

Weymouth Neighbourhood Steering Group Walkabout Summary

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Weymouth Neighbourhood Plan Walkabout: – The Town Centre & Harbour

Sunday 28th November 2021 @ 2.00pm

Purpose of Walkabout: Broadening our understanding of Weymouth's distinctive areas. Looking for opportunities for change to further the NP Vision & Mission. This walk is not about decisions only gathering ideas. This is only an investigative phase.

Jobs

Sites and Opportunities

Think about

- Shops, pubs, small businesses, retail and industrial parks
- Where are the main employers located?
- How accessible are these locations – public, private transport inc cycling/walking.
- What variety and type of employment exists – seasonal, casual, zero hours, low pay?

What are the opportunities for employment change? (For this area within Character Area 2)

What employment do we need to protect?

What balance needs to be struck?

List and Highlight on the map key employment sites and types of employment.

Housing

Think about

- What is the mix of homes in the area? – owner-occupied / rented, flats, terraced, semi-detached, detached.
- Are there brownfield sites?
- Is there land suitable for housing? Numbers, type, size, character.

What are the housing opportunities for change? (For this area within Character Area 2)

What do we need to protect?

What balance needs to be struck?

List and Highlight on the map opportunities for housing change and housing sites to protect.

Local Neighbourhoods

Think about

- What are the positive features and unique characteristics of this local neighbourhood?
- Where, and how far, is the nearest Neighbourhood Centre for local facilities, shops and services
- What's available (entertainment, recreation, relaxation), shops (general store, specialist suppliers) and services (GP, dentist, hairdresser, post office)?
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List and Highlight on the map key features of this local neighbourhood.

Landscape and Green Spaces

Think about

- Who uses these spaces and why?
- Who values the views and what makes them special
- What purpose do the spaces serve i.e. sport, recreation, contemplation
- Access to these locations on foot
- Short familiar walks with family, friends, dogs
- Important public and private gardens
- Important wildlife habitat and corridors

What are the opportunities for landscape and greenspace change? (For this area within Character Area 2)

What do we need to protect?

What balance needs to be struck?

Highlight on the map the open spaces that people use for leisure and recreation and the use and importance to the community. What views within and looking out from the area do people value.

Sustainable Environments - Energy Efficiency And Zero Carbon

Think about

- Where people are trying to get to and from
- Bus stops, drop off points, public car parks, vehicle pinch points
- Cycle and pedestrian routes, public footpaths, crossing points.
- Suitability of surfaces, low energy lighting, etc
- Derelict or unused buildings. Brownfield sites.
- Energy generation and conservation options.
 - Use of renewable energy sources

What are the opportunities for sustainability change? (For this area within Character Area 2)

What do we need to protect?

What balance needs to be struck?

Highlight on the map buildings that could be converted/improved, cycle routes, car parking areas/congestion points, public sites using renewable energy sources.

Additional Notes:

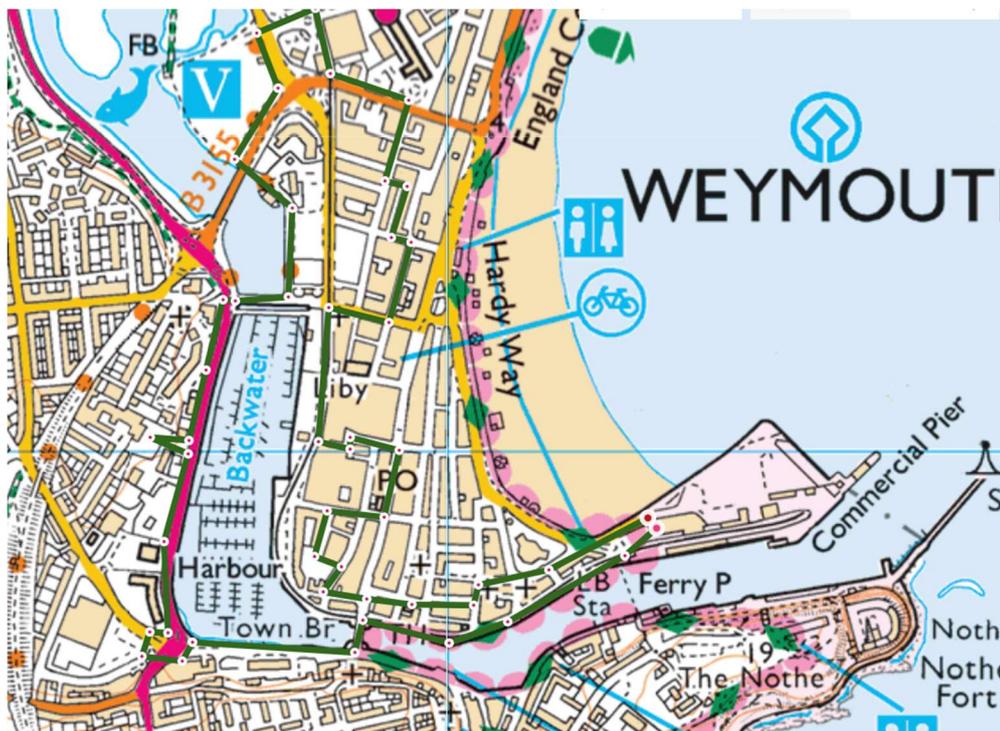
Public Walkabout Town Centre , Outer and Inner Harbour – 28/11/2021 2.00pm

Route Points:

Start and Finish Ferry
 Peninsular Car Park – route shown in Green
 2.8 miles, all paths 2½ hours.

Summary of Walk on Sunday 28th November 2pm

Attendees: Steering Group:
 David Northam, Graham Perry, Lara Wood, Penny Quilter, Phil Watts, Colin Marsh
 Councillors: Jon Orrell, Ken Whatley, Graham Lambert, Peter Dickenson
 Members of Public: Linda Perry, Becca Wood, Rita Marsh, Pat & Rob White, Keith Holdaway (Chair of Civic Society), Maxine Foster, Jackie Lambert. 17 people started 12 finished just after 16.00



Ferry Peninsular WEY7 – what would we like to see on this site.

Cllr Orrell showed the flood zone maps and the planned Flood Defences were outlined – Ref Weymouth Harbour & Esplanade Flood and Coastal Risk Management Strategy Document: 1 Version: 4.0 and West Dorset District Council and Weymouth and Portland Borough Council Level 1 Strategic Flood Risk Assessment Final Report May 2018. Also noted the Gov funding for two stage storm surge defences including in the future post 2065 a barrage across the harbour!

Agreed prestigious iconic landmark – such as O2 Centre in London, perhaps a museum or gallery, or hotel and conference centre, big leisure – Blackpool style! – Hydrotherapy Centre Noted Hotel not popular amongst group.

WEY7: Ferry peninsula

- I. The ferry peninsula should be redeveloped to include leisure/tourist-related uses, supported by complementary town centre uses and which may include housing.
- II. A comprehensive scheme is required for the site which complements the scale, mass and rhythm of the terraces along The Esplanade so as to create a coherent seafront and does not detract from the dominance of the Nothe Fort in views from the north. An elegant landmark building may be permitted.

WEY5: Custom House Quay and Brewery waterfront

- III. The area around Custom House Quay, the Brewery and its waterfront, will retain a mix of small-scale restaurants, bars, cafes and retail uses. The old brewery will be retained as a major tourist facility where ancillary uses will be permitted that ensure the long-term maintenance of the tourist function and the future of this important listed building. Development should enhance the active waterfront area and the public realm including the removal of unnecessary street furniture, signage etc. and creation of areas for sitting-out.

Pavilion lights are wonderful but the building outside needs smartening up or replacing! Need for covered leisure facilities noted. While the Esplanade has planting on the peninsular and pavilion area its not at all green.

Proceed along Custom House Quay part of WEY5 to Town Bridge

What do we think about opportunities to enhance the active waterfront area and the public realm?

Very positive reaction to the improvements to vehicle restrictions, recognised need for boat owners, but welcome sit-outside areas, would like to see more public benches now the harbour wall railings are in place.

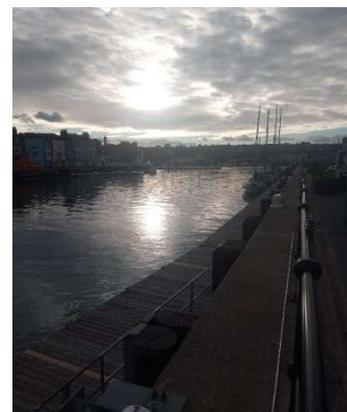
Cross over Town Bridge and stop on the bridge to talk about development of the Weymouth Bowl site off Nicholas Street.

Also wanted greater traffic restriction on Trinity Street. Why not a 5 mph speed restriction? Or speed bumps

Because Weymouth Bowl area is so low-lying might one make it a car-free development with cohousing.

Desperately need indoor leisure facilities to replace ball pit and 10-pin bowling.

Question is the Town Bridge Listed? {PMN: The bridge, opened in 1930, is the sixth to have been built across the harbour since 1597 and has been Grade II Listed since 1997}



Then walk past the Old Council offices at North Quay part of WEY8

WEY8: Westwey Road and North Quay area

- IV. The Westwey Road and North Quay area will be redeveloped for mixed uses which may include residential, hotel, commercial and small-scale retail development so as to create an active street and water front.
- V. A comprehensive scheme is required for North Quay which will complement the scale, rhythm and rich texture of the buildings in Trinity Road to the east and High West Street to the south so as to present an attractive frontage to the harbour and to respect the historic buildings of the old High Street. Redevelopment can proceed in phases provided it does not compromise the above objectives.

The McCarthy & Stone development of the fire-station was seen as attractive but plastic and expensive to live in.

