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13. EASTERN AREA - DORCHESTER AND SURROUNDS

13.1 Introduction

- 13.1.1 The Eastern Area of the District contains at its heart the county town of Dorchester, situated on the River Frome and surrounded by farmland, which (to the south and west) is within the Dorset Area of Outstanding Natural Beauty. To the south of the area is the settlement of Chickerell, which is close to the suburban parts of Weymouth, and in the south-east are areas of heathland.
- 13.1.2 The A35 trunk road crosses through east-west via Dorchester, with the A354 linking south to Weymouth and the A37 north to Yeovil. The area is served by the London to Weymouth and Weymouth to Bristol railway lines. The transport connections are very important to both the social and economic prosperity of the area, with in particular the links to the Bournemouth and Poole conurbation and the south-east region of the country.

13.2 Charlton Down

- 13.2.1 The Herrison Hospital site (now known as Charlton Down) was formerly in Health Authority ownership. The site extends to 48 hectares (119 acres), although parts are not considered to be suitable for development, in particular the area around Herrison House and to the front of the main buildings which are identified as being of Local Landscape Importance (Policy SA6). In addition, a Conservation Area has been designated focusing on these areas and on the buildings which are of architectural and historic merit.
- 13.2.2 The site is being developed for a mixed use scheme including conversions of the main block, in accordance with a development brief¹. Outline planning permission has been granted for the development of the site, subject to a Section 106 Agreement and planning permission has been granted to erect houses and convert the hospital wings to flats. The development will accommodate approximately 500 dwellings, together with employment, community facilities, recreation, shopping and commercial development and amenity open space.

Employment

- 13.2.3 0.8 hectares (2.0 acres) of land is identified for employment purposes associated with development at Charlton Down. In addition, further employment opportunities are expected to be provided as a result of the reuse of some of the existing buildings.

POLICY EA1 SITE ALLOCATED FOR EMPLOYMENT USES – CHARLTON DOWN

Land is allocated at Charlton Down for employment (Use Class B1), as shown on the Proposals Map.

There is no Policy EA2.

¹ Herrison Development Brief, 1991, WDDC.

Community facilities

- 13.2.4 The planning consent and the Section 106 legal agreement for the development at Charlton Down include provision for several parcels of land to be set aside for public amenity open space. This 7.5 ha of land, shown on the Proposals Map, is intended to meet the formal and informal recreational needs of the residents.

POLICY EA3 PLAYING FIELD/RECREATION GROUND AND AMENITY OPEN SPACE – CHARLTON DOWN

Land at Charlton Down, as shown on the Proposals Map, is allocated for a playing field/recreation ground and informal open space.

There is no Policy EA4.

- 13.2.5 Development of land identified at Charlton Down will be expected to make appropriate provision for community facilities, including a village hall and shop. The development brief prepared for Herrison sets out guidelines for the provision of these facilities.

POLICY EA5 COMMUNITY FACILITIES – CHARLTON DOWN

Sites will be set aside for community facilities, including a village hall and shop, in association with development at Charlton Down, commensurate with the scale of development which is taking place in these areas.

Highways

- 13.2.6 It is proposed that the C12 be designated as a County distributor road in order to divert through traffic away from valley settlements along the existing A352. The major C12 improvements, identified for completion within the Plan period, are referred to in the Northern Area Chapter at Policy NA7. The C12 Higher Sherborne Road improvements will enable traffic calming/speed reduction measures to be brought forward in Charminster, together with a Charminster–Dorchester cycle link.

13.3 Chickerell

- 13.3.1 Part of the Parish of Chickerell (population 5,430²) lies within the Dorset Area of Outstanding Natural Beauty and the West Dorset Heritage Coast, where there are a number of holiday caravan parks and military sites. The Fleet and Chesil Beach to the west is designated as a Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA), a Ramsar Site and a candidate Special Area of Conservation (SAC).

² Ward and Parish mid-2004 Home Population Estimate, Dorset County Council.

13.3.2 The urban edge of Weymouth dominates the eastern side of the Parish and Chickerell is loosely connected to Weymouth by development along the B3157. The settlement has developed rapidly in recent years with new housing estates, and has gained town status. The heart of old Chickerell is focused on North Square and East Street and this is reflected in the boundary of the Conservation Area, designated in 1990 and extended in 2000. An Environmental Management Plan/Planning Brief for Chickerell was adopted by the Council as Supplementary Planning Guidance in 1999 and, as such, this provides advice and guidance to assist with the decision making process³. Some areas of land are designated as Land of Local Landscape Importance (Policy SA6).

Putton Lane Area

13.3.3 Land on the eastern side of Chickerell, abutting Putton Lane is suitable for a comprehensive mixed use scheme involving a scale of development to meet the future needs⁴ of the settlement, in order to assist in achieving a self contained and sustainable community⁵, whilst at the same time retaining a separate identity from Weymouth. The integration of land uses could be beneficial to the implementation of this scheme.

13.3.4 The Proposals Map identifies the area of land allocated for development. It is envisaged that this area would provide community facilities and services, employment, public open space, in conjunction with a housing development of some 200 dwellings. The Employment Land Review, to be undertaken as part of the review and evidence base for the production of the Local Development Framework (LDF) will inform the type and quantity of employment and further assessment of community facilities/open space requirements will take place in conjunction with the community, as part of the development of more detailed proposals (whether through the preparation of a development brief, informal concept statement or work on the preparation of the planning application).

POLICY EA6 PUTTON LANE AREA

Land at Putton Lane, Chickerell, is identified on the Proposals Map for a comprehensive mixed use scheme. All the following should be provided:

- a) new local retail provision, a youth club and improvements to other community facilities and services for which there is a demonstrable need;
- b) employment workspace to include some BI floorspace;
- c) public open space to include formal sports' provision on land adjoining the DDB south of Green Lane, and children's playspace and informal open space to the north;
- d) residential development for some 200 dwellings (including a range of sizes, types and tenures, including affordable housing).

