree – 3
- No, I disagree – 0
- I don't know – 1
- Avoid infill, destroying green gaps.
- Green gaps to have use by allotments.
- Don't block affordable homes.

NB: Workshop responses are for the group i.e., there were no smaller working groups for this workshop.
Sara led - Nikki took notes

Discussion Point 1 Climate Change Emergency – *How should we interpret and make best use of the community response to the strategic environmental objectives?*

- Survey responses are positive.
- We should acknowledge and use this information – build on the positives.
- Would you change/switch the way you live?
- A levy on new developers to help achieve targets. This would have an effect!
- How/where and trade-offs.
- What would happen to the rates etc. if we don't meet the objectives.
- People need to know what would happen if we don't make these changes.
- Look at synergies/multiple wins from the same project – easy wins!
- Overwhelmingly in support! Take heart and continue ahead knowing that there is community support.
- Survey response skewed after the leaflet that was distributed in Preston on the 23rd of Jan as there was a high response from the Preston community after this date.
- All new developments made after the plan – RO24.

Discussion Point 2 Environmental Targets – *How can we arrive at a locally approved set of environmental targets?*

- How do we make SMART targets i.e., measurable and monitorable?
- Dorset Council target is set for 2050, whereas others are set at 2030.
- Need some targets rather than nothing.
- Easy measurable targets – biodiversity.
- Locally improved targets.
- Objectives = targets.
- Zero Carbon Dorset – can we use their figures base line points.
- Impossible to set in stone.
- Keep people informed.
- Keep in right direction.
- Simple areas can be monitored for people to see the benefits.
- How do we put in mitigation measures?
- Need to think about who is doing the measuring and paying for it?
- Encourage behaviour change.
- Communicate targets and successes!
- Make sure we direct funding to Weymouth – we need to be ambitious and agile (ready to go with bids when they become available).
- Need to justify any targets any targets we set.

- Use universities for research (some uni's do charge).

Discussion Point 3 Environmental Strategy - *How do we get the wider community to recognise and buy in to the environmental strategy and its targets?*

- Tied by planning restrictions.
- Focus on the benefits, not the negatives – how will this benefit me?
- Highlight the co-benefits/synergies.
- Be honest about short-term negatives.
- Acknowledge all concerns.
- Landowner/developers have a financial and social-environmental liability.
- Communities should have the biggest say.
- Government is consulting on the National Framework where the public can comment on this – climate emergency.
- WTC CCE Working Group are also working on this.
- How can we make the WNP digestible for young people? This is an easy attack against the plan if we do not engage with young people.
- Lara Wood, SG member has done a lot of work on the WNP in schools and colleges, and they have come up with some good ideas.
- More effort is needed on communications on how strategy and its targets can benefit the community.
- Engagement has been a challenge.
- #FloodFreeWeymouth could be a way to communicate with younger people.
- We need to somehow make it more interesting to young people.
- Low Carbon Dorset has a big picture map showing a vision of where organisations have benefited from a Low Carbon Dorset grant - [Supporting others - Dorset Council](#)
- If WTC owning more land would mitigate issues as WTC as landowner would help mitigate objections.
- We need to be proactive with a plan on Dorset Council owned land.

Discussion Point 4 Renewable Energy – *Are there areas of land that could be used for renewable energy generation?*

- Car parks – solar panels as a roof over car parks – could work at the park and ride car park.
- Example of a community cooperative in Bridport supplying solar panels to low-income households – taking control back from the energy suppliers – this could work in Weymouth.
- Word of mouth is the biggest publicity.
- Renewable is cheaper than fossil fuels, but people cannot benefit from this as we have to buy from energy suppliers.
- Offshore windfarms would decarbonize the entire county.
- Attitudes need to change, i.e., responses in the survey favoured only a small area of solar panels – this is not enough we need lots of large areas to have any real benefit.
- Survey responses also said not to use good agricultural land for solar farms – farming is not sustainable, and land would be put to better use to have solar farms.
- We need to raise awareness/educate people about what is needed to have a real benefit.
- We need to inform people that we can make energy cheaper.

- Currently the energy producers are benefiting from cheaper renewable production and these savings should be going back into the community.
- The old tip area is an ideal site for a solar farm.
- There is not necessarily a huge opposition against offshore wind farms – the media distorts this!
- Wind turbines produce more energy per acre than solar farms – we need a good mix.
- David Morpew, RSPB has research data on bird migration routes which has been an objection to wind turbines.
- We need community led development – can we learn from a system already in action?

1. Point 5 Environmental Priorities - *Are there specific projects, schemes, or initiatives you are aware of that need to be recognised and supported by the NP?*

- River Wey – turbines in private homes (Robert Turner, River Wey Society)
- Dorset Community Energy (Pete West)
- Bridport Solar Cooperative (Pete West)
- Just state support for community schemes (from a planning perspective).
- Community housing does not work for all – need to do more.
- We need to link sustainable energy with affordable housing.



WNP Jobs Workshop Notes

22 February 1.30-3pm

There were 2 groups for this workshop. Table 1 led by Cllr David Northam, Theme Lead and Table 2 led by Sara Parker. Nikki Parker-Goadsby took notes of the whole group discussion.

Discussion Point 1 Large Employment Sites - *Which larger sites are suitable and acceptable for allocation as employment sites?*

Table 1 - David

- Jubilee Sidings
 - The large car park is rarely used.
 - It is on the edge of a flood zone.
 - Next to Radipole Park Gardens and lake.
- Type of employment:
 - Reclamation/recycling site with a shopping centre selling the products.
 - Workshop to develop skills (next to Railway and Bus Station).
 - Innovation Hub (WADT).
 - No fast food.
 - No retail.
- Heard from local businessman Micky Jones, DJ Properties that more small industrial units are needed as these have lower rates than the larger units.
- Westhaven Hospital – Dorset Council identified as a strategic housing opportunity but still not in use.
- Lodmoor – old tip
 - Northern site has been contaminated by waste.
 - Southern site – Beach car park is a better site for housing.
 - Next to SSSI.
 - Industrial units better at adapting for flood risk.
 - Tip needs to be relocated – do we want residents driving along the esplanade to go to the tip?
 - Could be relocated to park and ride or Buckland Farm.
 - Potential run-off of contaminated water from tip into the sea.
 - Potential area for camp sites.
- Mount Pleasant – park and ride
 - Has plenty of parking spaces.
 - Surrounded by a large area for potential development.
 - Main sewage runs through this site.
 - Needs to be more user-friendly and used as a park and ride.
 - Need parking areas for campervans with a hook-up and toilet chemical waste facility.

Table 2 – Sara

- What happened to the Bincleaves site? – prime site which would encourage employment. With 500 people living there too, would that be too much for the traffic system?
- Sea Cadet site – suitable for small cottage style industries. Could have a conversation with them about their aspirations for the site.
- Centenary Club – who owns this? Could the facility that is there be utilised within the building if it was expanded? – worth looking at its use.
- Conversation with people like Base Point, longevity of Centenary Club.
- Park and ride – Mount Pleasant Old Tip.
- Police Station – half in Weymouth, half in Chickerell.
- North of Jubilee Retail Park – other side of platform 1 – large redundant car park which is good for access.
- Lodmoor – Concerns about maintaining the environmental green space.