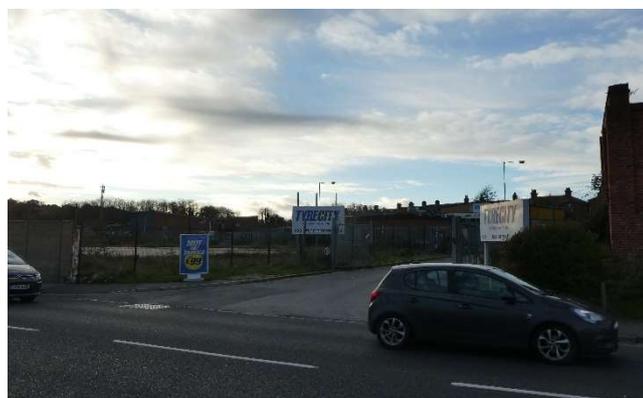
Westwey House used to be full of office workers now nearly empty – with the job centre remaining? What development do we see as acceptable/desirable?

Extension for ASDA as main TC Supermarket, School,/College building, Hotel, Museum site, Casino, Tourist Info Centre, Jurassic Gateway Centre.

When the harbour wall is repaired and raised how would we like to see this area developed?

Agree boulevard and creation of walk around harbour attraction with cycle and walkway. BUT the main road is a problem – can it be re-routed through the Granby and Portland Road.

Agreed Affordable Homes on Gasometer site. Noted development on SEC Depot site approved.



WEY4: Station area and Swannery Car Park

- VI. The station area will be developed as a transport hub, including a mix of retail, commercial businesses and residential uses to help improve the first impressions of the area through the introduction of positive and active frontage development and creation of a high-quality public realm.
- VII. The Swannery Car Park will provide the main public car parking area for the town centre, with the potential for complementary development, which could include retailing, to help improve the first impressions of the area without undermining the vitality of the town centre.
- VIII. Attractive pedestrian routes with active frontages should link the Swannery Car Park and Station area with the town centre core and commercial area, and seafront.

Cross over Westham Bridge, walk beside Radipole Lake stopping at Swannery Car Park part of WEY4
Should the Swannery Car Park be developed its listed as a Windfall Site?

At least one town-centre Car Park needed – in peak times visitors use Park & Ride – why don't we restrict visitor traffic at Peak Times or introduce congestion charging?

Using Westham Bridge as a car park seems a waste and its noted its attracting drinkers – will the Farmer's Market return?

By Westham Bridge used to be a popular boating area – could this be resurrected – could we have a floating leisure feature/facility.

The Play Area opposite Noahs Ark is really bleak – lots of tarmac no green – few children's amusements. [Write to McCarthy & Stone]. This used to be part of Melcombe Gardens and now is featureless urban development.

Enter Jubilee Business Park stop by Station Overflow Car Park could this now be developed for industrial units serving the Park District? Yes this would be a good site for small scale industrial units – if Network Rail/South Western Rail release it.

Pop Up Park and new jubilee sidings – couldn't there be a Rail History Attraction perhaps with a Pullman Café/Sleeping accommodation? Walk up to the Station – What would you like to see here? – G Lambert vocal about integrated transport hub – supported.

Others thought the bus terminus should remain on seafront. Noted that the Bus Depot could be moved to Park & Ride releasing site for Housing – this was thought a good idea.

Walk up to the Station – What would you like to see here? – G Lambert vocal about integrated transport hub – supported. Others thought the bus terminus should remain on seafront. Noted that the Bus Depot could be moved to Park & Ride releasing site for Housing – this was thought a good idea.

Walk along Park Street noting some of the new urban street scene and some of the old the secondary shopping needs retaining – the . Note Wesley Street potted plants on cobble streets attractive, created by putting up a barrier to through traffic..

Return down Westham Road to Commercial Road part of WEY3

Quite accepting of mixed waterside development e.g. retail below, flats above.

Note Colwell Centre discussed – couldn't see a return to retail so accepting of housing.



Paused in New Bond Street Area

Disappointment at the new Art's Trail Installation – out of keeping beside the White Hart plaque to artist James Thornhill.

General Comments

Employment: Leisure is recognised as a principal employer but it was suggested we need to attract renewable energy companies, sea dependent industries and a major young people attraction such as the Jurassic Gateway Centre.

Policies: Should discourage use of word 'appropriate' as imprecise.

All Year Round Tourism: Needs Indoor or covered attractions, but for the hardier there should be waymarked history trails around the town. – QR Codes, Phone Pokemon, Phone Apps. The Murals were judged a good idea.



Weymouth Neighbourhood Plan Walkabout – Westham, Lodmoor & Radipole Spa

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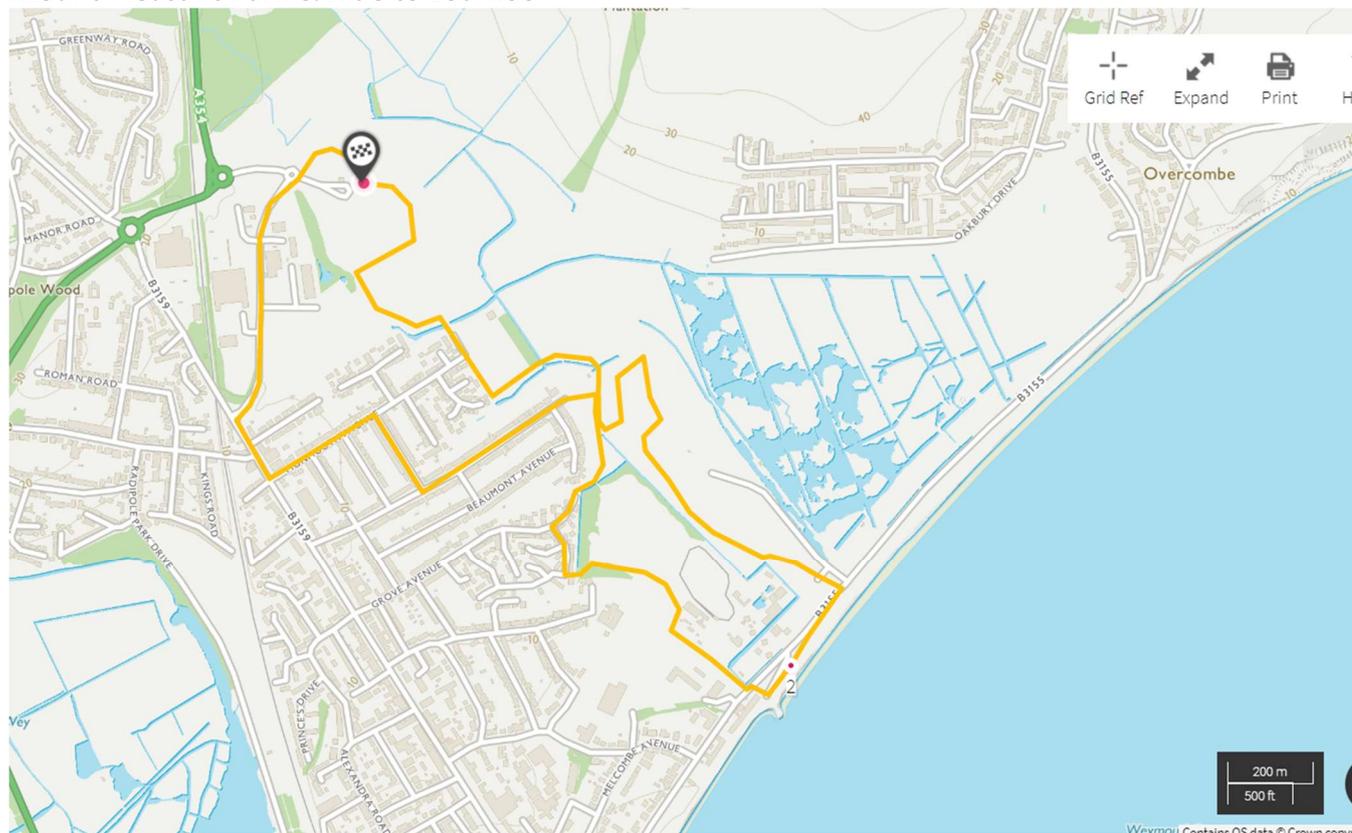
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Additional Notes:

Mount Pleasant Park & Ride to Lodmoor



Route Points:

Start and Finish Mount Pleasant Park & Ride – 3.5 miles, mostly paths, some rough ground estimate 2.5 hours.

View over P&R amenities, open space – note planned temporary Sleeper Pods.

Cross bank - View over Lorton Valley, Lodmoor SSSI, wider P&R site.

Connect to Footpath/Cyclepath – note planned Business Park off Mercery Road.

Walk past Rugby Club – walk up onto old tip – note overlooks Lodmoor SSSI.

Walk through old tip site, overflow carpark and Lodmoor Beach carpark – Tea/Refreshments at Topcat Café.

Walk through Lodmoor Country Park – note pub/hotel/café/toilets and concentration of leisure facilities.

Exit into Larkspur Close, Grove Avenue, Water pumping Stn – note industrial area?

Enter suburban Weymouth Bay Ave, Haywards Ave, Monmouth Ave.

Return via Dorchester Road, Mercery Road – note Radipole Spa and Mount Pleasant Retail Park.

Re-enter P&R from North – note Water run-off collecting basins and Two Mile Coppice.

Weymouth Neighbourhood Plan Walkabout – Mount Pleasant

8th August 2021, 14.00 to 16.30

Present: David Northam, Colin Marsh, Lara Wood, Pete Barrow, Phil Watts

Mount Pleasant Park & Ride. (1) (2) and (3) 10.349 Ha

Background: The brownfield site comprises the formal tarmacked P&R area (1) including toilets, plus an equal sized overflow parking area (2), plus the surrounding ground north and east to the SSSI and south to the boundary of the Rugby Practice pitch (3). The site is a former Weymouth tip and is now owned by Dorset Council. The Park & Ride was introduced in time for the 2012 Olympics and was served by a special P&R bus which took passengers directly to the Weymouth Sea Front. This service has not run for several years – users now need to walk the 100m to the bus stop outside Sainsbury's. The site is just off the Cycle way 26 from Dorchester to Weymouth and 4 the cross-connecting route to Southill and Preston. Nearby in the MP Business Park there are 3 supermarkets (Aldi, Sainsbury and Morrisons), Premier hotel, Beefeater restaurant.

Planning permission is in place for a temporary facility for housing homeless people in pods with associated toilets, showers and office [The Bus Shelter charity].