Development of the site will be subject to:

- i) layout and design taking account of topography, archaeology and landscape features, as well as the existing built form;
- ii) satisfactory arrangements for the future maintenance of public open space;
- iii) contributions towards the construction and establishment of new community facilities and BI office space;

³ Environmental Management Plan/Planning Brief for Chickerell, 1999, WDDC.

⁴ Policy SS7, Regional Planning Guidance for the South West (RPG10), 2001, DTLR

⁵ Para.31, PPG3 : Housing, 2000, DETR

- iv) appropriate infrastructure, including highway improvements; and
- v) pedestrian and cycleways linking residential areas and facilities in the town, and linking the site to the Woodland Trust Area, Granby Industrial Estate, Police HQ and adjoining employment site, Charlestown and Budmouth College.

Phased development of the site will be permitted subject to a balance in the provision of community facilities and infrastructure and open space with house building.

There is no policy EA6a.

Floods Yard

- 13.3.5 Floods Yard, which is previously developed land, together with adjoining land, at Chickerell, is well related to the urban area and is considered appropriate for residential development. The site could accommodate about 50 dwellings, accessed from the B3157, Chickerell Hill.

POLICY EA6b FLOODS YARD AND ADJOINING LAND

Floods Yard and adjoining land at Chickerell, as shown on the Proposals Map, is allocated for residential development (of a range of sizes, types and tenure to include affordable housing). The vehicular access to the site shall be derived from the B3157, Chickerell Hill. The development will also provide suitable pedestrian/cycle links to Lugger Close and within the site.

Employment

Land West of Putton Lane

- 13.3.6 A 4.0 hectare (9.9 acre) site is identified in the Local Plan west of Putton Lane as being suitable for employment purposes. It is a requirement that land to the north of the link road, in the same ownership, is used as part of the landscape buffer between Chickerell and Charlestown. Whilst a prerequisite of development of EA7ii) was the construction of the Chickerell Link Road, developers of the site will be required to provide the necessary infrastructure appropriate for the intended use in line with guidance on planning obligations contained in Circular 5/2005 and PPG13.

Land to the north of the Wessex Stadium

- 13.3.7 The 1998 Adopted Local Plan included an allocation of land for employment uses to the north of the Wessex Stadium (and the new police headquarters) and which is also known as the Chafeys Lake site. This land forms an important part of the District's employment landstock and, together with surplus land between this site and the police site, totals 4.2 hectares (10.4 acres), which is allocated in this Plan for employment use served off the existing access road to the electricity transformer station.

POLICY EA7 SITES ALLOCATED FOR EMPLOYMENT USES – CHICKERELL

The following sites, shown on the Proposals Map, are allocated for employment uses:

- i) Land to the north of Wessex Stadium, Chickerell

The development of land for employment (Use Classes BI/B2), served off the existing access road to the Electricity Transformer Station.

- ii) Putton Lane, Chickerell

The development of land for employment (Use Classes BI/B2) which will require the construction of the Chickerell Link Road and the future use of land to the north of the link road as part of the landscape buffer between Chickerell village and Charlestown.

Amenity Open Space

- 13.3.8 Land in the north of Chickerell Village is identified on the Proposals Map for amenity open space in view of the importance of this open area in the Conservation Area.

POLICY EA8 LAND FOR AMENITY OPEN SPACE - CHICKERELL

Land is identified on the Proposals Map for amenity open space.

Highways - B3157 Chickerell Link Road

- 13.3.9 The deposit plan proposed the construction of this link to complete an effective route between Weymouth and Chickerell and bring about substantial environmental gains by taking traffic away from existing properties. The road has now been constructed.

There are no Policies EA9 and EA10.

13.4 Crossways

- 13.4.1 The village of Crossways (population 2,010⁶) is located approximately 8km east of Dorchester and has seen significant growth within the last 30 years. It has a good range of local services and is served by Moreton Station on the Waterloo-Weymouth railway line and by the B3390. The adopted Structure Plan⁷ names Crossways as a location for housing growth and includes it within an area to provide a focus for economic regeneration, however Government advice⁸ now requires a sequential approach to the selection of housing sites. At the call-in Inquiry in 2002 on an application for residential development at Woodsford Fields⁹, the Secretary of State agreed with the Inspector that the levels of services and facilities and the extent of public transport service provision in Crossways, do not classify the village as an urban settlement, or the application proposal as an urban extension for the purposes of the sequential test, and that the site cannot be regarded as 'around' a node in a good public transport corridor.

⁶ Ward and Parish mid 2004 Home Population Estimate, Dorset County Council.

⁷ Settlement Policies B and D, Bournemouth, Dorset and Poole Structure Plan (CSP28), 2001.

⁸ Para.30, PPG 3: Housing, 2000, DETR.

⁹ Woodsford Fields, Crossways. Report on Inquiry, DTLR, 2002.

Employment

- 13.4.2 2.1 hectares (5.2 acres) on the corner of the Warmwell Road and the Western Link Road are allocated for employment purposes.

POLICY EA11 SITE ALLOCATED FOR EMPLOYMENT USES – CROSSWAYS

Land at Crossways, shown on the Proposals Map, is allocated for employment uses (Use Class BI).

Community Facilities

- 13.4.3 Land for a new First/Primary School has been reserved by Dorset County Council as Education Authority at Old Farm Way, in the centre of the village. Planning permission has been granted for 140 dwellings to the north of the village which is subject to legal agreements to provide traffic calming measures on Dick O' Th' Banks Road and a contribution towards the cost of a range of community facilities, including a school. An alternative larger site for a school is also identified to the north of the village, which, on construction, would release the first mentioned reserved site for community use.

POLICY EA12 SCHOOL SITES – CROSSWAYS

Two sites are reserved for a first/primary school at Crossways as identified on the Proposals Map:

- i) Old Farm Way.
- ii) north of the village (off Woodsford Road). A footpath/cycleway is to be provided off Dick O' Th' Banks Road.