- RSPB – don't mind concept of negotiating changes at Lodmoor if provision of hide/walking etc.

Discussion Point 2 Town Centre Sites – *Should the town centre be regarded as a strategic employment area, if so, why, and what for?*

Table 1 – David

- Key employment is a better phrase than strategic employment.
- Strategic employment – we think this means not hospitality / lower paid jobs and is directed at higher paid jobs (level B2).
- Tourism looks after itself. There is not a planning category that covers tourism.
- The bowling alley was a great loss as there are not enough all-weather attractions in Weymouth. We need more day and night indoor leisure attractions.
- Need more local independent retailers like the lanes in Brighton – a good vibe destination!
- The town still needs a community feel – not just seasonal.
- Try to focus on the core centre shops to give a shopping centre feel. People like and use charity shops.
- WNP plan could zone areas for certain retail, however, zoning is controversial.
- Harbourside is self-zoned. North side has more cafes/pubs/restaurants, whereas the south side has less restaurants, is less sunny but has more holiday homes.
- Update the Weymouth Town Centre Masterplan – the current one was produced pre-covid and does not cover current issues.
- Support all season sea swimmers with changing rooms and hot showers – watersports hub.
- Town Centre homes gave a mixed response – there are vacant homes in the upper floors of the town centre.
- Need to get people into skilled jobs to be able to afford affordable housing.
- Support businesses which provide higher skilled jobs e.g., businesses on the Granby Industrial Estate.
- These types of businesses moved out of the town centre to modern/bigger/secure premises.
- Enterprise Hub (with free Wi-Fi) for working people to use as a place to work.
- More cultural places are needed in Weymouth, e.g., museums and galleries.
- Weymouth has good Defence companies – the good businesses are hidden so people do not know where the good jobs are.

Table 2 – Sara

- Weymouth Museum at Brewers Quay but no car parking – use park and ride then!
- What is the benefit? In the past there was highly skilled knowledge intensive businesses in the town centre.
- Working hub/hive – for people who need to work from home.
- Some housing maintains a vibrant town centre.
- Block of offices – old Methodist Church.
- Should the bowling alley come back?
- Bingleaves – as an example is an attractive area for 'green entrepreneurs' – would appeal.
- Need to be a balanced approach so it does not undermine tourism – want to still have town. Don't build housing, need public domain space.
- Town centre – because people used to run a shop and live above that shop – could you do something like that but take rear out for access to flats.
- Be nice to see smart offices in town and a bowling site.
- Strategic employment area would need a strategic masterplan to support it and provide a context (address retail, transport, homes, small businesses etc.).
- Strategic – not retail, higher employment.

Discussion Point 3 Mixed Use – *Which sites are most suitable and acceptable for a mixed-use development?*

Table 1 – David

- Westwey House (old job centre):

- Recently sold and the new landowner (property developer) is not responding to communications.
- The area next to Westway House could also be redeveloped (the old tyres depot and where the gas cylinders are).
- Mixed uses could be:
 - Eco-hotel
 - Training centre
 - Enterprise hub with hot desks for people to use
 - 3D printing
 - NHS Centre (like South Walks House in Dorchester)
 - NHS Community Hub
 - Primary school
 - Housing
- New Bond Street (shopping area where The Range, TKMax, cinema and multi-story car park is)
 - Redevelop multi-story car park – make better use of the park and ride.
 - Re-locate cinema
 - Not everyone agreed as a waste of time moving these facilities and would prefer to redevelop other brownfield sites.
- North Quay Offices
 - Residential
 - Cafes
 - Ground floor community hub
 - Dorset Council are landowners and are creating blocks to development!
- Lodmoor Gateway and car park
 - Currently in use but further discussions are needed how this area could be better used as a mixed-use area.

Table 2 – Sara

- Extend along west side of harbour as mixed use.
- Seafood Festival currently in an ugly spot.
- Bowling Alley area not just residential along harbourside, should have ground floor business activity with residential above.
- Why is North Quay on here as a potential mixed-use site?
- Degree to which we consider mixed-use sites thought through as desirable locations.
- Do not want to see mixed used abused by developers, like at Littlemoor where ended up with a pub/garage etc., not quite what was needed.
- Site 4 – Post Office/Sorting Office – positive to change of use.
- Would like a new masterplan to be timely?
- Bus Station – would love to move to park and ride site – this should be encouraged.
- House prices put land prices up so much protect mixed-use.
- Mixed-use development - the way ahead! Work/live combination – does that not fit in with 20-minute communities?

Discussion Point 4 Car Parks – *Should we be protecting car parks, or car parking spaces in and around the town centre, or focusing on alternatives?*

Table 1 – David

- Residents use the town centre car parks.
- Build above/up and leave the car parks where they are – build up into multi-story car parks.
- Seafront car parks are prime development areas.
- Currently in high season people just drive in circles looking for parking spaces close to the seafront.
- Keep cars outside of town centre.

- Need a regular electric bus service that is consistently circulating from car parks to town centre.
- Traffic pollution areas of concern are Boot Hill and King Street.
- Need to improve traffic corridors.
- Cllr Colin Huckle has requested an update traffic survey from Dorset Council and has still not received.
- Need initiatives to encourage children to cycle or walk to school – raising awareness.
- ULEZ corridors – ultra low emission zones. Weymouth is a prime area to consider these to keep traffic away from schools and the town centre. It would need a better infrastructure for cycle paths and out of town car parking.

Table 2 – Sara

- Use the park and ride!
- We have more parking in the centre than we need.
- Remove roadside car parking spaces first.
- Scope for neighbourhood plan to join up cycle paths or improve public transport as an alternative.
- Town centre hopper buses?
- What is the impact on disabled access of reducing car parking?
- Swannery as a car park multi-story site. Could have other uses – a skate park at bottom and solar panels above.
- Need to know that we can get from A to B easily without jumping in a car.
- We can have aspiration as a town to have traffic free town centres.
- Let's make public transport public owned.
- Impact of harbour users – fishers, divers, yacht owners etc.
- Strategic transport plan and quantitative data of car usage.

Discussion Point 5 Tourism – *What types of tourism provision should we be promoting?*

Table 1 – David

- Eco-tourism.
- All year-round tourism.
- Cruise ships – high value visitors.
- Tourist hub – Nothe Fort
- History and nature walks
- Bike hire
- 5* hotel to attract a different demographic

Table 2 – Sara

- Eco-tourism
- Get people to think about Weymouth as a destination.
- Eco-tourism.
- Art gallery – more amusements onto pier and put a nice gallery in there!
- Centre for healthy holidays – tourists will come all year round if give the facilities.
- Pleasure beach style attraction on the Pavilion peninsula area – would it spoil the views?
- Sea swimming for health (ala Skegness – Wayne Hemingway story 'First Light'),
- Consider Portland as one of Weymouth's best assets (climbing etc.).
- All weather, all year round – how do we extend the season?