Opportunities:

- [1] Bring the P&R back into use relieving congestion and pressure on Town Centre and its car parks.
- [1] Create a hub for visitors offering café, personal vehicle hire (bikes, e-bikes etc), electric bus to town.
- [1, 2, 3] Develop overnight camper-van parking offering.
- [1, 2, 3] Develop as hub for Weymouth Wildlife attractions
- [1, 2, 3] Install Solar PV on any buildings on site and develop Solar PV farm on south facing slopes.
- [3] Improve connections by installing path to Lorton Meadows.
- [2] Relocate Bus Depot to Mount Pleasant releasing town centre site for housing/employment
- [2, 3] Business premises off Roundabout.
- [3] Homes
- [3] Bird Hide overlooking Lodmoor salt flats.

Protection:

More bins and CCTV to avoid litter and ASB.

On dual use paths – shared use signage and additional directional signs including new routes

Balancing Factors

As a former tip the ground contamination and stability may be a consideration.

- [3] There will be visual impact from the adjoining greenspaces. The North and Eastern edge of the SSSI may need to be buffered by preserved green space.

Weymouth Rugby Club [4] 5.513 Ha

Background: The site comprises a practice Rugby pitch, main pitch, Rugby social club and changing rooms leased by Weymouth Rugby Club from Dorset Council. The pitches are used as temporary camper-van sites in the Summer. The dual use path follows the edge of the Rugby fields.

Opportunities:

- [4] What do the Rugby Club want – priority conversation?

[4] Might there be opportunity for Redlands/Rugby Club linkage?

[4] Could any change of use release land for housing?

Protection:

What constraints are there on the land use?

Ensure dual use path maintained.

Balancing Factors:

The scrub land provides a wildlife habitat.

Lodmoor Tip (North) [5] 2.7 Ha

Background: The brownfield site comprises former liquid waste/composting site, surrounding scrub, sewage (?) pumping station, disused storage bays all owned by Dorset Council. Road Access from Weymouth Bay Avenue, dual use path cuts the area from N to S and PRoW S1/34 borders its southern fringe. The land is potentially contaminated and is on the same level as Weymouth Bay Avenue.

Opportunities:

[5] Small business units

[5] Housing

Balancing Factors:

Maintaining the public path access may constrain the extent of the development to that abutting Weymouth Bay Avenue.

The scrub land provides a wildlife habitat.

Lodmoor Tip (Centre) [6] 9.627 Ha

Background: The brownfield site comprises former landfill tip site now containing within the site a waste collection centre and domestic waste rec-cycling centre all owned by Dorset Council. Its covered by scrub, bounded by FP S1/24, drainage dykes, and overflow Lodmoor Car Park. To the West of the site is housing and Lodmoor Country Park and to the east of the site is the Lodmoor SSSI. Road Access from Preston Beach Road and potentially Grove Avenue. The land is potentially contaminated and is some 3-4 m above the surrounding land and SSSI so above the current flood plain.

Opportunities:

[6] Significant Brown-field site for affordable (including social) housing development together with associated community amenities (shops, services) and pedestrian/cycle access to the seafront at Greenhill. Compare Port Solent. The site is adjacent to the Lodmoor Country Park which includes recreational facilities, children's play area and is nearby St John's School.

[6] Lodmoor Nature Reserve (not designated) – discuss with RSPB.

Balancing Factors:

The site does not directly adjoin the SSSI but is separated by a path and water-filled drainage ditches. There are some mature trees which would naturally provide some buffering and screening.

The Site may be contaminated and unstable.

The site is of sufficient size to warrant some local facility provision.

The site is listed as 'Lodmoor Nature Reserve' and comprises scrub land which provides an extensive wildlife habitat.

Offset Housing with improved RSPB site facilities including visitor centre overlooking wetlands.

Lodmoor Tip (South) [7, 8] 3.418 Ha

Background: The site is in two parts nearest the sea serves as a public car park [8] and to the north a grassed area serving as a very rarely used overflow car park [7]. The underlying land is potentially contaminated and is level with the surrounding land and SSSI. Road access is from the road off Preston Beach Road which also provides a service road to the Country Park.

Opportunities:

[7] Pop-up camping/caravan/campervan site.

[7] Housing.

[8 , 7] Additional Visitor Attractions – does the Sealife Centre want to expand?

Balancing Factors:

The site does not directly abutt the SSSI but is separated by a path and water-filled drainage ditches. There are some mature trees which would naturally provide some buffering and screening.

The Site may be contaminated and unstable.

Greenhill Chalets Paddling Pool and Sandpits [9] Skateboard Centre [10] Preston Beach Road Sea Defences [11]

Background: This area is bounded by the sea. The Sea Defences are modern and have access from Lodmoor and a public promenade with pedestrian and out of season cycle access. The Greenhill chalets , paddling pool and sandpits provides a private local resource. All the land is owned by Dorset Council and leased out to a variety of commercial and CIC enterprises.

Opportunities:

[11] Extending on beach facilities physically and out of season, including beach huts.

[11] Consider water sports, boat hire, boat trips.

[11] Consider a modern pier (more likely on site of previous pier).

[10] Improving 'The Front Skateboard' park

Protection:

The Front Skateboard Park provides a much-needed youth activity.

Lodmoor Country Park [12]

Background: The Lodmoor Country Park includes summer recreational facilities, an extensive car and coach park, Brewers Fayre Pub, Premier Inn hotel, café, toilets, Sea Life Centre, Pirates Crazy Golf, Leisure Ranch, Sandworld, Pitch & Put, Miniature Railway, children's play area, outdoor gym, barbecue area, orienteering course and hosts activities such as Park Run. The site is owned by Dorset Council, certain parks and gardens features and play areas are maintained by Weymouth Town Council.

Opportunities:

[12] Do current operators want to expand?

[12] Improve/modernise some offerings through re-tendering leases.

[12] Operate Park & Ride (is the land train still running?)

Protection:

The site is a key summer entertainment site with indoor & outdoor facilities providing significant local employment. Local Plan item.

Eastern Lodmoor housing (Campion Close, Larkspur Close) [13]

Background: This modern (1990+?) residential area has a broad mix of housing mostly small detached and semi-detached houses well-spaced out in a series of closes which are linked by tarmac path connecting through to the school and Lodmoor County Park. There are some green open spaces owned by WTC. Local services are via Dorchester Road.

Opportunities:

Provide benches and bins on local greenspaces

Protection:

Protect the local greenspaces which add to the open character of the area and provide local off-road play areas.

Eastern Radipole Spa (Grove Avenue, Weymouth Bay Avenue [14]), Haywards Avenue [15], Monmouth Avenue, The Spa - Dorchester Road [16]

Background: This (1950+?) residential area has a broad mix of housing mostly large detached and semi-detached houses accessed from Dorchester Road and serviced by the local school and The Spa. There has been some densification vacant plots, houses are demolished or gardens are built on. Running north/south along roads such as Haywards Avenue are 1930+ Bungalows which have largely not been extended. The Spa is a traditional community hub with local facilities – The Spa pub, two takeaways, two hairdressers & beauty salon, local butchers, newsagent, medium sized furniture store (the only one remaining in Weymouth?), party shop and a medium sized paint store.

Opportunity:

[16] Allow conversion of larger premises i.e. furniture store and paint store to homes (eg flats).

Protection:

[15] Maintain character of bungalow lined streets.

[15] Maintain small local shops and services.

Mount Pleasant Business Park [17] 15.282 Ha

Background: This site has been identified as a key employment site and is accessed from Mercery Road and is served by the number 10 and 2 bus. Despite this designation most of the employment is retail (Morrisons, Sainsbury, LIDL) or hotel/restaurant (Premier Inn, Beefeater). New Look have offices on the site, the Ambulance Station is based on this site. Medisave operate a medical distribution centre. A Gym operates on the site.

New development has recently been approved for [check] two fast food outlets, a retail furniture warehouse and a DIY Tool Centre. X Ha of land remains designated as a Key Employment Site.

Opportunity:

Key employment site X Ha. Local Plan item.

Protection:

Resist further expansion of retail outlets as this is damaging the town centre.

Weymouth Neighbourhood Plan Walkabout - Nottingham

7th November 2021

Present: SG; Lara Wood, Sandie Wilson, David Northam, Colin Marsh, Phil Watts. Public: Rita Marsh Jules Wood, Mark Cornwell, Ursula & Simon & Louis 6 and Liz 3 Gotel, John Lormor, Charlotte & Evie Scragg, Peter and Anne Dye, James Brinton, Ben Wright, plus en-route Susie McAlistair, Sarah Stevens and Stuart Andrew.

David Northam introduced the reasons for the walkabout, and Lara Wood described the route.

The group assembled at Redlands Community Sports Hub at 10.00 in bright sunshine. David was asked what was the current situation wrt Redlands is under risk as Weymouth College have made a loss each year since taking over the operation. The land is owned by Dorset Council and leased. Weymouth college are seeking a new lessor and 3 bids have been received, and are under evaluation by DC/Weymouth College hoping to hear by Christmas.

The group crossed Dorchester Road and proceeded down Corfe Hill Lane, there was some discussion about the Redlands Development 150 homes (See Redlands Walkabout). At the end of Corfe Hill Lane the group entered the water meadows admiring the pastoral scene – David Northam explained that the CG Fry submission for Redlands Farm also suggested that the 4 fields comprising the water meadows, and 3 fields on the hillside were proposed to be a community space with additional woodland, and water collection basins etc with public access. All agreed this would be beneficial and that the water meadows should be proposed as a Local Green Space.

There was a discussion on employment – of those on the walk living in Nottingham area 4 worked in Dorchester, 3 Weymouth, 2 elsewhere and 4 were retired. David Northam remarked on the high level of our commuting from both Weymouth and Portland. The Nottingham group were very conscious of this also as the village is used as a traffic cut-through from Chickerell. David Northam also asked if people felt they belonged to Chickerell or Weymouth – they all said Weymouth.