13.5 Dorchester

- 13.5.1 Dorchester, the County town, is located to the south of the River Frome and to the north of Weymouth, between Bridport to the west and the Bournemouth – Poole conurbation to the east. There are water meadows to the north and undulating downland countryside to the south and west of the town, beyond the bypass, which is within the Dorset Area of Outstanding Natural Beauty.
- 13.5.2 The town is the main service centre in the District, with a population of 16,580¹⁰, and has shopping, recreational, cultural, education and employment functions. It is an important transport centre, located on the convergence of the A35 trunk road, A352, A354 and A37; served by the Waterloo – Weymouth and Weymouth – Bristol railway lines; and is the centre of a wide rural bus network.
- 13.5.3 The Dorchester area has an archaeological history dating back over 4,000 years to the New Stone Age, when the great hill fort, Maiden Castle, situated to the south-west of the town, was inhabited by Neolithic tribes. The town was founded by the Romans in about 70 AD and became established as a major garrison town and trading centre. It continued to thrive through the Anglo-Saxon period and the Middle Ages. Comparatively few buildings survived a series of major fires in the 17th and 18th centuries and many of the buildings in the centre of the town date from Georgian times.

¹⁰ Ward and Parish mid 2004 Home Population Estimate, Dorset County Council.

- 13.5.4 The line of the town walls of Roman Dorchester (DURNOVARIA) is now indicated by tree lined walks laid out in the eighteenth century along its west, south and east sides and only on its north-east side is the line uncertain. The walks enclose the modern town centre and give the town a distinctive form, which new development should respect.
- 13.5.5 In 1987, a major consultation exercise¹¹ was undertaken on the discussion document “Alternative Development Strategies for Dorchester and Surrounding Areas” which examined a number of different options for the future growth of Dorchester. In 1988, the District Council made the decision that the long term needs of the town should be met by developing westwards inside the line of the bypass and at Herrison Hospital (Charminster). Subsequently, the 1998 Adopted District Local Plan included housing, employment and other allocations at these locations.
- 13.5.6 In order to address transportation problems in Dorchester, a joint project has been undertaken between Dorset County Council and West Dorset District Council, including the development of a computer traffic model for the town, as referred to in chapter 9. This enabled options to be tested to assess the impact of new development and possible infrastructure modifications including Park and Ride, public transport improvements, parking and roadspace management in the town. This work has informed the Dorchester Transport and Environment Plan (DTEP) with the aim of achieving a better balance between traffic and the environment and the reduction of through traffic.
- 13.5.7 A Town Centre Health Check was conducted by the District Council in 2000/2001, which provides advice on development within, or potentially impacting on the viability of, the town centre. A community planning exercise has been undertaken in Dorchester and public aspirations which were identified have been developed into a priority order for implementation. The vision statement for Dorchester as agreed through the community planning workshops is set out in Figure 13.1 below:

Figure 13.1: Dorchester Vision Statement

Dorchester – a thriving County town which:

- has a vibrant town centre with a strong sense of identity
- has a diverse and strong economy, providing jobs for local people
- is proud of, and makes the most of its unique Heritage & Environment
- promotes environmental sustainability in all its activities
- is caring, inclusive and a safe place to live
- acts as a strong focus for the area, providing services for the town and rural communities

¹¹ Alternative Development Strategies for Dorchester and Surrounding Areas, 1987, WDDC.

Roman Town Area

- 13.5.8 It is important that the heritage character of the town centre is enhanced and that major schemes achieve a priority for pedestrians over vehicular access. The Local Plan identifies the line of the old town walls, referred to in paragraph 13.5.4 above, as an area which is appropriate for mixed uses, where schemes should enhance the character, fabric and appearance of the Conservation Area. A transport plan is important to achieve a better balance between accessibility and environmental considerations in the area and to minimise through traffic. The town centre should provide a high quality and safe environment, enabling social inclusion. It is important that the heritage character of the town is enhanced and that major schemes improve access within the town centre from the main points of access by all modes of transport and achieve a priority for pedestrians over vehicular access¹².

POLICY EA13 DORCHESTER ROMAN TOWN AREA

Development within the Roman Town Area should contribute to the promotion of a high quality and safe environment within which there will be convenient and attractive access for everyone. Within the area identified on the Proposals Map, the aim is to reduce through traffic and achieve a better balance between accessibility and the environment. Development should preserve or enhance the character, fabric or appearance of the conservation area, and major schemes should achieve priority for pedestrian over vehicular accessibility.

Charles Street

- 13.5.9 Within the Dorchester Town Area referred to above, a site of approximately 2.1 hectares (5.2 acres) has been identified at Charles Street that provides an opportunity for mixed use development to enhance the town. Outline planning permission for a shopping centre, together with other facilities, was granted on this site in 1989. Although some site works were undertaken, the scheme did not progress. A planning brief was adopted by the District Council in 1998, to provide detailed planning guidance for the development of the Charles Street site, as Supplementary Planning Guidance. The brief established planning, access, urban design and implementation parameters for the development.
- 13.5.10 This is a key site, in design terms, in the historic town centre and is of national importance archaeologically and it will, therefore, be essential to reconcile environmental and development factors in any future scheme. The Council has a long standing commitment to the planning and development of this site, where a comprehensive and sensitive approach to a mixed-use scheme is appropriate.
- 13.5.11 The Town Centre Health Check identified considerable expenditure leakage to out-of-centre stores¹³. It is considered that, having regard to Government advice which adopts a sequential approach to the selection of sites for retail use (see chapter 8), the Charles Street site is appropriate for a number of uses including for retail development, where this cannot be accommodated within the primary shopping centre and would be appropriate in scale. Car parking provision should be considered within a strategy for the town, which should enable more sustainable transport modes, including cycling¹⁴.

12 PPS6: Planning for Town Centres, 2005, and Planning for Town Centres: Guidance on Design and Implementation tools, 2005, ODPM.

13 Dorchester Town Centre Health Check, 2000/2001, WDDC.

14 PPS6: Planning for Town Centres, 2005, ODPM.

POLICY EA14 CHARLES STREET AREA

Land at Charles Street, Dorchester, as identified on the Proposals Map, is a key town centre site, where a comprehensive and sensitive approach to a mixed use scheme is appropriate, to include the following:

- a) retail development consistent with the quantitative and qualitative need for new shopping in the catchment area, where this cannot be accommodated within the primary shopping area and would be appropriate in scale;
- b) leisure, arts, culture and/or tourist development appropriate in scale and character to Dorchester town centre and celebrating the town's heritage;
- c) ancillary residential development with a range of sizes, types and tenures including affordable housing;
- d) car and cycle parking, a bus stop facility and new public conveniences.