WNP Landscapes & Green Spaces Workshop Notes

22nd February 2023, 3.15-4.30pm

There were 3 groups for this workshop. Table 1 led by Cllr David Northam with Nikki Parker-Goadsby taking notes, Table 2 led by Sara Parker and Table 3 led by Rob Cheeseman, Theme Lead

Discussion Point 1 Green Spaces – *Which sites should we be protecting and for what reasons?*

Map A shows sites that have been identified by previous consultation (2021 and 2022) as worthy of protection against inappropriate development.

Table 1 – David

- Elm Close Recreational Area (Label 6 on Map A) – part of a nature reserve, owned by Dorset Council.
 - This is only being proposed at this stage and need to be agreed by an examiner to be protected.
 - Can we develop a tree area?
 - What extent and boundary area is confirmed?
- Bowleaze Cove Open Space (Label 3 on Map A) – large open space to be protect.
 - An application has been submitted for a flat in this area.
- River Wey Catchment of Wey Valley – can we save and enhance the river walkway?
 - This is a flood risk area.
 - Protect for 15 years.
- Telford Close Recreational Area (Label 20 on Map A)
 - Redland Sports field is too big an area to protect.
 - All playing fields should be protected.
- Lorton Meadows.
- Rodwell Trail – too large but can we split it into sections?
- All existing playing fields, parks, gardens and green spaces should be protected as default.
- Pursuit views and vistas.
- Landowners of our green spaces are mainly Dorset Council.
- There is not enough time in this workshop to cover the sites and understand the implication.

Table 2 – Sara

- All green spaces are valuable and should be protected at more level than SSSI.
- Green spaces are important for our mental health.
- Nottinghamdon – was a green area here that got planning permission on flood plains – this is currently being looked at.
- PROTECT THE GREEN CORRIDORS!
- There are so many constraints and targets, thought we need to build houses.
- As long as we don't have a plan that ensures we are compliant, developers build.
- Protect green corridors – important for wildlife – Rodwell Trail.
- How are government targets arrived at in the first place?
- Whole catchment of River Wey should be protected.
 - Flood risk (is getting worse).
 - Chalk streams are not being restored and must be preserved.
 - Extraction of water will kill the river.
 - We have an opportunity here to really protect the Wey Valley.
- See Table 2 Map A with handwritten annotations.

Table 3 – Rob

- Douglas Road, Wyke and play area – is beneficial to the community.
- Sandsfoot Gardens
- Marsh (in 3 parts) orchard and recreation
- Golf course – biodiversity and leisure
- Collectively we all want all green spaces protected.
- Rodwell Pre-School – small green space, children’s open play area.
- Rodwell Trail – in sections as divided by roads (each section is different in terms of biodiversity). Nominate section between Chickerell Road and Newstead.
- Lorton Meadows
- Markham and Little Francis areas (Curtis Fields).
- Louviers Road/Lorton Meadows – green space on hill used for public as an amenity.
- Protect small green spaces in urban areas by default.

Discussion Point 2 Coastal Recreation Areas – *Should we be protecting coastal recreation areas from all development and change, or tolerating certain forms of development?*

➤ **Map C** shows the main clifftop recreation areas of:

- the Fleet Coastal Access,
- Bingleaves Open Space and Underbarn
- The Nothe Peninsula
- Bowleaze Open space
- Redcliffe Coastal Access

Table 1 – David

- Redcliffe Coastal Access (Label 24 on Map C) – needs regeneration in terms of maintaining the coastal footpath – would not want to develop there.
- Bowleaze Open Space (Label 23 on Map C) – Definitely protect this open space and Outlook Café.
- The Nothe Peninsula (Label 22 on Map C) – Needs protecting with minimal development, i.e., toilets need updating and a new play area would be good.
- Bingleaves Open Space and Underbarn (Label 21 on Map C)
 - Development only to enhance appeal for the public
 - Open space currently has no facilities
 - Underbarn needs to be re-opened.
- The Fleet Coastal Access (Label 20 on Map C) - Unobtrusive development only.
- Portland causeway/Western Route needs development
 - By-pass across army camp and around
 - Improve residential areas along Portland Road
 - One-way traffic
 - Bridge or underground tunnel
 - Developing Ferry port for visitors would be ideal but would create more traffic
- Beach Road to Preston (along seawall) – could this be developed? – Bird reserve already protected.
- Land between Rodwell Trail and the sea?
- What does protection mean?
- Weymouth is part of the England Coast Path but not part of the Jurassic Coast World Heritage Site.

Table 2 – Sara

- This is part of the Weymouth Seafront, and we must remember it is part of the Jurassic Coast World Heritage Site.
- What are they saying with the protective sites?
- What does protection actually mean?
- How is it defined?
- Do people understand planning implications?
- Keep green area by the Nothe Peninsula – this is so important.
- Tie into enhancing and attracting people.
- Keep Weymouth as an attractive place for tourism.
- Bowleaze Open Space (Label 23 on Map C) is falling/eroding away – can this be stabilised?
- Coastal erosion.
- Coastal access and development impacts on nature!

Table 3 – Rob

- Bincleaves, Bowleaze, Nothe continue to protect (WTC owned).
- Tolerate play area at the Nothe?
- Process is unclear – where something needs to be protected or development is requested.
- Communication about processes, how local people are informed and how they can be involved.
- Basically, yes to no development or change, except for ‘sustainable’ development in the greater public’s interest e.g., eco-energy.
- No massive hotels, housing, no ‘blots’! 100% agreement!
- Anything enhancing community benefit might be possible (or should be seriously considered).
- Let’s consider the suggestions from the Seafront Masterplan.

Discussion Point 3 Allotments - *In which areas should we focus the provision of allotments/community growing areas?*

Local allotment sites and proposed new allotment and community growing areas are shown on Map B.

The “*potential areas for allotments*” offered to the community for comment are:

- Off Watery Lane – no comments
- Off Beverley Road – one for, one against (prefers public open space)
- Off Meriden Close - no comments
- At Tumbledown Farm – few comments, preference for community growing area
- Off Cockles Lane / Hardy Avenue - no comments

Table 1 – David

- Littlemoor has no current allotments - the new Lodmoor estate needs a provision for allotments.
- Create a community orchard.
- Redlands allotments.
- WNP should introduce a requirement of all new housing developments to provide allotments/growing space.
- Pinemoor was not as popular as everyone thought it would be.
- Off Watery Lane, Upwey (Label 1 on Map B) – supportive of allotments here but who owns the land?
- Tumbledown Farm (Label 4 on Map B) – lots of great work already taking place here – are allotments needed as well?
- West of Southill (outside of boundary) new housing development would be a good place for allotments.
- Off Cockles Lane (Label 5 on Map B) – supportive, by the school would be good.
- Current issues with allotments are the recent weather (draught last summer), need water supply and trees.
- Allotments are provided by WTC but must be driven by community allotment groups.

- Are locals less interested because of the sea?
- Formal consultation of the final plan is Early 2024 – developers could be advised to look at allotments when new properties are built.
- See scanned Map B for Table 1 with locations marked on the map.