The group walked mostly on PRoW. There have been proposals to link the various green spaces in Weymouth such as the Legacy Trail and the Weymouth Wildlife Park. The group walked through the village taking care as there is no footway (ie no pavement and the roads are narrow, you cannot avoid walking in the road). There are warning signs to drivers. The community Speed Watch team's presence discourages speeding through the village which is within a 20mph zone.

There was much discussion about localised flooding and the fact that much of the area was in the flood plan and was part of the flood relief to prevent Melcombe Regis being flooded. In the northern field between Nottingham and Broadway there is clear evidence of a systematic use of water to encourage the meadowland, visible in the ditches and banks and the feeder and distribution sluices.

Around the Nottingham Spa there was a discussion on the desire to extend the details of what was allowed and not allowed and was the conserved character of the conservation area. Graham Perry identified that Dorset Council has appointed a person to lead a scheme for local listings (in addition to the National Listings scheme). This was supported by Peter Dye. David Northam said that there were 13 conservation areas in Weymouth and he would encourage local interest groups to pick up this fine detail rather than the Weymouth Neighbourhood Plan team.

Opposite the Spa there is a plot of land owned by John Lormor for which a previous planning permission has been turned down. He said that he would like to put forward this plot of land with designated use for local young families. There were some others who felt that there should be no further development in the village. David Northam commented that this might allow the creation of a footway beside Nottingham Lane which if linkable to the new footway to be provided by the WEY12 development (323 homes already with planning permission which includes a new walkway along its edge).

Hi Lara if you can remember what questions members of the public raised that would be useful.

And please end the description with your summary.

Thanks for an enjoyable walk.

David.

Weymouth Neighbourhood Plan Walkabout: – Redlands

17th October 2021 10.00 am

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- How accessible are these locations – public, private transport inc cycling/walking.
- What variety and type of employment exists – seasonal, casual, zero hours, low pay?

What are the opportunities for employment change? (For this area within Character Area 2)

What employment do we need to protect?

What balance needs to be struck?

List and Highlight on the map key employment sites and types of employment.

Housing

Think about

- What is the mix of homes in the area? – owner-occupied / rented, flats, terraced, semi-detached, detached.
- Are there brownfield sites?
- Is there land suitable for housing? Numbers, type, size, character.

What are the housing opportunities for change? (For this area within Character Area 2)

What do we need to protect?

What balance needs to be struck?

List and Highlight on the map opportunities for housing change and housing sites to protect.

Local Neighbourhoods

Think about

- What are the positive features and unique characteristics of this local neighbourhood?
- Where, and how far, is the nearest Neighbourhood Centre for local facilities, shops and services
- What's available (entertainment, recreation, relaxation), shops (general store, specialist suppliers) and services (GP, dentist, hairdresser, post office)?
- Are there Heritage Conservation Areas, Listed Buildings, Community Assets, Landscape Features and distinctive neighbourhood characteristics?

What are the opportunities for change? (For this area within Character Area 2)

What do we need to protect?

What balance needs to be struck?

List and Highlight on the map key features of this local neighbourhood.

Landscape and Green Spaces

Think about

- Who uses these spaces and why?
- Who values the views and what makes them special
- What purpose do the spaces serve i.e. sport, recreation, contemplation
- Access to these locations on foot
- Short familiar walks with family, friends, dogs
- Important public and private gardens
- Important wildlife habitat and corridors

What are the opportunities for landscape and greenspace change? (For this area within Character Area 2)

What do we need to protect?

What balance needs to be struck?

Highlight on the map the open spaces that people use for leisure and recreation and the use and importance to the community. What views within and looking out from the area do people value.

Sustainable Environments - Energy Efficiency and Zero Carbon

Think about

- Where people are trying to get to and from
- Bus stops, drop off points, public car parks, vehicle pinch points
- Cycle and pedestrian routes, public footpaths, crossing points.
- Suitability of surfaces, low energy lighting, etc
- Derelict or unused buildings. Brownfield sites.
- Energy generation and conservation options.
- Use of renewable energy sources

What are the opportunities for sustainability change? (For this area within Character Area 2)

What do we need to protect?

What balance needs to be struck?

Highlight on the map buildings that could be converted/improved, cycle routes, car parking areas/congestion points, public sites using renewable energy sources.

Additional Notes:

Redlands 17th October 10.00 am

Route Points:

Start and Finish Redlands Community Sports Hub Car Park – route shown in Blue
 2.6 miles, mostly paths, some rough ground estimate 2 hours.
 View Redlands Sports amenities.

Cross bank - View over Lorton Valley, Lodmoor SSSI, wider P&R site.

Exit by link to Blenheim Road up Lancaster Road. – note road surface condition and flats above unused shop. Follow Blenheim Road into Stirling Road.

Follow Dorchester Road to Radipole Lane to Corfe Road – note grassy areas and Radipole School.

Note open space off Corfe Road cross onto Corfe Hill Lane (PRoW – unadopted) – note LGS, playarea. If dry access WEY14 via PRoW and discuss Option Site.

Return to Dorchester Road via Corfe Hill Lane – note discuss WEY14 access - Corfe Hill House North Lodge (Planning for 3 semis), BP Garage/Local Shop.

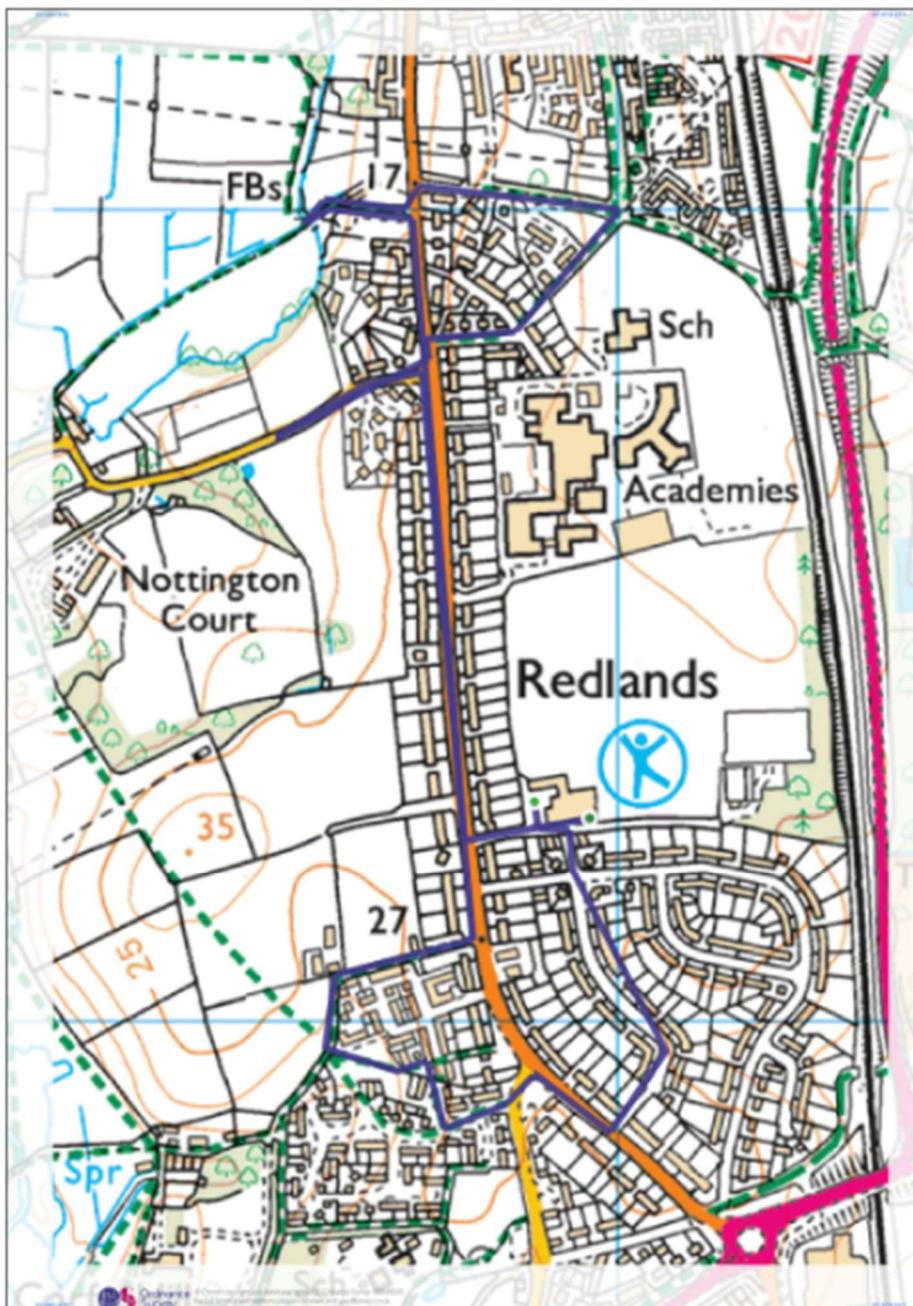
Follow Dorchester Road to Nottingham Lane – note schools opposite.

Follow Nottingham Lane to view new housing Nottingham Corner and in-built WEY13 Phase 1 and 2 – discuss.

Return to corner - cross at crossing into Broadlands & Court Road - follow alley to Lorton Lane – note new housing off Lorton Lane – Important Open Gap – Wildlife Corridor and Allotments under Power Lines.

Follow Lorton Lane to Dorchester Road and if time The Grove

Follow Dorchester Road to Redlands – debrief / coffee?



Summary Notes for Redlands Walkabout Sunday 17/10/2021

The following 15 attended; Steering Group – Lara Wood, Colin Marsh, Phil Watts, David Northam, Councillor Peter Dickenson, Public – Jules Wood, Rita Marsh, Sue Tattersall, Paul & Linda Barber, Adrian Loozers?? (Buck), Mick and Jayne Archer, Russell and Karen Lilley.

The weather was good and we met at Redlands Sports Community Hub at 10.00 am.

DN thanked people for coming along and introduced the purpose of the Neighbourhood Plan and how the Walkabouts feed in – emphasizing we're not making any planning decisions but merely looking at opportunities for development, level of infrastructure and community assets that need protecting. He also outlined the proposed route and invited anyone who wasn't able to walk the route to offer comments at the start.