The development of the site will be subject to the following:

- i) design and layout which will enable the new development to complement and enhance the existing town centre, reflecting the town's history, emphasising local distinctiveness and providing good quality buildings and spaces;
- ii) pedestrian links to the Walks, the existing supermarket and to South Street via Tudor Arcade, Nappers Court, Hardy Arcade and South Street Passage;
- iii) densities that reflect the high accessibility of the site, and the concept and need to maximise the use of previously developed land;
- iv) contributions towards improvement to public transport.

The phased development of the site will be permitted subject to the above. Piecemeal development which would prejudice a comprehensive approach will not be permitted.

Weymouth Avenue Area

- 13.5.12 Land at Weymouth Avenue, totalling 8.9 ha (21.9 acres) including the former brewery site, is a key gateway site to the town by road and rail, where a comprehensive mixed use scheme is appropriate, which must also address the need for essential vehicular, cycle and pedestrian links. It is envisaged that about 600 dwellings can be accommodated on the site. The Council adopted an interim policy position for the site in March 2001, including a number of broad principles that it would wish to see in any development, and a Weymouth Avenue Area Development Brief was adopted in February 2004 to guide future development. Subsequently the Council resolved to grant planning permission on the site to develop the land for a variety of uses.

- 13.5.13 The preferred access arrangements, requiring a link between Prince of Wales Road and Weymouth Avenue were supported by the results of the transport assessment submitted with the planning application. The enhancement of options for the provision of sustainable transport are a priority in respect of this site given its close proximity to good public transport facilities and the town centre. To assist and encourage sustainable travel to and from the site, the development will provide a new public transport interchange with enhanced bus, pedestrian and cycle facilities, the redevelopment of the railway station, new and improved pedestrian/cycle routes and crossing facilities between the site and the town including at Fiveways and Culliford Bridge. To further assist with reducing the need to travel, parking levels have been set in accordance with Government guidance in PPG3 and PPG13.
- 13.5.14 This site can provide both high density housing and facilities to complement the town centre. Proposals for retail, leisure or other town centre uses should demonstrate that the development would meet a need and satisfy the sequential search for sites. The following policy, supported by Policy HS3, should provide an appropriate basis for negotiations leading to reasonable provision of affordable housing.

POLICY EA15 WEYMOUTH AVENUE AREA

Much of the land at Weymouth Avenue, including the brewery site, as indicated on the Proposals Map, occupies a key edge of centre position. It is a gateway site for travellers by road and rail, where a comprehensive mixed use scheme is appropriate, to include the following:

- a) residential: a range of sizes, types and tenures, including affordable housing;
- b) facilities to complement and support the town centre such as an arts centre, hotel and conference facilities;
- c) other leisure and minor ancillary retail facilities;
- d) a transport interchange facility to enhance use of the railway station;
- e) effective pedestrian and cycling links through the site and connecting with adjoining areas, including from Dorchester South Station to South Street;
- f) a highway link through the site from the Prince of Wales road to Weymouth Avenue.

The development of the site will be in accordance with a development brief to include the following:

- a) high quality design standards;
- b) the retention and utilisation of listed buildings;
- c) high density to reflect the good accessibility of the site, and make the most efficient use of previously developed land; and
- d) measures/contributions to improve public transport services.

Trinity Street

- 13.5.15 There is scope for a mixed use development for two areas, totalling 0.09 hectare (0.22 acre) on the western side of Trinity Street south of the Forum Centre car park entrance. This land currently contains the existing public toilets, the entrance to the public car park, two telephone boxes and areas of car parking.
- 13.5.16 A development of this frontage would improve the street scene, give numbers 17-20 a proper architectural context and screen the extensive areas of parking to the west. A two/three storey scheme could provide retail/service uses at ground floor level and approximately 15 apartments on the upper floors.

POLICY EA16 TRINITY STREET MIXED USES

Land on the frontage of Trinity Street, as shown on the Proposals Map, is allocated for a comprehensive mixed-use development, to include the following:

- a) retail (class A1), financial and professional services (class A2) or food and drink (class A3) at ground floor level;
- b) residential (including affordable housing) on upper floors.

The development of the site will be in accordance with a design brief for the area and subject to:

- i) development along the street frontage, at the back of the pavement line, in a mixture of two and three storey units, which respect the Listed two storey group;
- ii) retention of the southern car park access, possibly through an archway in a three-storey block;
- iii) provision of a rear parking and service area;
- iv) resiting of the public toilets and bus shelter associated with the implementation of bus and toilet facilities at Charles Street (Policy EA14);
- v) separate access for upper floor uses.

Poundbury

- 13.5.17 The major consultation exercise¹⁵ to examine options for the future growth of Dorchester is referred to in para. 13.5.5. Approximately 158 hectares (390 acres) of land to the west of Dorchester at Poundbury has been identified to meet the long term needs of the County town and the first phase of the development is complete.
- 13.5.18 The masterplan approach to Poundbury reflects a form of urban development where all community needs and activities are integrated and are contained within areas which are easily accessible on foot. The Defined Development Boundary as shown on the proposals map enables housing and employment needs up to 2016 and beyond to be met. Housing requirements up to 2011, consistent with the housing targets in the Structure Plan up to 2011, are proposed to be met within the Policy EA17 and EA18 sites: beyond 2011, further capacity is available within these sites and on the additional area of land identified in Policy EA19. The details of the layout, mix of uses and phasing will be determined through preparation of a Poundbury Development brief.

¹⁵ Alternative Development Strategies for Dorchester and Surrounding Areas, 1987, WDDC.