Table 2 – Sara

- Encourage developers to think about schemes to include allotments – using clever design gardens could lead towards a shared allotment space if houses built in a pentagon or round. This was done post WW2 in many communities to maximize space and ‘grown your own’ mentality
- Chapelhay – could that be re-opened as a community allotment/garden?
- Community allotments – we need more of these, where communities can work together, close to schools etc.
- Are there any organic allotments? Should there be?
- Tumbledown to be protected as a SSSI.
- Tumbledown is managed as community groups.
- Some allotments are not necessarily being cultivated but that is so important.

Table 3 – Rob

- Little provision in Upwey, Broadwey, Littlemoor – people currently have to drive and there are 163 people on a waiting list.
- Prioritise people with gardens on the waiting list.
- Supportive of growing provision being mandated for new development.
- Green roofs – growing spaces on ASDA.
- Allotments are only the mandatory responsibility of WTC (unless land not available, however, land is needed in the north and east of the town.
- Buy land for allotment provision.
- Car parks as allotments/allotments on car parks!
- Green spaces to be considered as community growing areas if cannot be designated as green space, e.g., Rodwell pre-school site.
- If too many green spaces, nominate growing spaces.
- Jubilee Sidings as allotments for the Park District.

Discussion Point 4 Riversides – *In what ways could the river valleys play more of a part in community life?*

Table 1 – David

- Establish a walkway from Upwey to Weymouth.
 - There is currently a public footpath but is very muddy and need wellies.
 - There are also Wey valley walks.
 - Most of the land is privately owned and is very narrow in places.
 - Wey Valley water meadows.
 - WTC are producing a single map with all available Weymouth walks in partnership with RSPB and DWT, the walks have QR codes with bird song. This is launching in May 2023 and include Wey Valley Walks.
- Water-based recreation is not suitable for the River Wey as it is too narrow and is more suited to Radipole Lake and the Sea.
- Radipole Lake could bring back the model boat sailing and rowing boats.
- River Wey is only really suited for walkers as the paths are too narrow and muddy for cyclists.
- Beavers!
- There are already two mills in operation on the River Wey that are using hydroelectricity but are privately owned and only benefits the landowners.

- There is considerable pollution from surround agriculture into the river and lake.
- The stream at Overcombe has a white pollution that is visible.
- A member of the group posed the question of a floating solar farm on Radipole Lake – responses from the rest of the group were mixed.
- David talked about the 350 homes being introduced to the Wey Valley and the drains will have controlled release of overflow so not to overflow into drains and not into the river.

Table 2 – Sara

- Footpaths – get them right! We need more connection with Dorset Council and landowners to improve links through the catchment.
- Lack of sewage capacity is a problem – it is hard to keep river clean but are in talks with Wessex Water.
- Infrastructure must be considered.
- Shelter/hide carefully installed do people can see and enjoy wildlife.
- Massive problem with dogs – landowners have issues with dog walkers as more properties being built there are more dog walkers. Could we put a place in for dog walkers to park and walk their dogs.
- Poor water quality and footpaths – link into schools to get them improved in activities to improve.

Table 3 – Rob

- Rivers play a part in protecting communities.
- Value of biodiversity to communities in all river valleys.
- Disrupt livestock farming in order to safeguard water quality – an even greater problem than sewage.
- Better connected and signposted walks.
- Community could play more of a part in protecting their rivers.
- Energy generation? – Archimedean screws, with fish passes through).
- Flooding is the elephant in the room.
- Educate/communicate the benefits with the community.

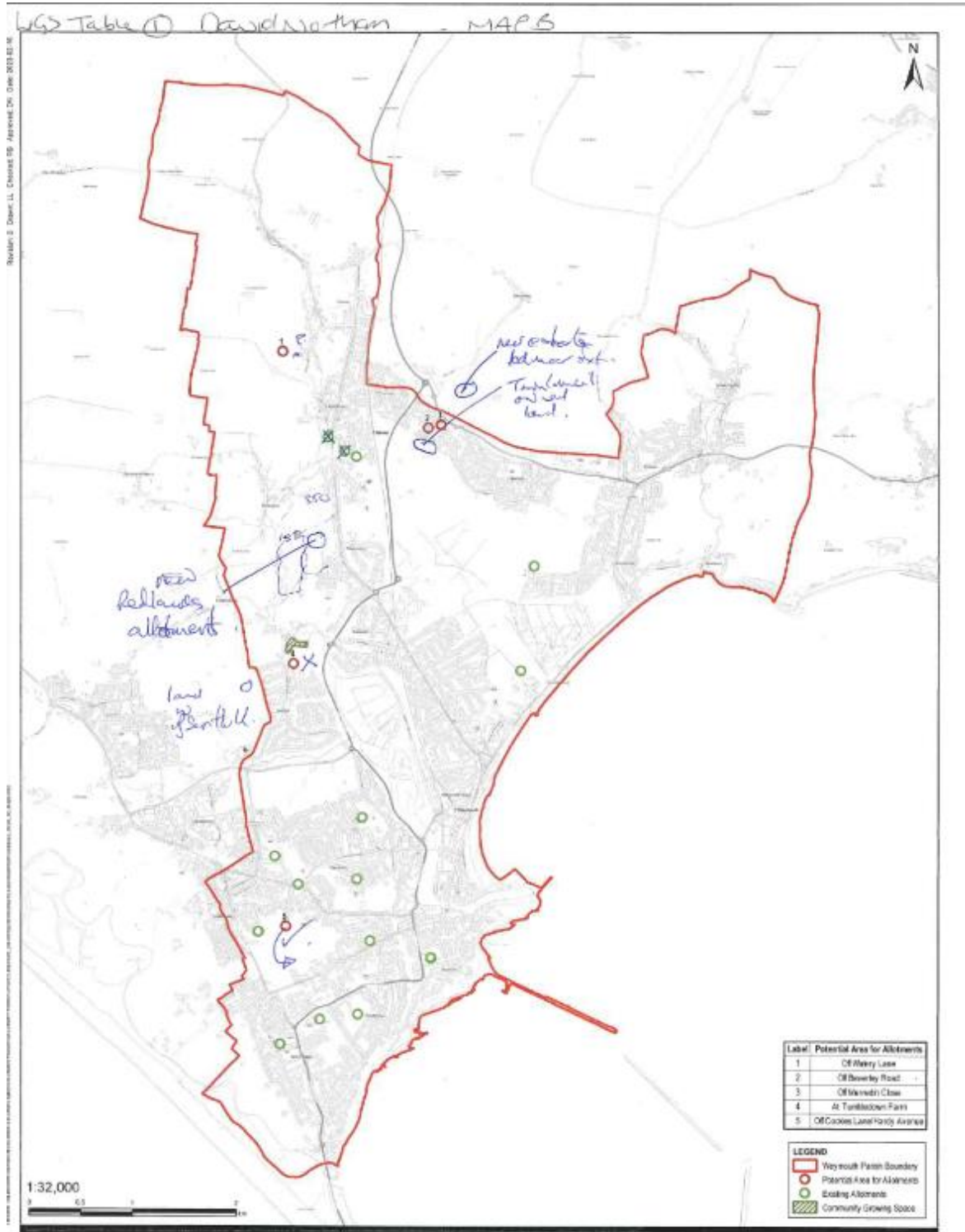
WHOLE GROUP SHORT DISCUSSION Point 5 Key Views and Vistas – *Are there specific views and vistas that must be protected?*

- This is subjective as solar panels can be objected due to vista rather than from the benefits of their function.