DN was asked about the future of Redlands Community Sports Hub – the site is owned by Dorset Council and is leased to Weymouth College – Weymouth College have requested to be relieved of the lease as they are losing £100k pa. The lease has been advertised and 3 parties have responded – it will probably take until Christmas for the position to become clearer. The popularity of the site was mentioned and evidence by the full car park – it is the main outdoor sports pitches in Weymouth, with popular classes, the only squash courts in Weymouth but has run-down facilities and a lot of business has been lost to the new subscription gyms which have started up in Weymouth (including at Wey Valley Site next door). It is thought that the playing fields will remain as such (these are used by local primary schools as well as local teams) but it was suggested that this could be a site for new Sports Hall and Swimming Pool. Should this not be possible there is a need in the Upwey Broadway Redlands area for Doctors Surgery/Pharmacy/Health Centre – noting the aging population and proposed further 500 houses in the area – rather than more houses. There are also all-weather 5-a-side football pitches, hockey pitches and little used outdoor gym (Could the gym be better advertised?). Public access for dog walkers is allowed (dogs on lead – pick it up).

Used cut through into Greenway Estate and walked up to corner of Blenheim Road, Lancaster Road and Greenway Road. It was noted that the road surface is poor tarmac on concrete. The housing is predominantly semi-detached and detached. But on the corner there are flats and an out-of-use hardware store (fondly remembered for its sale of model aircraft etc – could some retail or service centre replace it as there is parking on the corner?). It was generally thought that 20mph zones would be good for residential areas and this could be such a zone. Noted that a number of plots were being modernised and this was though acceptable and positive. The lack of Solar Panels was noted. Continued along Blenheim Road and followed passageway onto Dorchester Road.

Crossed and walked up to corner with Radipole Lane. The greenspaces made this a pleasant junction which needs protecting as a Local Green Space (LGS) with a bench! The disruption caused by school drop-off and pick-up was discussed and the size of Radipole Primary School (2 form entry). It was noted that there is a need with the potential 500 houses for more school spaces and that some local people were having to send their children to St



Johns Primary in Preston (raise the need for more school places either at Radipole or St Nicholas's or change the catchment area). Some in favour of using playing fields for more housing some not in favour.

It was noted that the adjacent Radipole New Manor site was being used for vehicle storage – is this a business use? – will there be a response from the landowner ref Call for Sites?

Deviating from the route we walked through Radipole School and exited on the footpath to Corfe Estate – given likely increase in use should the surface be improved and it be a lit path?

Proceeded into Corfe Estate noting the welcome presence of trees and grassed areas – note as Local Green Space.

Following unsignposted Public Footpath into land owned by Weymouth Town Council (land behind Corfe Road). It was felt this area could be made more interesting with more planting around perimeter, orchard with seats/picnic tables. Adjacent to this area, over the hedge, is another greenspace owned by WTC known land off Westmacott Road which has a well-used play area. ST, as a resident, mentioned that it was the mix of houses (flats, terrace, semi and detached most owner occupied some rented) and greenspace that made Westmacott Estate attractive to her. Both these greenspaces should be protected (in view of the further development to the north) as LGS.

At junction with Corfe Hill Lane viewed the open fields (WEY14) which is in new Local Plan for 150 houses.

DN reported the recent residents meeting about WEY14 which was generally against the 150 houses but was in favour of homes for local people. A discussion took place on how this might be achieved. DN suggested that the best way was through Community Land Trust as this could be used to specify that affordable house to rent went to people with a local connection, or for young people, or essential workers and that these conditions remained in perpetuity. DN also described the difference between Affordable Rent (70% market rent value) and Social Rent (50% market rent value) and the government's new First Home Scheme – he also thought that Affordable Rent properties could become private homes through the Right-To-Buy (Note to Housing Group- need to be clearer on the conditions that can be set). This led to question on whether Second Homes was a problem in Weymouth – DN responded that it is said that there is but its difficult to get data. It was commented that we need truly affordable homes in Weymouth given the low incomes of many families [Post Note – 39% of jobs in South Dorset pay less than the Living Wage and also see the Housing Needs Analysis which says that even with two lower quartile incomes buying or renting (without Housing Benefit) was unaffordable to 25% of the people in Weymouth. DN also mentioned that the Oddfellows owned the site and CG Fry and Sons held the option for development and had proposed the site to Dorset Council's Call for Sites – this proposal including making over the 5 fields to the west of the site as community access with the balancing ponds, new woodlands and access paths. With respect to WEY14 it was thought that there needed to be provision for infrastructure – schools, doctors etc, access paths for schools, and that the development should make some provision for including greenspaces, and some employment sites (retail or services). Road access to



Land At Wey Valley, Weymouth: Landscape & Visual Impact Appraisal
FIGURE 9 IMPORTANT OPEN GAP DESIGNATION CONTEXT



the site was seen as difficult given that Corfe Hill Lane is an unadopted private road and Public Right of Way – note it is suggested that access will be from WEY13 to the north.

More general discussion on the need for more jobs in Weymouth and whether there were enough sites for this. CM suggested we should have a Business Needs Analysis – PMN refer him and the Jobs Theme Group to previous studies done.

Returned to Dorchester Road along Corfe Hill Lane noting the old North Lodge is to be demolished and replaced by 3 semi-detached properties (6 homes) accessed from Dorchester Road.

Proceeded to corner of Nottingham Lane and Dorchester Road. Noted the green area and the signage for the 20mph zone and works traffic – well done Lara and the Nottingham Community Speedwatch.

At the Betterment development note the conversion of the collecting pond into a wildlife area by local resident Mick Archer as pointer to what might be done on a bigger scale in WEY13 which is to the East 323 homes.

WEY13 was objected to because of access, drainage, impingement on Local Conservation Area by W&PBC but was overturned on appeal by Min of Housing. Phase 1 and 3 now have detailed planning permission and work is underway. We saw the site access (which has recently doubled in size [check with developer] and in the access road to Nottingham Court noted the adjacent large collecting pond – some concern about risk to children. Several people had seen the site plans and thought that this could be a good development in the long run but were anxious that there should be the full 35% of affordable homes and that they should be truly affordable to local people. The development includes a footpath for Nottingham Lane, retains the trees within the Conservation Area and traffic management features to avoid it being a cut through and to keep speeds around 20mph.



Because of time we were unable to visit Broadlands, Court Road, Lorton Lane and The Grove. DN mentioned that Lorton Lane was a good mixed 45 homes development with wide spaces and 25 allotments. This led to suggestion that Redlands WEY14 might also have allotments.

Returned to Redlands – final comments related to provision of shops services as requirements on new significant developments, re-use and re-purposing rather than demolition of existing buildings wherever possible and better impact of new developments on existing developments (eg WEY14 on top of WEY13) particularly traffic, services and infrastructure.

From notes by Colin Marsh and David Northam 17/10/21

Ps this was received from Brian Bean

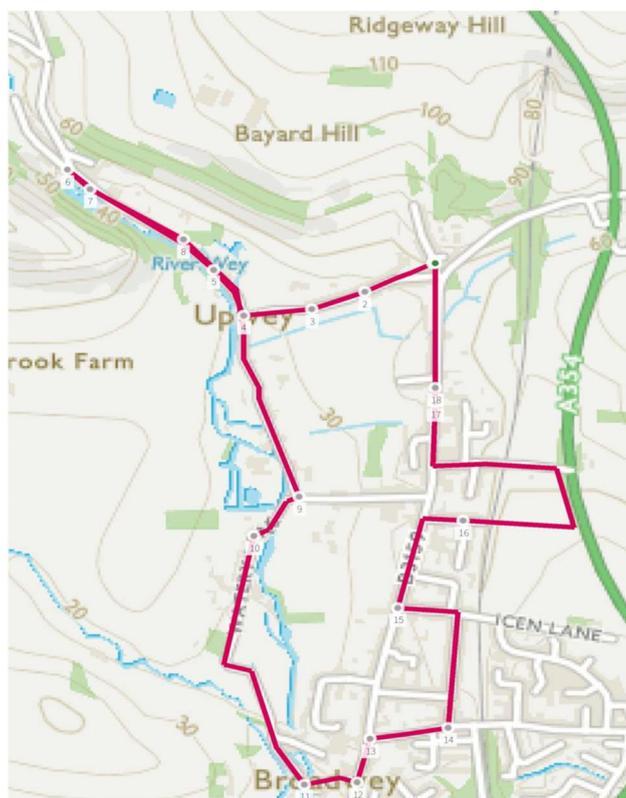
Thank you, David for the invitation. I will not be able to attend on that day but I would like to put forward my views. I organize walks for Chickerell Walkers Club including Weymouth area and around Redlands. With all the development in Chickerell we have lost a lot of green space, hedges & large parts of footpaths. In Weymouth Curtis Field, Marcus Field & Cockles Lane (a medieval route) will be lost. Green space is important for people's wellbeing even if some people don't use it.

Once green space is lost it's gone forever. We don't want to live in a completely artificial world so nature & green space needs protecting.

Weymouth Neighbourhood Plan Walkabout - Upwey

Saturday 4th December 2021

Purpose of Walkabout: Broadening our understanding of Weymouth’s distinctive areas. Looking for opportunities for change to further the NP Vision & Mission. This walk is not about decisions only gathering ideas. This is only an investigative phase.



Jobs

Sites and Opportunities

Think about

- Shops, pubs, small businesses, retail and leisure parks
- Where are the main employers located ?
- How accessible are these locations – public, private transport inc cycling/walking.
- What variety and type of employment exists – seasonal v all year, casual, zero hours, low pay?

What are the opportunities for employment change? (For this area within Character Area 3)

What employment do we need to protect?

What balance needs to struck?

Highlight on the map key employment sites and types of employment.

Housing

Think about

- What is the mix of homes in the area? – owner-occupied / rented, flats, terraced, semi-detached, detached.
- Are there brownfield sites?

- Is there land suitable for housing? Numbers, type, size, character. Infill opportunities

What are the housing opportunities for change e.g. housing to flats? (For this area within Character Area 3)

What do we need to protect?

What balance needs to be struck?