- 13.5.19 The Defined Development Boundary on the Proposals Map reflects the Poundbury development style and topography of this part of the site. The approach requires consideration of the quality of design, materials and scale of the development. The precise boundary of the development will be reviewed in the context of these factors through the development brief process and by further investigation of landscape visual impact, contours, slopes and archaeological features in the locality. Matters of design, materials and landscape will be especially important in considering any applications because of the position of the sites in or close to the AONB.
- 13.5.20 At 1 April 2005, 520 dwellings had been completed at Poundbury and there was an existing commitment for a further 303 dwellings. It is estimated that in the period to 2016, approximately 977 additional dwellings will be accommodated at Poundbury, together with employment, recreation and community facilities. This development is spread between three allocated sites, covered by Policies EA17-19.
- 13.5.21 Approximately 4.5 hectares of employment land have already been provided in Phase 2 of the development, the outline permission for which included provision for a total of 6 hectares of employment land. Approximately 6 hectares (14.8 acres) of further employment land are allocated within the EA17 and EA18 sites, of which around 2.14 hectares (5.0 acres) will be for B2 employment, concentrated on a single site in the Poundbury South Area, and with B1 uses acting as a buffer to surrounding residential development. Employment land will also be provided within the later phase EA19 site. The details of all these employment land proposals, and the amount required on the EA19 site, will be reviewed through the preparation of the Poundbury Development Brief, in the light of the requirements of the emerging Regional Spatial Strategy and the findings of the Council's employment land review, currently in progress.
- 13.5.22 Planning permission was granted in 1997 on land to the north of Bridport Road for earthworks in association with the construction of a cricket pitch, three further sports pitches and an informal recreational area, ancillary buildings, access tracks and car parking. The permission has expired; however, the need for recreational land as part of the development at Poundbury remains, and the Poundbury North Area (see Policy EA17 below) will incorporate recreational uses.
- 13.5.23 Local Plan policies EA25, EA26 and EA27 refer to the improvements to the highway network associated with this development. These comprise a replacement district distributor road, the construction of a new pedestrian/cycle link between Maiden Castle Road and Coburg Road, and improvements to junctions in Dorchester. In addition, a number of other policies and proposals are associated with the development and, in this context, attention is drawn to Local Plan Policies EA17, EA18, EA19, EA21 and EA29.
- 13.5.24 It is envisaged that a community planning exercise will be undertaken to ensure that planning decisions are informed by community needs. The Proposals Map identifies two areas for development to 2011 and beyond, together with a further site identified for later phase development. All three will be included in a Poundbury Development Brief, to be prepared in consultation with the local community, to guide future stages of development. Whilst Poundbury represents a comprehensive mixed use development with a range of land uses, which will include residential and employment uses within all areas, the primary land use in the Poundbury North Area will be residential and the primary land use in the Poundbury South Area will be employment. A comprehensive landscape masterplan is required within the context of a landscape strategy plan for Poundbury.

POLICY EA17 POUNDBURY NORTH AREA

Land in the north of Poundbury (as shown on the Proposals Map) is designated for a comprehensive mixed-use development to include the following:

- a) residential development (a range of sizes, types and tenures, including affordable housing);
- b) integrated employment workspace (Use Class B1);
- c) education facilities;
- d) community facilities;
- e) leisure and recreation (including built facilities);
- f) public amenity open space.

The development of the site will be in accordance with a Poundbury Development brief and subject to:

- i) the provision of pedestrian and cycle links within Poundbury and to the centre of Dorchester and to the surrounding areas including the countryside. The links identified in Policies EA26 and EA29 shall be included;
- ii) the highway improvements identified in policies EA25 and EA27;
- iii) details of landscaping, design, materials and density.

The phased development of the site will be permitted subject to the above.

POLICY EA18 POUNDBURY SOUTH AREA

Land in the south of Poundbury (as shown on the Proposals Map) is designated for a comprehensive mixed-use development to include the following:

- a) employment workspace (Use Class B1 and B2);
- b) residential (a range of sizes, types and tenures, including affordable housing);
- c) public/amenity open space.

The development of the site will be in accordance with a Poundbury Development Brief and subject to:

- i) the provision of pedestrian and cycle links within Poundbury, to the centre of Dorchester and the surrounding areas including the countryside. The links identified in Policies EA26 and EA29 shall be included.
- ii) the highway improvements set out in Policies EA25 and EA27;
- iii) land provision for spoil deposit and a programme of implementation in this respect;
- iv) a landscaped noise buffer and a programme for implementation;
- v) details of landscaping, design, materials and density;
- vi) the provision of a separate B2 employment site, with a buffer of B1 uses adjacent to any residential development.

The phased development of the site will be permitted subject to the above.

13.5.25 The Local Plan identifies in policies EA17 and EA18 those areas within which development land requirements to 2011 will be met in accordance with the adopted Structure Plan. These areas also have additional capacity to continue to develop beyond 2011. However, in order to ensure that the site can continue to provide for Dorchester's needs beyond 2011, further potential development land is identified. The submission document of the Regional Spatial Strategy (which will replace the adopted Structure Plan under the new planning system introduced in 2004) indicates housing numbers for West Dorset for the period 2006-2016 which show that the continued development of Poundbury beyond 2011 will be required. It also identifies Dorchester as a regionally significant town, where housing development has the potential to increase its self-containment. There will need to be a close assessment of the appropriate boundary, having regard to visual aspects and archaeology. The layout, mix of uses and phasing within the site will be addressed within the Poundbury Development Brief.

POLICY EA19 POUNDBURY LAND ALLOCATED FOR DEVELOPMENT AFTER 2011

Land is allocated on the Proposals Map for the continuation of the Poundbury development after 2011.

13.5.26 The land uses set out in these policies form part of the development package for Poundbury. The District Council is firmly committed to securing a release of land for employment purposes associated with the development proposed for Poundbury to meet the existing and future needs of Dorchester and the residents at Poundbury.

13.5.27 In view of the location of the site at one of the main entrances to the historic town of Dorchester, particular care will need to be taken in the specification of the design, landscaping, building mass and materials to be used.