Sara/David explained the difference between the two options below before the whole group voted (x2 abstained from voting).

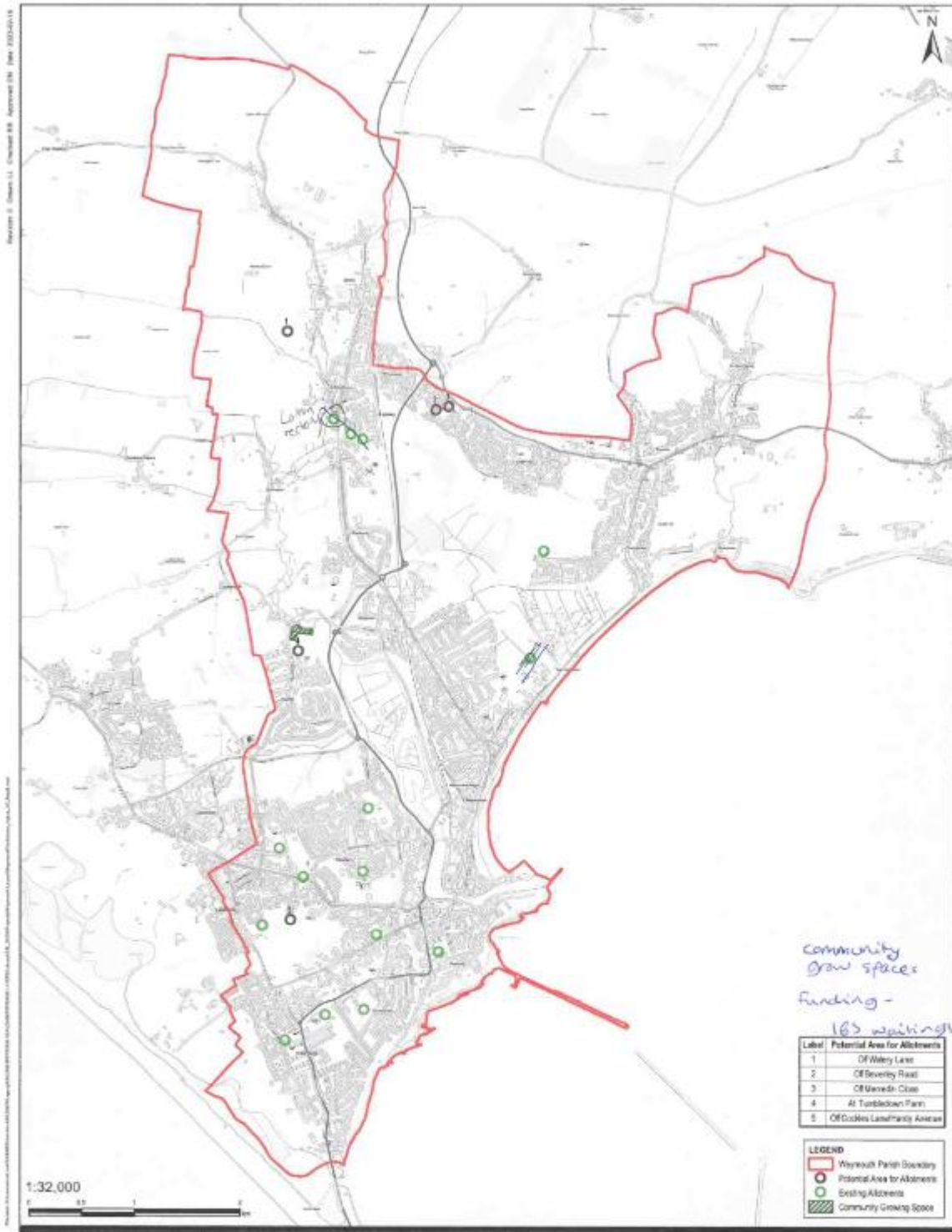
- I agree with the policy being general and protect – 14 votes
- I agree with the policy of naming specific key panoramas, views and vistas – 0 votes

L&GS Map B Annotated



CLIENT Weymouth Town Council	ISSUE PURPOSE DRAFT	NOTES Weymouth Neighbourhood Plan - L&GS - Drafted for 2024 Weymouth Neighbourhood Plan - L&GS - Drafted for 2024 Weymouth Neighbourhood Plan - L&GS - Drafted for 2024	CONSULTANT AECOM
PROJECT Weymouth Neighbourhood Plan	ISSUE TITLE Weymouth Neighbourhood Plan - L&GS - Drafted for 2024	1 of 1	AECOM
PROJECT NUMBER NORTH123	ISSUE NUMBER Figure 2		

L&GS Map B Annotated



CLIENT
Weymouth Town Council

ISSUE PURPOSE
DRAFT

NOTES
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PROJECT
Weymouth Neighbourhood
Plan
PROJECT NUMBER
63571357

FIGURE TITLE
Map B - New Allotment & Growing
Spaces Options
FIGURE NUMBER
Figure 2





WNP Homes Workshop Notes

Tue 28th February 1.30-3pm

There were 3 groups for this workshop. Table 1 led by Colin Marsh with Nikki Parker-Goadsby taking notes, Table 2 led by Sara Parker and Rob Cheeseman and Table 3 led by Cllr David Northam, Theme Lead and Penny Quilter

Discussion Point 1 Affordable Homes – *Should the NP strive to maximise the number of affordable homes that are built? What should the priorities be (tenure, type, location etc)*

Table 1 - Colin

- New developments should be 100% affordable homes!
- Dorset Council has signed a target for affordable homes but are not cooperating to achieve this. As DC owns the majority of Weymouth's sites and as DC are required to get the best value for their sites the NP must put pressure on DC to cooperate!
- We're relying on mass developments to meet the % homes target. Why not just build developments of total affordable housing.
- First Homes are building in Weymouth soon. They offer 25% new affordable house for purchase where the people buying the homes pay 70% of the house price but own all of it! Good for local people!
- Rented houses stay as rented houses so we lose a lot of affordable housing to landlords – there are too many rented housings in Weymouth.
- Dorset Council's housing register has about 4500 people on the list (for the whole of Dorset) but there is high demand in Weymouth. People on the list mainly want affordable rented housing.
- Brick homes have high labour costs. Pre-built home save money due to less labour costs and consistency in the build. There are planning issues with pre-builds as they all look the same – need different designs.
- Portland has some pre-constructed homes – the cost of the homes is less due to have it is built.
- Types of houses – highest demand is for 2–3-bedroom housing with 5 bedrooms being the lowest demand. The DC housing register is for 1–2-bedroom properties (not flats).
- Spilt families need spaced for children to stay with both parents.
- Council estates are now mostly owned by the people who live in them – due to the right to buy schemes from the 1980/90s. There is very limited social housing left.
- What is affordable? Young people cannot afford to buy at all and can only afford to rent.
- WADT – trying to find sites for affordable homes with a % for young people. They have been looking for a site for 2 ½ years – depends on the ownership and what their targets are.
- Why rent? Bit of both that home ownership is out of reach for young people and also more of a lifestyle. If renting, then young people find it difficult to save for home ownership as market rent is too high.