Highlight on the map opportunities for housing change and housing sites to protect.

Local Neighbourhoods

Think about

- What are the positive features and unique characteristics of this local neighbourhood?
- Where, and how far, is the nearest Neighbourhood Centre for local facilities, shops and services
- What's available (entertainment, recreation, relaxation), shops (general store, specialist suppliers) and services (GP, dentist, hairdresser, post office)?
- Are there Heritage Conservation Areas, Listed Buildings, Community Assets, Landscape Features and distinctive neighbourhood characteristics

What are the opportunities for change? (For this area within Character Area 3)

What do we need to protect?

What balance needs to be struck?

Highlight on the map key features of this local neighbourhood.

Landscape and Green Spaces

Think about

- Who uses these spaces and why?
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- What purpose do the spaces serve i.e. sport, recreation, contemplation
- Access to these locations on foot
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Highlight on the map the open spaces that people use for leisure and recreation and the use and importance to the community. What views within and looking out from the area do people value.

Sustainable Environments - Energy Efficiency and Zero Carbon

Think about

- Where people are trying to get to and from
- Bus stops, drop off points, public car parks, vehicle pinch points
- Cycle and pedestrian routes, public footpaths, crossing points.
- Suitability of surfaces, low energy lighting, etc.
- Derelict or unused buildings. Brownfield sites.
- Energy generation and conservation options.
- Use of renewable energy sources

What are the opportunities for sustainability change? (For this area within Character Area 3)

What do we need to protect?

What balance needs to be struck?

Highlight on the map buildings that could be converted/improved, cycle routes, car parking areas/congestion points, public sites using renewable energy sources.

Additional Notes:

Present: Cllr Howard Legg (Dorset Council and Weymouth Town Council), Colin Marsh (WNP Steering Group), Phil Watts (WNP Steering Group), Peter Dye (Deputy member, WNP Steering Group), 25 members of the public.

Route Stop Points:

1. The Old Ship Inn **Start and finish**. Inside Upwey Conservation Area and Dorset AONB. Ridgeway Hamlet to North. Several listed buildings. Some more modern in the Eastern spur. Quarry pits east of the Ridgeway are SSSI.



Colin Marsh on behalf of the Steering Group explained the purpose of the walkabout as an information gathering exercise at this stage and stressed the importance of public engagement when developing a Neighbourhood Plan. It was not about making decisions but seeking ideas and options as a basis for further discussion. A list of contact details of those present was taken and CM highlighted the opportunity to get involved in one of the five Theme Groups (Housing, Jobs, Sustainable Environments, Landscape and Green Spaces, Neighbourhoods) that will be established in early 2022. It was agreed that the summary notes of the walk would be circulated and will provide an opportunity for further discussion.

CM thanked Tony King for his work in preparing the walk route and notes. Handouts showing the route and stop points were provided. The significant turnout was noted and appreciated.

2. Elwell Street, Elwell. Once Upwey's shopping street. Many listed buildings. Inside Upwey Conservation Area. AONB starts behind houses to North and was pointed out. The attractive buildings in this area were noted.
3. Elwell Street. Designated important open space to the south
Strong feelings were expressed that the open space on the south side of Elwell Street should be retained as an important open gap. It has been considered for housing development in the past, the main reasons for applications being declined has been poor road access and poor drainage/sewerage infrastructure. Flooding and drainage issues were a constant theme throughout the walk and any future building development will need to ensure that strict conditions are applied with regard to providing improved flood water management measures and infrastructure. Suggested that this land area could be considered for designation as Local Green Space. Those present were asked to think about other areas of open space which could be considered for Local Green Space (LGS) designation within the Neighbourhood Plan? CM noted that a request for LGS designation was to begin soon and it was important to note the criteria that needed to be met.
4. Elwell St/Church St Open field to north has been included in response to past call for sites. This area of land on the opposite side of the street had been rejected as unsuitable for similar reasons to that on the south side. This was seen as an important open gap separating Elwell and Upwey. Other areas of land were noted as of importance to the community for walking and should be considered for LGS designation.

Discussion took place on opportunities for 'affordable housing'; it was felt that such housing should be part of smaller size housing schemes and any such homes should be prioritised for occupation by key workers and people working locally. As well as the numbers and location of housing consideration also

needs to be given to building styles/materials and the context relative to the character of the surrounding area.

There was a discussion on the future need for community charging points and it was suggested that these could be connected to the street lighting electrical supply through a metered arrangement. This could form the basis of a policy which also covers charging point's inclusion into new developments?

Feedback on community services indicated a preference for a Post Office and GP surgery as opposed to local shops which were considered adequate.

5. Church St B3159 Used by traffic a route from A35 towards Weymouth and back. No bus service in this part of village



Key issues along this section of Church Street walking towards Upwey village were:

Footways – stretches of Church Lane have footways and others do not. Discussed balance between having no footways which retain the village character and the need for safe walkable access. One suggestion was that the very narrow nature of the footways in this area made them unsuitable for pushchairs/wheelchairs and that it would be better not to have footways in this respect, even removing existing provision.

Infill development – noted several open spaces adjacent to existing larger buildings which may be suitable for infill development subject to addressing flooding concerns. There were mixed public views on this type of development with everyone agreeing that flooding and sewage

overload were major barriers to such development.

Flooding – surface water flooding was identified as a significant issue during times of high rainfall due to the proximity of the River Wey and run-off from the Ridgeway. This is a key factor that future development must consider, particularly taking into account the effects of climate change. There was much scepticism regarding the effectiveness of water attenuation ponds which have been incorporated into many new developments and research on the success of such measures will need to be considered alongside other potential flood mitigation techniques. How can this issue be incorporated into the Neighbourhood Plan? Seek views of groups such as the River Wey Society?

6. **Church St/Goulds Hill Continuation of Church St with a number of old houses:** some more modern opposite church.

Discussed the style and character of infill development in relation to the contrasting older properties opposite the Church. An NP policy addressing infill development character relative to the historical character of the area is needed (note the draft Character Assessment on the Weymouth Town Council web site).

In general discussion there was recognition that speed restrictions in the 20mph zone on Elwell Street seemed to be effective, although some people suggested that this was more to do with the impact of on-street parking. Others considered that physical speed limitation measures such as chicanes were an option. Councillor Howard Legg suggested that a universal area wide 20mph zone policy which gave exception to the arterial roads should be considered.

A possible area for housing development in the vicinity of Gould Hill/Friar Waddon Road was noted. This must be located within the defined Weymouth Neighbourhood Plan area.

7. Church St (B3159) Parking on West side used by visitors to the Wishing Well tea rooms. Causes congestion in summer and/or in commuting hours.

A question was raised of how best to address the balance between the benefits to the area of tourism and vehicle congestion. The main community centre for Upwey is sited adjacent to the tea rooms.

8. Church Street. Many old and/or listed buildings e.g. the mill on West side. See comments under 5 above.
En-route from point 8 to 9 along Church Street.

There was a general desire to retain the character of this area. Noted 'art deco' style buildings which many felt did not impact excessively on the character of this area due to being set back from the road and reasonably well screened.



Concerns were expressed as to 'development by stealth' arising from erection of over-specification non-habitable buildings with later applications for conversion for habitation.

The importance of maintenance (signage, surface deterioration, etc.) of the numerous public footpaths was highlighted in relation to walkable access and the benefit of reduced dependence upon use of the car. There were comments that some footpaths had become impassable and that Dorset Council will not maintain the Broadway to Nottingham footpath which has a major negative impact on the Wey Valley Walks scheme.

9. Church St/Stottingway Street to the East. Narrow, with on street parking. Tailbacks in rush hour. Many older/listed buildings.

At this point there was a general discussion on community renewable energy projects which resulted in the following key points:

Two water driven power turbines in private residences in the area using water from the River Wey.

General support for the idea of community renewable energy projects. What other options exist. Wind power is more obtrusive but remains an option to be considered.

The idea was raised of creating solar panel farms on areas of open space. Feedback indicated such use must be non-obtrusive, not directly overlooked and only use land of no significant agricultural value.

Noted physical traffic control measures on Stottingway Street which several people commented upon as being effective and not particularly obtrusive.

10. Watery Lane. Narrow and residents have shared concerns about traffic using it when Stottingway Street is congested.

Highlighted possible sites for small low cost housing to the rear of larger properties on the west side of Watery Lane and discussed further ribbon development of new housing in fields adjacent to the lower part of Watery Lane in the direction of Broadway. Narrow access, flood risk and limited sewerage capacity were seen as major obstacles and a primary reason preventing/restricting such development. One comment suggested that development to the rear of properties on Dorchester Road may be a more viable option, access and flooding issues permitting. The importance of retaining a sufficient open gap between areas of housing development was mentioned.

Individual conversation with a member of the public as to whether better use could be made of former water meadows along the River Wey floodplain, such as management for recreation and wildlife and as flood control buffer zones. Other benefits are slug control and production of early spring grazing land. The River Wey Society has useful knowledge on these matters and should be a key consultee as they cover the entire length of the River in the Neighbourhood Plan area?

Several people mentioned fields within the flood plain in this area as possible sites for a solar farm. The balance between holiday lets and benefits of tourism were an issue raised in relation to this area.

11. The Watersplash. Broadway Conservation Area to South.

In noting the recreational use of the Watersplash by children, comment was made as to the lack of recreational and play areas along the route that had been walked. What need exists? What sites are available? Does this reflect a failure to attract young families to the area? Is this driven by the lack of affordable housing/family homes? Subsequent feedback identified a small equipped play area at Miles Gardens and questioned whether two adjacent areas of land to the west could be developed as an extension or a multi-use recreational facility for community events, subject to access difficulties being addressed.

The storage area to the immediate west of the disused railway bridge was identified as a possible site for live/work units as a basis for small scale local employment.

Some good examples of conversion to residential property along Mill Lane and on the corner of Mill Lane/Dorchester Road were noted. What opportunities exist in the area for more development of this kind?



12. Dorchester Road. Very busy before relief road. Now generally quiet (unless relief road blocked). Some traffic calming measures since 2016. Regular and frequent bus service (No 10). Broadway Conservation Area includes some of the area to the East (South of this point). The Upwey Conservation Area excludes most of the area East of the road.