St. George's Road Dorchester

13.5.28 The Proposals Map identifies an area of 1.1 hectares (2.7 acres) which could be released for housing in conjunction with the provision of an extension to Lubbecke Way linking it to St. George's Road (Policy EA28). The District Council will not entertain the development of this land for housing independently of the proposed extension to Lubbecke Way. This site could accommodate about 36 dwellings. The Environment Agency has undertaken more detailed modelling work of the flood plain in this area (Section 105 mapping) and this information is shown on the Proposals Map.

POLICY EA20 LAND FOR RESIDENTIAL DEVELOPMENT – ST. GEORGE'S ROAD

Land at St. George's Road Dorchester is allocated for residential development (a range of sizes, types and tenures, including affordable housing). The site should be developed in association with the provision of an extension of Lubbecke Way linking it into St. George's Road and should retain the stone buildings on the road frontage.

Amenity Open Space

- 13.5.29 It is considered important to provide a suitable amenity area and setting for the whole Poundbury development in the context of the wider Dorchester setting and in line with the original master plan for development at Poundbury. This envisaged that the fine sweep of landscape from the hill of Maiden Castle should continue across the bypass to the edge of the proposed development and that this could remain predominantly in agricultural use, but perhaps converted from arable farmland to pasture. The area between the bypass, Maiden Castle Road and the development at Poundbury, as shown on the Dorchester Inset Map, is allocated for public amenity open space as part of the infrastructure package for the development of Poundbury Farm. It is likely to be used only for informal recreation by the establishment of footpaths and cycleways.
- 13.5.30 Land to the south of the Castle Park housing area, as shown on the Dorchester Inset Map, is also identified for amenity use in order to secure the retention of a green buffer between the bypass and the existing housing area of Castle Park and to provide a link to the open spaces associated with the Poundbury development. As well as the existing children's play area at the western end of the site, it is considered that this area of land offers potential for other amenity uses. The Council will consider the scope for biodiverse landscapes and vegetation in more detail with the landowner. This land is beyond the Defined Development Boundary for Dorchester, where new development will be strictly controlled.

POLICY EA21 LAND FOR AMENITY OPEN SPACE - DORCHESTER

Land is allocated for public amenity open space at Poundbury and south of the Castle Park Estate, Dorchester, as shown on the Proposals Map.

Infrastructure

- 13.5.31 Wessex Water has indicated that the Dorchester Sewage Treatment Works will require extending to accommodate new development at Poundbury and this site is identified for this purpose. Any extension of the Dorchester Sewage Treatment Works should not compromise the adjoining civic amenity site. If an alternative site is required for civic amenity use, this should first be identified and a new facility provided.

POLICY EA22 EXTENSION TO SEWAGE TREATMENT WORKS, DORCHESTER

The Proposals Map identifies land at St. George's Road, Dorchester for an extension to the existing sewage treatment works.

- 13.5.32 In view of the need to ensure that traffic problems in St. George's Road are not exacerbated to the detriment of the residential properties at the western end of this road, a policy is appropriate to restrict the further intensification of employment uses in the vicinity of the Sewage Treatment Works. Local Plan Policy EA20 proposes an extension of Lubbecke Way in conjunction with land allocated for housing.

POLICY EA23 INTENSIFICATION OF EMPLOYMENT AT ST. GEORGE’S ROAD

Further intensification of employment uses in the vicinity of Dorchester Sewage Treatment Works, as shown on the Proposals Map, which will lead to a significant increase in traffic generated on St. George’s Road, will not be permitted, until the highway improvements set out in Policy EA28 are implemented.

Parking Strategy

- 13.5.33 The District Council, in partnership with the County Council, share the objective of wanting to reduce the long stay parking and commuter traffic in the town centre by promoting alternatives on the town’s periphery. There are some 2,100 publicly available car parking spaces in Dorchester’s commercial centre, including some 150 on-street spaces. By the end of the Plan period, demand for parking will have grown as a result of residential growth in the area and an increase in car ownership. Of some 1,950 off street spaces, some 1,000 are short stay. It is for this type of parking that there will be an under provision when the developments proposed in the catchment area are completed. Following the introduction of decriminalised parking, therefore, on street pay and display will be progressively introduced to promote higher turnover of such short term parking.
- 13.5.34 Whilst gradual improvements to public transport provision will result in a slight reduction in the demand for parking generally, in order to accommodate the extra demand for short stay parking any shortfall will be made up by changing the status of some long stay spaces to short stay. The promotion of an integrated transport and spatial strategy for the area is required, as identified in the Local Transport Plan, which will help to reduce travel demand by car, thereby helping to prevent future congestion within car parks and on the adjoining highway network.

Park and Ride

- 13.5.35 PPG 13 advises that park and ride schemes, in appropriate circumstances, can help promote more sustainable travel patterns, both at local and strategic levels, and improve the accessibility and attractiveness of town centres. One of the measures that may form part of the overall parking strategy is, therefore, the implementation of one or more park and ride schemes. Feasibility studies will be undertaken of park and ride facilities to promote sustainable access and enhance the attractiveness of Dorchester town centre. Policy TRAN 3 indicates that proposals for a new primary route service area will be considered at Dorchester, however a primary route service area would serve a quite different purpose from park and ride, even if the two were located together.
- 13.5.36 Park and ride facilities are provided presently at the football ground on Weymouth Avenue for Wednesday use in conjunction with Dorchester market, since the market occupies town centre car parking. It may be necessary to consider the use of this site for weekday commuter park and ride to allow for transfer of long to short stay spaces in the town centre (see para 13.5.34) and to seek an alternative site for Wednesday market day park and ride in the interim. A feasibility study will be undertaken of the potential of sites at Kingston Maurward and the Cokers Frome Showground Site, for a market park and ride facility. The study will be carried out in conjunction with the Highways Agency and will include a technical appraisal of the sites’ suitability, the effect on the trunk road and bypass.

There is no Policy EA24

Highways

- 13.5.37 The construction of a replacement district distributor road is an integral part of the further development at Poundbury. This will assist in achieving a more acceptable form of development and the route (known as the Bridport Southern Parkway) is shown on the Proposals Map. The requirement for any planning obligations will be in accordance with government guidance set out in Circular 1/97.