Colin's notes

- Concern that commitment to 100% Affordable Homes would become diluted.
- Need for more social housing.
- First Homes scheme will help to supplement Affordable Homes provision.
- Concern that rented housing stock may be lost to 'right to buy'.
- Community Land Trusts would create 100% Affordable guaranteed in perpetuity.
- Focus should be on social rent where HNA shows greatest demand exists.
- Consider type, method and materials of construction as a way to reduce build cost and make Affordable more accessible.
- Main need is for 3 bedroom and then 2 bedroom not 1 bedroom as sometimes perceived.

- Ideal location for Affordable homes is town centre brownfield sites – main barriers are land purchase cost and Dorset Council not co-operating on making such land which they own available.
- Noted that we should consider the cost of housing people in B and B etc as part of the cost balance in relation to land values.

Table 2 - Sara

- Hitting target need with homes in the right place.
- Not paying rent, paying for investment in community.
- By having outlying areas of housing. Mismatch through infrastructure mismatches with planning process.
- Map E – blue areas with exception of site 1 are logical sites.
- Lodmoor site would need to fulfil the '20 min community'.
- Viability v. cost of brownfield site clearance.
- Link between tenure and accessibility, e.g., people who can only rent, less likely to have a car, so need to have access to transport links.
- Affordable - what does this mean? Report on what is affordable, AECOM report – to send.
- More efficient use of land (car park).
- Homes England should stand up more – encourage social renting housing on brownfield sites, but issues in terms of viability.
- Modular units – short term fix for emergency house? Still has to comply with the minimum housing size rules (although that keeps changing).
- Planning constraints to ensure best use. – brownfield sites must be used!
- Community Land Trust – pushing right to buy – CLT named property within the community. Yes, but not if they are going to be sold off in a very quick way, so maximise by attracting to a Land Trust.
- Someone who rents may have access to cars – will be people in social rented housing who do have car ownership.
- Homes England – they don't seem to be involved (Portland paid for site clearance)
- Need to say quite geographically the need withing the WNP.
- Flooding in the town centre limits residential housing for affordable homes.
- Weymouth – reliant on higher way income, engineering etc on industrial sites.

Table 3 – David

- The priority is for more social housing at affordable renting cost.
- PRIORITY – SOCIAL RENTING HOUSING
- In Weymouth house prices are 11x greater than the average income.
- Not delivering 35% affordable homes – currently at 13%.
- Are social rents are beyond the remit of WNP to influence?
- Need affordable rents with a preference for social rents.
- Housing benefit is the only way for many people.....
- Housing association end up going to affordable housing because they cannot get funding.
- Not viable to build social rents with current build costs – catch 22 situation!
- Amenities ae very important to residents.
- High rise? No – medium rise maybe with facilities.
- Brownfield or Greenfield? Brownfield site development funds being asked for from government.
- Spread social homes around – do not put them altogether.
- NPPF is under review, to include more social housing.
- Building regs are improving energy efficiency generally with insulation etc.
- Exception sites – enable more control over what is built i.e., social rents.
- Roll along homes are cheaper and more energy efficient.
- Agree – Type of home as per HNA (see notes).
- What is affordable?

1. To buy – not affordable for people

2. To rent
3. Social rent 60%

- Need a definition about affordable homes – concerned about this.
- 533 waiting for Weymouth housing – takes up to 12 years – THIS IS BAD!
- Town centre needs a wider mix of property types, not just 1-2 bedrooms.

Discussion Point 2 Key Sites in DDB and their Role – *Which are the key housing development sites within the DDB and what should the housing function and mix on them be?*

➤ Map E offered the following “potential affordable home allocation sites” for comment:

1. Off Beverley Rd
2. Park Street Car park
3. Governor’s Lane car park
4. Lakeside Superbowl
5. Jubilee Sidings Extension

Table 1 – Colin

- Strong representation to include major developments sites outside of NP area. Otherwise, we are in danger of becoming an urban sprawl without green gaps.
- Commercial development – why can’t some of those sites have social housing? E.g., Gunwharf Quay in Portsmouth but on a smaller scale.
- Off Beverley Rd – this is quite an open area that is used for dog walking and has been proposed as a protected green space – could this be shared?
 - The play area is not used but the community would still oppose any development.
- Jubilee Sidings Extension – this is a good opportunity for housing.
- Old tip site – this would get less opposition from the community.
- Park and ride site – parking over capacity out of season – could this be multi-story parking.
- DC has declined previous applications to build on car parks due to loss of revenue.
- Should we live where we work to reduce travelling.
- Have affordable homes on employment development sites.
- If brownfield sites are left empty, then there are likely to have issues with development on that site.
- Building on green spaces is in conflict with the environment and our well-being and we should protect our green spaces.
- The WNP plan needs to predict the next 10-15 years as planning is consistently changing – general feeling of the consultation.

Colin’s Notes

- WEY 11 outside the Weymouth boundary.
- Main concern is urban sprawl.
- Consider locating social housing above retail premises in town centre, as live-work units etc.
- Keep Beverley Road site as green space given its use and the amount of housing in this area.
- Jubilee Sidings a prime site for Affordable as it is close to transport, services, shops, etc
- Lodmoor Tip site acceptable but prefer a low density option due to proximity to nature reserve, recreation facilities etc
- Do not want to lose parking spaces but multi storey would be an acceptable solution. Concern that DC opposing purely on grounds of lost parking revenue.

Table 2 – Sara

- Brownfield sites – key is to look at these methodically – any the NP can identify the reality of the cost of the site, not the imaginative cost.
- Council’s responsibility for social housing. Our responsibility to ensure community led housing – people not on housing register.
- Affordable housing has many different requirements – the forgotten in between who have low incomes and no access to benefits such as teachers/nurses etc

- Not have a specific ‘ghetto’ feel just because it is social housing – we need a mix, don’t want ‘sink estates’.
- Has the NP suggested any changes to the DDP – No, just not going to do – should it?
- The DDB doesn’t need to match the town council area? No, not necessarily.
- A DDB should follow a specific list. Rob – not sure if the SG has discussed option of changing the DDB?
- Depends on size of build – consider the area, is it putting social housing within a specific distance of mixed housing that already exists?
- Cohesive view – so not just the planning for a site in isolation, look also at the build area around. Preston don’t build a small social housing site, surrounded by big houses (wealth).

Table 3 – David

- Why no North Quay or Westwey Road?
- Sites outside the area will still contribute to housing technically work together – Boundaries to be discussed!
- Providing work to address 40% that commune.
- Approach landowners who have contracts to sell homes for development to deliver more than 35% affordable homes.
- Viability claims landowner contracts – catch 22 (shared ownership desirable).
- Bingleaves and Jubilee developments retained employment centres – people could walk to work at these sites.
- Care homes are arguably an employment sitemaybe.
- Vision of a more attractive greener town – catch 22.
- Car park development would be amenity poor.
- Car parks could become pocket parks.
- Sites are in short supply in the town centre. Brownfield sites such as car parks should be developed for housing.
- Green and public domain spaces needed in Melcombe Regis.
- Spread social housing around mixed developments.