The loss of numerous shops and pubs along Dorchester Road was commented upon, although this did not appear to be a priority issue for those present and the general feeling was that these sites would be better used for residential developments rather than being allowed to stand empty with limited likelihood of future use given the small retail floor space. Noted empty commercial premises opposite the junction with Littlemoor Road. Would people support a policy option of a presumption in favour of residential development on such properties in this area or more generally?



13. Littlemoor Road. Outside both conservation areas (as is Dorchester Road at this point.)

Noted the brownfield site on the north side of junction of Littlemoor Road and Dorchester Road following demolition of a property for highway access space that was not subsequently required. Suggested as a possible site for starter homes rather than recreational space given the proximity to Dorchester Road/Littlemoor Road with frequent bus services (2 and 10).

Larger houses in large gardens on the North side of Littlemoor Road could provide an option for flats or additional housing. General discussion needed on a policy of densification and demolition and rebuild versus conversion/retrofitting.

14. Jesty's Avenue. Outside Conservation area. Mainly Edwardian housing. Some more modern. some older (former agricultural?) cottages.

Relatively wide roads and a mixture of housing types is noticeable. On-street parking problem associated with this type of older property.

The group commented upon the land area beyond the railway bridge to the North and East of Icen Lane which given the local infrastructure and services has potential as a development site. Has been previously considered for development and rejected? Some doubt was expressed as to whether this

was within the Neighbourhood Plan boundary as the railway line was thought to run along the boundary at this point. This was later confirmed by reference to the map on the WTC web site.

15. Old Station Rd/Dorchester Rd. Once several shops near here. Only remaining are Broadway Stores, serving Upwey and Broadway, and Castle Vets. Florists further South of here. West side of road is in Upwey Conservation Area.

The loss of the fish and chip shop and hair salon (the florists remaining active) was noted and in view of these properties lying empty for several years (?), residential development was considered a more realistic option rather than seeking commercial occupancy. What is the opinion of nearby Dorchester Road residents on this issue?

Broadway Community Hall is located here and provides the main social centre for this area.

16. Shortlands Road. Land east of here, between railway and relief road subject to development interest. Confirmed as lying outside the Neighbourhood Plan area.

- 17/18. Dorchester Road. From this point North the East side is in the Conservation Area
Noted existing care homes along Dorchester Road and whether further large houses would be converted to such use. The shift to larger scale purpose built 'retirement villages' was noted and it was suggested that such traditional care homes may well become redundant in the future and revert to accommodation in the form of flats.

Possible future conversion of large houses in this area as flats or new build on the large garden plots?

The empty undeveloped former Church and former garage site were noted. Part of the garage site was understood to be owned by the occupier of the house to the immediate South who also owned the church. Subject to future availability what is the preference for development? Residential development was favoured over shop premises, primarily to protect the nearby Broadway Stores as a well-used community shop, which appeared to be the basis of local objections to a recently proposed store being built on the Northern two-thirds of the site. Possible land contamination noted which could adversely impact the development potential?



Halted outside the Royal Standard public house and noted loss of at least 4 pubs in Upwey in recent decades. In terms of preventing further loss of such premises options existed for protecting this establishment and the Old Ship by getting these listed as Assets of Community Value (possibly already listed?). A stronger option is to develop a policy of presumption in favour of continued community use so as to prevent loss to development as private residences.

Land to the east of Dorchester Road opposite Elwell Street was noted as SSSI and a small plot to the immediate North is in private ownership. Options for Local Green Space or construction of homes?

Post Walkabout Review

Fourteen people were present at the finish point for a brief review. No further issues were raised other than two points of a general nature.

- It was pointed out that community aspirations could be included in the Neighbourhood Plan to cover aspects that did not qualify as land development policy and these should be identified and discussed at a local level.
- CM agreed to circulate the summary notes to all those who had provided contact details. A further request was made for e-mail contact details to be shared for the purposes of further local consultation; this will be facilitated once the agreement of the individuals concerned has been confirmed.

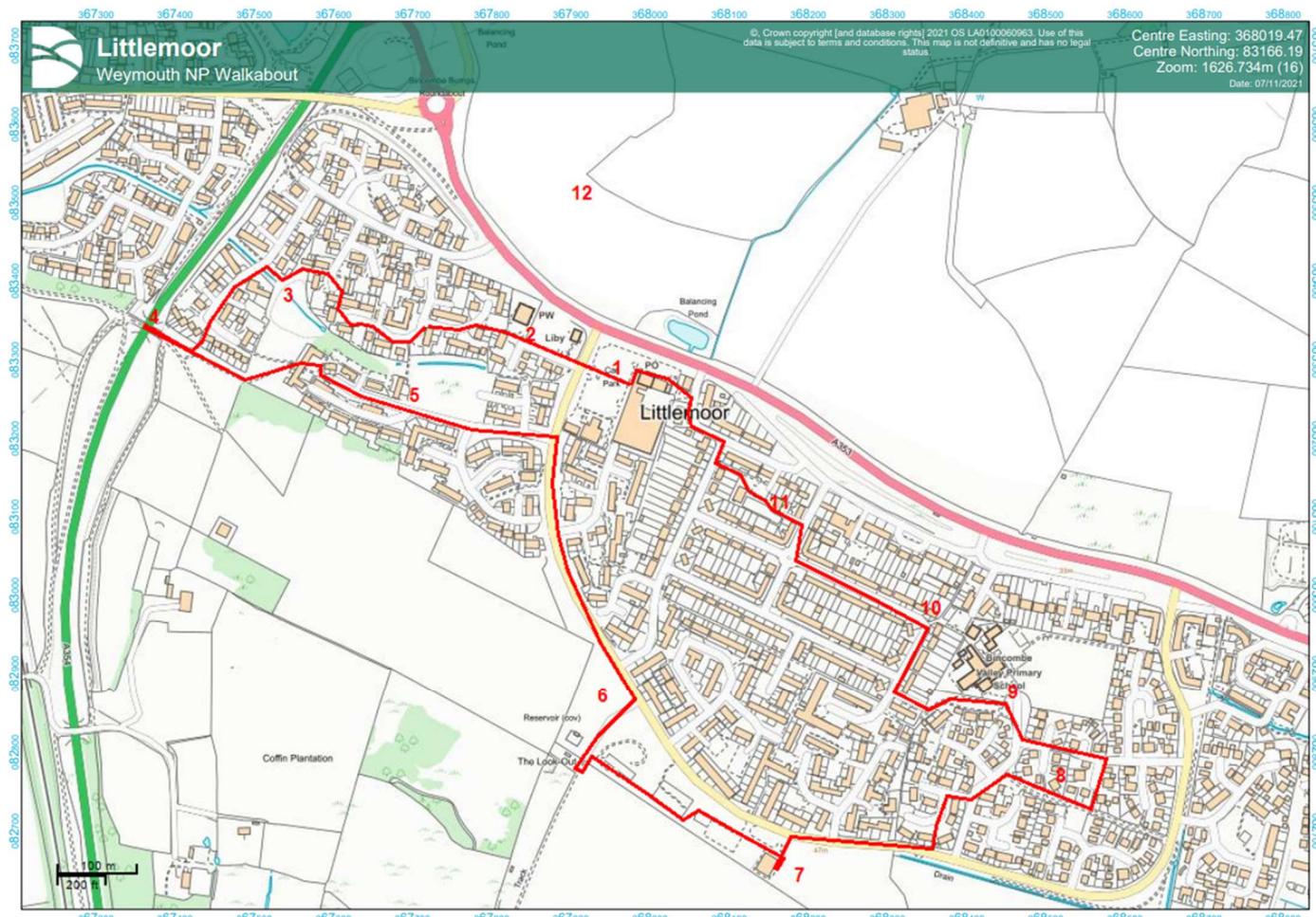
Colin Marsh

On behalf of Weymouth Neighbourhood Plan Steering Group

4th December 2021.

Weymouth Neighbourhood Plan Walkabout Summary - Littlemoor Walkabout, 6th November 2021

Present: Cllr Tony Ferrari, Cllr Louie O’Leary, Cllr Ann Weaving (SG), Cllr David Northam (SG), Phil Watts (SG), Colin Marsh (SG), Graham Perry (SG), 1 member of the public, met James Knott-Fancy at Top Club, and Nigel Sherry en-route.



The walk started at Littlemoor shopping centre [1]. David Northam summarised rationale for walkabouts and Ann Weaving described the route. The shopping centre is recognised in the Local Plan as one of a few Local hubs outside the Town Centre. The Shopping Centre area includes Health Centre, Bridges Surgery, Pharmacy, Post Office/General Store/Fast Food, Fish n Chips, Chinese Takeaway. Charity Shop, Hardware Shop, Large Supermarket and over the road the Library and Church.

The group left the shopping centre and crossed to Meriden Close [2]



Library – what can be done to make greater use of these facilities which only open for restricted hours? [check] Opportunity to include solar panels and other renewable energy options into public buildings. Have we considered small scale community energy projects on suitable vacant land. Numbers of solar panels on homes is very limited (1 %?)



Use of green space between Library and Church. Ideas needed from the community? Originally intended for Community Centre Cllr O’Leary suggests no longer required. But a pub was mentioned.

St Francis’ Church provides one of the main community centres in Littlemoor with lots of activities.

Proceeded along footpaths crossing Nuthatch, Fieldfare Close, The Doves and Kestrel View to the bridleway and bridge crossing the Weymouth Relief Road [4]. Noting green verges, front gardens, trees break up the housing Ann Weaving commented that this area was a close community. . The drainage stream provides a natural feature. South of this stream is an open area of ground owned by Dorset Council [4 Land West of Beverley Road]. Comment on lack of bins near greenspaces which are used for dog-walking.



Housing – some good examples of mixed housing & flats from the 1980s and 90s. Houses, bungalows, different forms of tenure and build period. Which have been most/least successful and what factors have influenced this. Feedback from the community required.

From the bridge there is a good view of the 1980s development west of the Relief Road, the Memorial Park next to the roundabout and the oldest part of Littlemoor beside the Railway Line. [Note the Littlemoor Inn has been demolished and new housing 2020’s built).