POLICY EA25 DISTRICT DISTRIBUTOR ROAD - POUNDBURY

As an integral part of the master plan, further development at Poundbury, Dorchester will require the construction of a replacement district distributor road, between Maunsall Square and a new roundabout junction on the existing Bridport Road to the east of Monkey's Jump roundabout. The relieved Bridport Road will remain and function as an access road to those properties requiring access to it. No more than 85 dwellings beyond Phase 2 of the development will be first occupied until the road is completed and open to traffic.

- 13.5.38 In accordance with the advice in Planning Policy Guidance 13 that encouragement should be given to alternative forms of transport to the private car, the Council will encourage the provision of traffic free pedestrian and cycle links between the residential development on Poundbury and facilities, including schools, which will serve the development.
- 13.5.39 A pedestrian/cycle link will be required between Maiden Castle Road and Coburg Road, which will form an essential part of a comprehensive network of surfaced pedestrian/cycleways (partly utilising existing highways) and informal walkways (see Policy EA29) throughout the development. The intention is to provide a formal pedestrian/cycleway route around the periphery of the Poundbury development between Maiden Castle Road and Poundbury Road. This will be extended to the south of the Castle Park Estate on Duchy of Cornwall owned land. This will enable sustainable links between housing areas at Poundbury and other major employment, community facility and recreation/leisure uses including Dorchester Football Club, Tesco, the Sawmills site, Weymouth Avenue Recreation Ground, Dorchester Middle School, Dorchester Thomas Hardy and Maiden Castle First/Special schools and the employment uses at Poundbury. Details of additional sustainable walking and cycling routes will be sought through the preparation of the Poundbury Development Brief.

POLICY EA26 PEDESTRIAN/CYCLE LINKS – POUNDBURY

Pedestrian/cycle links will be constructed at Poundbury as follows:

- i) Maiden Castle Road to Coburg Road.

A pedestrian/cycle link, as indicated on the Proposals Map, will be constructed between Maiden Castle Road and Coburg Road. No more than 85 dwellings beyond Phase 2 of the development will be first occupied when the pedestrian/cycle link is completed and open for use.

- ii) Poundbury pedestrian/cycle links.

Pedestrian/cycle links (including the Maiden Castle Road to Coburg Road link), as indicated on the Proposals Map.

- 13.5.40 Further development at Poundbury (as proposed by Policies EA17-19, EA25 and EA26), particularly in the longer term, will inevitably result in increased traffic within the town, including journeys made by public transport, cycling and walking. The impact of development on the local transport infrastructure will need to be assessed when the level and nature of development is known, as indicated in Policy EA27. It is expected that improvements, with priority to assisting public transport, cycling and walking will be necessary, in association with development at Poundbury and elsewhere in Dorchester, particularly at Top 'o Town, Great Western Cross, Maumbury Cross, Monkeys Jump, A35 / Weymouth Ave and A37 / B3147. Planning obligations in accordance with Circular 5/2005 (Planning Obligations) will be sought to secure contributions to carry out relevant improvements.
- 13.5.41 Because many traffic problem areas in Dorchester are also in sensitive Conservation Area locations, wholesale demolition to permit major highway improvements is not proposed. Minor improvements respecting the historic environment are possible by providing new or improved traffic light controls at various junctions. These improvements will not involve major land take and details are not included in the Local Plan. Where improvements are identified, adjoining landowners/occupiers will be consulted.

POLICY EA27 TRANSPORT IMPROVEMENTS ASSOCIATED WITH DEVELOPMENT AT POUNDBURY

Contributions from development at Poundbury will be sought to improve the transport system in and around Dorchester. Contributions should primarily support schemes which will provide accessibility by public transport, walking and cycling to and from residential areas, employment sites and community facilities in Poundbury, and which have been identified as necessary for the development to go ahead, following a full transport assessment.

- 13.5.42 The required form of access to the land allocated for residential development in Policy EA20 is the construction of an extension of Lubbecke Way, so that it links into St George's Road. As highway benefits will result from the proposal, in particular the amelioration of the highway problems that currently exist at the western end of St George's Road, it is envisaged that the Highway Authority would subsequently provide the part of the road that is not required for development to proceed. As the new road will run along the edge of the Frome Valley, a sensitive design is important in the preparation of the scheme.

POLICY EA28 EXTENSION OF LUBBECKE WAY

The development of land allocated for housing use off St Georges Road, Dorchester will include the extension of Lubbecke Way so that it links into St Georges Road as shown on the Proposals Map.

Pedestrian/Cycle Routes

- 13.5.43 There are two routes of the National Cycle Network through West Dorset. The routes meet in Dorchester. Joint funding has been identified for a number of sections through the town.
- 13.5.44 Section 9.8 covers provision for cyclists and pedestrians and sets out proposed local cycle schemes for the District, which include routes through the eastern area of the District. Policies TRAN 8, TRAN 10 and TRAN 11 relate to provision for pedestrians and/or cyclists. Policies EA26 and EA29 relate to schemes to be provided at Poundbury and around the periphery of Dorchester respectively.
- 13.5.45 A route is identified on the Proposals Map to provide an informal walkway around the perimeter of Dorchester, to complement the existing and proposed network of formal and informal walkways and thereby provide a recreational resource and an alternative means of access to facilities and services. The final route will require further investigation.
- 13.5.46 In places, this will be provided through the more formal Poundbury-Pedestrian/Cycle Link Policy (EA26). Elsewhere, the walkway can make use of existing rights of way e.g. Millstream Walk and Smokey Hole Lane. In other locations, public rights of way will need to be formalised/created (e.g. the informal peripheral walk south of Manor Park/Fordington Farm development along the by-pass landscaped earth bank). In further areas, interim routes have been shown utilising existing footways/pavements and rights of way (Herringston Road allotments to Weymouth Avenue/opposite Tesco) and Hangman's Cottage to Poundbury Camp. More pedestrian friendly options for these latter two sections will need to be investigated.

POLICY EA29 DORCHESTER PERIMETER WALKWAY

A scheme is identified on the Proposals Map for a pedestrian route around the perimeter of Dorchester. Development in areas adjoining the perimeter walkway shall ensure that a safe, convenient and attractive route for walkers is accommodated.