Discussion Point 3 Exception Sites – *Which sites outside the DDB may be acceptable to the community if an exception site scheme for affordable housing can be put together?*

Table 1 – Colin

- Exception sites should be 100% for affordable housing – keep property prices down and reasonable – or not at all!
- Community Land Trust (CLT) to give guarantee.
- Developers have brought fields on the edge of sites in the event these could be extended.
- Lyme Regis has 100% affordable housing on the edge of golf course.
- Poundbury, Dorchester - % of social housing is high.
- CLT sites – 100% affordable homes. Is there a compromise to build on green sites to keep costs down as cost less than brownfield sites.
- Exception sites – are these held in reserve if not meeting demand?
- Weymouth population figures (including Portland) do not seem to be increasing – cannot find a ground figure.
- 2021 census figures not out yet. National increase of 6% and 4% for Dorset.
- Focus on affordable housing, instead of total housing.
- Small scale developments do not address the big problems.
- Good to have a mix – not either/or.

- We need to make Weymouth attractive to live and bring in more tourists.
- Green spaces are attractive for tourism. Tourism is our major industry, and we must protect it!
- Wyke Oliver Farm – concerns over reducing the green corridor/buffer zone.
- Lodmoor – concerned about springs causing flood risk.
- Smaller developments are more expensive but more appealing to live at.
- Larger developments are cheaper and less appealing to live and put pressure on local facilities/services.
- CLT – the community has a say through the trust about future development.
- Need to keep green corridors and buffer zones.
- Weymouth has a narrow area of land that can be developed as half of the boundary is on the coast.
- Away from DDB – seems wrong to have a boundary and then cherry pick areas which will lead to an urban sprawl.
- Land cost within the DDB is too high, whereas outside is more affordable.
- The longer we leave this, the bigger the problem is going to be – homelessness!

Colin's notes

- Exception sites must be for 100% Affordable only.
- Recognised that location will cause tensions locally and no easy solution.
- Land cost within the DDB is prohibitively high for Affordable Housing.
- Any Affordable Housing on exception sites must be CLT or similar where 100% Affordable delivery can be guaranteed in perpetuity.
- Suggested evaluate success of a one area at a time rather than develop multiple sites.
- Seek examples of success stories from other areas where this policy has worked.
- Concern over flooding issues at Lodmoor Tip given the proximity to wetland.
- Concern as to suitability of Wyke Oliver site due to impact on green corridor. Smaller site could be an option but may not be viable cost wise – a number of factors would have to be balanced and these need to be spelled out for public consideration.
- Strong message of 'We must not sacrifice green corridors particularly those preventing urban sprawl even if it means losing valuable Affordable Homes.'

Table 2 - Sara

- Public perception of affordable housing needs looking at – community housing need is better.
- Do not look at any sites until the development boundary has been reviewed properly.
- Looking at the disagreement stats in the prompts, it is about marketing the strategy.
- Need a mix of housing sizes for starter homes and downsizing.
- Acceptable to the community – this must be addressed so people are not responding to what they consider is 'council or social housing' – back to high priority housing and defining what affordable housing is. Break Weymouth down into areas and reach out to them, e.g., build bungalows in Preston for young people and the down sizers!
- Sites 6 & 7 could have a smaller footprint but build higher or look at them as workable with better transport amenities.
- Smaller schemes may be more acceptable.
- People don't appreciate that in Weymouth and Portland, council housing was absorbed by the housing associations.
- Local Plan Status, Dorset Council – still not clear, alarm bells for a 5yr supply suddenly going out to market housing stock.
- Redlands like to want LP (local plan?) in 2026 – contact Oddfellows.
- Previous local plan was rushed because of the Olympics – so they didn't think it through properly.
- Running costs - need to take that into account – must be sustainable, solar, wind power etc.

Table 3 – David

- Wary of flood risk on Lodmoor tip site, also other SSSIs etc but is DC owned and hence attractive.
- Site 8 – 50 houses – close to Granby for employment – DC owned
- Site 7 – 135 houses – with a fight

- Site 6 – 56 houses – with a fight
- Site 10 – 90 houses – DC owned
- Site 11 – 50 houses – DC owned
- Higher numbers are for exception sites.
- DC owned sites could deliver affordable housing, conversation had with DC Asset Director. Not just money also social value.
- DC are a registered provider but no council housing at the moment on sites 8, 10, 11.
- Provision of a Suitable Alternative Natural Greenspace (SANG) adjacent to sites 6 & 7.

WHOLE GROUP Discussion Point 4 Second Homes – *Is there a case for preventing the growth of second homes or holiday lets in certain parts of the area, if so, which ones?*

- 5722 second homes in Dorset.
- If DC increase council tax this could be used for housing.
- Recent policy by DC on financial penalties being placed on holiday/second homes and ring fencing the income. General feeling of support but outside of the NP remit.
- £19m potential increased income via rates on second homes.
- Portland had a second home policy, but it was rejected by the examiner – can be done via rates.
- Holiday homes – if used for under a number of weeks per year (44wks/yr (think), council tax is stopped and pay business rates.
- Searched on Air BnB properties in Weymouth for February half term week and there were 300 homes available to rent. This would be in the 1000s if it was not half term.
- There are currently only about 17 homes available to rent to live.
- The rental market is mainly house sharing only.
- Need more evidence and compare with how Cornwall tax their holiday homes.
- Second homes are worse than holiday lets, as are left empty for most of the year, at least holiday lets are bring visitors to Weymouth.
- Holiday lets are part of our tourism but are outside of the NP provision.
- £19m ring-fenced?
- Do we still get access to CIL payments?

Facilitator Observations and Recommendations

Attendees to all 5 sessions overall indicated they found the sessions informative, useful and were able to share their opinions in a welcoming environment.

Ideas that both DCF and the WNP SG can consider for future engagement activities include:

1. Planning and Workshop Time

Time allocated for workshop preparation was affected by a very short lead up time to these workshops – provision of content etc. In addition, participants reflected that the workshops were probably of inadequate length for the detail contained within the questions although this was tackled through extensive pre-reading being circulated. Experience shows us that most attendees do not thoroughly read everything forwarded to them.

The workshops would have benefited with more visual resources made available in the workshop space and time for attendees to view and absorb.