13.6 Maiden Newton

- 13.6.1 The local rail network has a role to play in meeting the transport needs of residents along those corridors served by rail routes. Rail can play an important part in tackling congestion by reducing the impact of car journeys particularly into urban areas. Opportunities exist, for example at Maiden Newton which is located on the Castle Cary - Weymouth "Heart of Wessex" railway line. The station is served by Wessex Trains. Services originate from either Westbury or Bristol Temple Meads terminating at Weymouth. The station is an important facility and offers 8 trains a day and with a 10 minute journey into Dorchester and 22 minutes to Weymouth which in addition to regular local bus services between Dorchester and Yeovil provides potential for both commuters and tourists.

- 13.6.2 Several cycle, foot and “trail” ways have been provided in the County, and it is considered that the former Maiden Newton to West Bay railway line could be suitable for a recreational “trail way”. Such schemes should incorporate links to and rationalisation of existing “ways”, links to car parking areas, villages and other tourist attractions. The potential for this route has been investigated in the past and it is recommended that the potential be further explored.

There is no Policy EA30

13.7 Puddletown

Employment

- 13.7.1 In order to provide employment opportunities in this village, a 1.5 hectare (3.7 acre) site was granted planning permission for employment use at Three Lanes End in the west of the village following an allocation in the Local Plan adopted in 1998. A 1.7 hectare (4.2 acre) site is identified for employment to the north of the village at Northbrook Farm, incorporating farm buildings.

POLICY EA31 SITE ALLOCATED FOR EMPLOYMENT USES – PUDDLETOWN

Land at Northbrook Farm, Puddletown, shown on the Proposals Map, is allocated for employment (Use Class BI /B2).

Community Facilities

- 13.7.2 The Puddletown Area Parish Council has identified a need for an extension to the existing recreation ground at the west of Puddletown, which will enable the partial movement of the football pitch westwards. Land is, therefore, identified on the Puddletown Inset Map, to the west of the village, for an extension to the recreation ground.

POLICY EA32 EXTENSION TO SPORTS GROUND - PUDDLETOWN

Land is allocated at the west of Puddletown for an extension to the existing recreation ground.

- 13.7.3 Land for a new First/Primary School has been reserved by Dorset County Council, as Education Authority, at Puddletown.

POLICY EA33 SCHOOL SITE - PUDDLETOWN

A site is reserved for a first/primary school at Puddletown as identified on the Proposals Map.

13.8 West Knighton

- 13.8.1 There has been a significant amount of residential development in the Parishes of Broadmayne and West Knighton without a corresponding increase in the availability of open space for recreational use. With respect to one development, a commuted sum was paid to the District Council in lieu of open space provision within the site. This money is available to assist in the provision of a site for recreation. The site allocated in the 1998 Adopted Plan has not been implemented. Following negotiations between the Parish Council and the landowner, an alternative site of 2.6 hectares (6.4 acres), located to the south of the site in the 1998 Adopted Plan, is allocated for recreational use. This is considered to be more appropriate for development by a football and cricket pitch.

POLICY EA34 PLAYING FIELD - WEST KNIGHTON

Land to the west of the West Knighton to Broadmayne Road, West Knighton, is allocated for recreational use.

13.9 Remaining Area

- 13.9.1 In addition to Charlton Down, Chickerell, Crossways, Dorchester, Maiden Newton, Puddletown and West Knighton referred to in this chapter, Defined Development Boundaries are delineated at the following within the Eastern area of the District:

Broadmayne (with West Knighton), Charminster, Higher Frome Vauchurch (with Maiden Newton), Portesham, Winterbourne Abbas/Winterbourne Steepleton.

- 13.9.2 Infill development will be permitted within the boundaries, subject to the development not conflicting with other Local Plan policies. (See Section 5.4, Development within Defined Development Boundaries).

Highways

- 13.9.3 The Bournemouth, Dorset and Poole Structure Plan includes policies for the provision of new roads to deal with major problems on the strategic highway network for which Dorset County Council is the Highway Authority. One of the functions of a Local Plan is to identify a “preferred route” for these schemes.
- 13.9.4 The Structure Plan proposes the construction of the A354 Mount Pleasant to Ridgeway Scheme (also known as the Weymouth Relief Road) to the east of the existing A354. The proposal is for a two-lane single carriageway road with an additional climber lane for elements of the road heading northwards towards Ridgeway. The general alignment from Littlemoor to Ridgeway runs just east of the existing railway line within the southern fringe of Dorset’s designated Area of Outstanding Natural Beauty (AONB).

- 13.9.5 The scheme involves a grade - separated junction at Ridgeway with the C54 Chalky Road bridging over the realigned existing A354 through a new cutting across the top of the existing railway tunnel. North of this junction, the carriageway merges with the existing line just south of 'Swallows Rest'. Beyond this point the scheme includes extending a cycleway/footpath improvement to join up with existing provisions south of Dorchester.
- 13.9.6 The scheme represents a major strategic link to the A35 and A37 through and northward from Dorchester and is an important element of an Integrated Transport Strategy to address the transport needs of the interrelationship between the Dorchester, Weymouth and Portland corridor and the surrounding hinterland.

POLICY EA35 A354 MOUNT PLEASANT TO RIDGEWAY

A scheme for the A354 Mount Pleasant to Ridgeway (orange route) is identified on the Proposals Map for completion within the plan period. No development prejudicial to the future construction of the road will be permitted.

- 13.9.7 The A30/A31/A35 Exeter to Southampton Route Management Strategy carried out on behalf of the Highways Agency recognised the adverse environmental impacts on some of the communities through which these trunk roads pass, such as Winterbourne Abbas, and identified a strategy to implement works aimed at improving safety and reducing severance whilst minimising environmental impacts, in consultation with the affected community. This is no less germane to the County Road network, such as through Winterbourne Steepleton, where local communities find traffic intimidating and detrimental to their quality of life. As indicated in chapter 9, working to reduce speed and ameliorate damage to rural communities is one of the County Council's overarching Local Transport Plan objectives, for managing the highway network.