2. Language

Avoid extensive use of conceptual language and provide relevant definitions and explanations, including visually. For instance, provide a context for what sustainable environments are e.g. **Sustainability is the ability to meet the needs of the current generation without compromising the ability of future generations to meet their needs.**

Renewable energy discussion could benefit from the provision of examples from other communities. As an example:

[Torrs Hydro, New Mills | Clean green electricity since 2008](#)



And more locally: [Energy Champions Initiative – Bridport Town Council \(bridport-tc.gov.uk\)](#)

APPENDIX FOR WNP SG ONLY

Additional information post-workshop:

Provided by Janet Davis, Dorset Ramblers Countryside Secretary Via email
ALLOTMENTS EXTRA

At the Landscapes and Greenspaces workshop we were discussing allotments and I mentioned that in the parish where I am Clerk (Broadmayne) we have a planning application in which the developers are proposing to build new allotments. Here is the link to the application on the DC website:

[Planning application: P/OUT/2021/05309 - dorsetforyou.com \(dorsetcouncil.gov.uk\)](https://www.dorsetcouncil.gov.uk/planning/P/OUT/2021/05309)

Provided by Tom Lane, Principal Youth Worker at Steps Youth Club

- Questioned how young people are influencing the WNP
- Was referred to the work done by Lara Wood but DCF would recommend that the youth sector in all age ranges be made more aware of what has been achieved to date

Provided by Steve Elsworth, Chair of Trustees, Friends of Castle Cove Charity via email
Steve has **given his permission** for the following emails of 21 and 23 February to Sara Parker to be shared with the WNP SG. **PLEASE NOTE for GDPR purposes this information is for the WNP SG ONLY and is confidential when assigned to Steve personally.**

21st Feb 2023:

"I'm sorry, but I won't be attending tomorrow's consultative meeting. The reason for this is that it appears to be based on the Community Consultation Analysis and Report Jan - Feb 2023.

Weymouth is a small town: I had heard that a political party had flooded one area of town - Preston - with a misleading leaflet, and held a public meeting at which similar misleading statements were made. This prompted the inhabitants of Preston into responding en masse, as a result of which the public consultation was skewed.

I didn't know whether this was true or not - but then I read the report in some detail. It said that the consultation was online and took place over two weeks - in itself two reasons for doubt about the validity of its findings - and that, crucially, that there were 23 written responses over the first six days of the survey period until the 23rd January, when the leaflet was circulated, and that there were a further 260 in the following eight days.

This is an astonishing increase - and, since it was online, there is no way of deciding where the mass of the comments originated.

The data look corrupt to me. The final two paragraphs of the report (there is little to suggest...It is most likely that..._) surmises, on the basis of no evidence, that the findings of the consultation are sound and should be used as the basis of further consultation - although the writer allows a get-out clause by saying 'How this community response is further interpreted and turned into relevant and acceptable policies in a land use plan is something for the focus groups to discuss shortly.'

I attended one focus group. The issue of the potential tainting of the data was not discussed. It was agreed that the polling base was small, but it was not suggested that it had been interfered with.

The report appears to accept that the findings of this consultation are sound. The consultant writes "It is better to be aware of the concerns of local people", assuming that the consultation represents

the view of local people across Weymouth. I would respond that the consultation seems more likely to represent the views of a small section of local people, in one specific area. This should have been stated in the report.

Similarly, the consultant writes "I shall feel more comfortable in constructing and drafting policies for the Neighbourhood Plan in the knowledge of the strength and breadth of feeling that exists within the communities of the Weymouth area." If the data are corrupt, then a more accurate sentence would be, "I shall feel more comfortable in constructing and drafting policies for the Neighbourhood Plan in the knowledge of the strength and breadth of feeling that exists within one of the communities of the Weymouth area."

The agenda of the focus group uses prejudicial language,, assuming that the findings of the consultation are valid:

- 1. "The community response in the January 2023 Consultation to safeguarding them was limited, but not negative."*
- 1. "January 2023 Consultation response shows 67% support for promoting the provision of neighbourhood allotments and community growing spaces."*

The consultation process seems to me to be based on the assumption that the Consultation document is a valid document on which to assess local opinion. I don't think it is.

I have a great deal of respect for the way you and Nikki handled the focus group meeting I attended: and for Councillor Northam, in trying to steer a very difficult process to a successful conclusion. He has been very helpful to Castle Cove, as has Colin Marsh, and I thank them both.

I am not one of those people who attacks councils and councillors: I agree with the idea of putting together a Neighbourhood Plan, and I accept that the consultant is trying to be open to consultation and would like to put together a Neighbourhood Plan that is consensually agreed by the whole of Weymouth. I understand from the Consultation that the leaflet produced was 'misleading and inaccurate' and that it produced an avalanche of online responses which in my view will have skewed the consultation. The consultant thinks that this wouldn't have made a significant difference to the consultation: I disagree. I think the data are corrupt and shouldn't be used as the basis for a Neighbourhood Plan. For that reason, I won't be attending the consultation. I don't want to appear to agree that the consultation is sound."

Friends of Castle Cove Beach Charity

23/2/23

"I hope yesterday's consultations went well. I'm writing because I now realise that written comments can be incorporated in the final report of the neighbourhood plan.

I am writing to object about the omissions in Character Area Assessment Area 5. Coastal Urban. Nominally this is supposed to be about Wyke Regis, Southlands and Rodwell, but in fact is mainly about Wyke Regis. I came to the Communities forum because I wanted to talk about communities. Here in Castle Cove we campaigned for five years to get steps restored to access Castle Cove Beach. In the end we raised £40,000 ourselves and built the steps in 2019. Subsequent to that, we have fundraised and held community events on our own, without any council assistance. Events included a Garden Open Day weekend, a music night, a stand-up comedy night, a summer soiree, a lecture

about the wildlife underwater in Castle Cove, and various other social meetings. Our purpose is to foster the growth of a community around Castle Cove. To date we have been very successful: between 100 and 400 people attend our events, we have 2,600 people on our Facebook page, a newsletter circulation of 100, twenty people who donate to the charity on a regular basis, ten trustees who run the charity: we clean the beach, we organise litter picks, we have a year-round group of swimmers, we run Duke of Edinburgh volunteers and environmental surveys, we have worked with Portland Port to protect vulnerable eel grass in the cove, and we are reaching into local schools, with planned talks from local scientists, to talk about the need for wildlife protection. Dorset Council has just rebuilt the footbridge on the path leading to the cove, on the grounds that "it is the most-used footbridge of any public footpath in Dorset." They estimate 80,000 people come to the beach every year; we estimate 100,000. Our charity exists to encourage the growth of a community that will allow 10,000 people a year to use a beach for free - a beach which Dorset County Council and Weymouth and Portland Borough Council had abandoned.

All of this is possible because our charity supports and maintains the steps to the beach, and our community gathers round us supportively to ensure that this happens. We don't ask councils for money, as we appreciate there are places in Weymouth that need cash much more than we do; but we have built up a thriving, supportive, enthusiastic local community here in Castle Cove, and we're proud of it.

So I was a little disappointed in the Character Assessment to have our efforts dismissed in eleven words: "This area has lesser known beaches which are accessible by the public." - particularly when, in contrast, the architect Crickmay, who practised 130 years ago, has 28 words. The comparison is disheartening.

Character Assessment 5 is generally dismissive of Rodwell - it is mentioned only once in the report. I accept that it is a planning document, which leans heavily on desk reviews of conservation areas in the locality, and is thus biased towards Wyke Regis - but as it's a Neighbourhood Plan, I would have thought that some consideration of actual neighbourhoods would have been appropriate."

Friends of Castle Cove Charity.

ENDS