The bridleway provides connection from Littlemoor to Upwey Railway Station and the Wey Valley schools hence should consider lighting, balancing energy consumption against PV operated motion sensor triggered lighting. The Bridleway also links with the National Cycle route between Weymouth and Dorchester.

From Bridleway entered Beverley Road [5] under arch in large block of flats. This area has much denser social and affordable housing managed by Aster – this area has high rates of Anti Social Behaviour. Play areas are present and close to housing and overlooked. Overgrown land to the North of Beverley road was owned by Dorset Council, has been sold off and is now the subject of a 19 homes planning application.



Exited Beverley Road onto Louviers Road and walked up the hill noting the verges and trees. The Aster Estate team maintain these around Rockhampton Close. The group noted the ad hoc play area added to a ‘car park’.

Near the top of the road [6] Noted the undeveloped greenspaces – the lowest on the hill would support a small development. What other uses could be made given that further up the hill there are car parks giving access to the Lorton Valley Nature Park much used for recreation and dog-walking. Nearby are a fenced in play area, outdoor gym and rope slide. These areas are supported by WTC.



Green area by reservoir could be better utilised for mixed amenity use – different facilities e.g. additional basketball court and a broader age range facilities.

Housing generally sited on wide roads with interspersed greenspace many of which benefit from trees and also numerous grass verges which provide an attractive environment Balance between problems caused by trees and tree numbers/ types. Need for a tree planting/ replacement policy – care with type of trees and location to minimise future excess growth problems and maintenance issues. Recent experience?



At the top of the hill [7] is the Top Club centre, and associated recreation ground. Met James Knott-Fancy the Youth Club Manager. Within the centre was space for Children Services 5 days per week but with changing approach to Children Services delivery it is only used on one day for 4 hours. The Top Club Centre and recreation area is owned by Dorset Council – this is financially beneficial but not being under local control does constrain improvements. James has ideas to increase utilisation and is seeking a new Youth Worker (20 hours/week). One area of development within Top Club is making space for The NEST to provide a low price community shop and potentially a community cafe.



Walkability enhanced by cut through access throughout Littlemoor. Big 4 Littlemoor (B4L) received Lottery Funding to improve facilities in. There is a strong sense of community – B4L has community notice boards across Littlemoor enhancing community connections. All over the estate are '20 is Plenty' signs encouraging lower car speeds. – encourage development of these e.g. for access to key services, shops, bus routes, play areas, in order to reduce car dependency.



Beyond the Top Club recreation ground is the new Lodmoor Sands development by Persimmon – there have been comments on the standard of housing and whether the homes are truly affordable (what is the level of First Homes discount – apocryphally not enough)



Crossed over Louviers Road via passageway onto Clivia Close this is new affordable housing managed by Abri Housing Association (also have housing in Meriden Close and Magnolia Close) providing social, affordable rents, shared ownership. Aster owns and manages most homes. Cllr O'Leary and Cllr Weaving in regular contact with all Housing Associations championing resident's issues.

Walked through one of the newest parts of Littlemoor, [8] Buddleia Close, Dahlia Close to Bincombe Valley Primary School [9] at the end of Alamanda Road. Spotted a hedgehog on the pavement. Commented on how sad it was that schools now looked like fortresses with their high fences and gates but recognised the need for safe-guarding and protecting the school from vandalism. Met Nigel Sherry who in response to the reduced verge-cutting by Dorset Council volunteers to cut verges – he is now supported by other volunteers through the B4L – this group also pick up safety concerns.



Moved into Bayard Road, Knoll Rise and Culliford Way [10] to the Community Centre [10]. This are is the earliest part of Littlemoor dating from the 1950's. The Community Centre [11] is nissen-hut-like and is much used. Cllr O'Leary has an office there and there is a full programme of bingo, quizzes and other family activities.



From there the group returned to Littlemoor Shopping Centre.

Notes compiled by David Northam, Colin Marsh and Ann Weaving.



General comments by David Northam:

Littlemoor has plentiful facilities with the Health Centre, Bridges Surgery, Pharmacy, Post Office/General Store/Fast Food, Fish n Chips, Chinese Takeaway. Charity Shop, Hardware Shop, Large Supermarket and spacious car park. The area is very walkable with paths linking the various developments and plenty of green verge, trees and small open spaces – these need a general Local Green Space identification (Similar to Southill). There is a strong sense of local community, and for many pride, supported by the Top Club associated sports field, large children’s play area, Basketball court, historic Community Centre, Library and active Local Church. These facilities provide some level of local employment. What Littlemoor (and Weymouth as a whole) lack is a range of jobs, with opportunity to increase income through overtime and career progression.

There will be more densification both infilling and expanding the boundary of the Littlemoor conurbation. The WEY12 ‘The Littlemoor Urban Extension’ [12] has provision in the previous LP for 600 homes and 6ha of employment land. Outline Planning permission has been granted for [check] 500 homes, a new school, some retail, a car show room, the employment land is being advertised to find a developer. What employment would benefit Littlemoor – there is a noticeable lack workshops, manufacturing, distribution? When was this question last asked.

Noticeably there is no restaurant or pub in the area – could/should there be? A pub next to the Church and Library would service both the existing housing and the new development of WEY12.



Employment Comments from Graham Perry

- 1) Tony Ferrari advised that DC's priorities in terms of job creation in the area were: a) Tourism, and b) The Dorset Innovation Park particularly for high tech defence work like Battlelab. When queried whether these high-tech industries couldn't rather be attracted to areas like Bincleaves or Littlemoor he responded that Winfrith was cheap and DC has no money!
- 2) The employment to be created on the planned new Littlemoor development was via a hotel, a care home and some shops and car showrooms. Others I spoke to on the walkabout wondered whether these were the best type of jobs for the area.

Weymouth Neighbourhood Plan Walkabout – Lodmoor, Park District and Urban Fringe

Sunday 24th September 2021

Present – Steering Group: Phil Watts, Lara Wood, Colin Marsh, Rob Cheeseman, Penny Quilter, Graham Perry, Cllr David Northam, Cllr Ann Weaving. Councillors: David Gray, (follow up with Ken Whatley), Public: Jules Wood, Rita Marsh, Tony & Val Fidler, Ann Perry.

Regrettably, due to inclement weather, there were some deviations from the publicised route, although these notes take account of some 'off-route' points of discussion/observation.

Start: Lodmoor Hill shops – noted range of local shops situated on both sides of Dorchester Road. The terraced row of cottages opposite the Laundrette comprising nos.1 to 5 Radipole Terrace (Grade II Listed on 23 May 1994) used to be part of the Barracks facing on to the former Parade Ground immediately to the south. (Note: A pair of cottages of a similar vintage ('The Lindens', built 1798) still exist to the west of the parade ground on Alexandra Road, as referred to below).

On Dorchester Road St Augustine's Church (Grade II Listed) is redundant as a church but the associated Church Hall to the rear is apparently still used by groups such as Friends of Lodmoor Country Park. Should this be listed as an Asset of Community Value? Current planning application in to demolish Church Hall to allow for on-site car parking, accessed from service road to rear, which would result in the loss of part of this community asset.

Notwithstanding this, PW suggested that if the church building were to become redundant in the future, there could be scope to demolish all but the Portland stone façade (subject to LB Consent), redeveloping the site behind as a 'gated community' of small one-bedroom 'car-free' units with shared amenity space.

South along Dorchester Road. Noted that the majority of the houses, comprising the two large Victorian terraces to the east of Dorchester Road, have now been converted into multiple flatted developments, to include the Listed terrace comprising nos. 67 to 77 Dorchester Road. Several of the large houses on the western side have become Care homes/Hotels. 'Wellington House' at no.22 Dorchester Road (Grade II Listed) has reverted from offices to a single dwelling in recent years. One site, at 8/10 Dorchester Road, benefits from no.2 extant planning permissions: one for no.16 one and two-bedroom flats (of which no.3 units are 'affordable', being discounted by 20% on the sales market in perpetuity); and one for no.32 flats. Both consented schemes will be 3/4 storey, as per surrounding buildings on former College site immediately to the south.

Noted former Technical College Building (Grade II Listed), now converted into multiple residential units as part of wider Ricketts Close development and former FE building/Registry Office (Eastern side), now being converted into a Children's Home.

Well-used pedestrian footpath access to Weymouth College's main Cranford Avenue site and Community Hospital which provides various 'walk-in' facilities and out-patient services.

St John's Park & Gardens is a 'green oasis', maintained by WTC. Should be listed as Local Greenspace. It is a well-used local resource containing bird boxes to encourage wildlife and a 'growing space' for individuals with learning difficulties to the rear. It is well-used by dog walkers and local residents to relax. Formerly plagued by anti-social behaviour, but now much improved following removal of peripheral hedgerow and flat-roofed shelter.

Noted St. John's Church and terrace of substantial Victorian Terraces – all now sub-divided into s/c flats (with the exception of St. John's Guest House) and all with basements (which would be susceptible to

flooding). Noted terrace of 'lifestyle' guest houses comprising nos.1 to 12 Waterloo Place (Grade II* Listed) fronting The Esplanade and also mention of the differentiation between these businesses, in being 'home & income' businesses, and the larger, more 'commercial' Hotels further west along The Esplanade.

Top of Lennox Street: Discussion on sea and flood defences. DN stated predicted 1.3m rise over 100 years and there is a Harbour & Esplanade Flood and Coastal Risk Management Strategy and Dorset Council have recently been awarded £115M? for sea defence which funds work up to 2035. David Ward gave details of the planned work starting with repairing damaged sections of the sea defences at Greenhill, including raising the Harbourside Walls and eventually (2065) installing a new sea wall along the sea front and raising the esplanade. The great flood of in the eighteen hundreds was mentioned when waves breached the Narrows (walked this en-route)

Unfortunately, we were late in arriving to meet Cllr Ken Whatley who had returned home due to the weather. DN briefed him the following day).

Into Lennox Street. Noted convenience store and neighbouring alcohol rehabilitation centre. Listed 'Lennox House' at no.47 Lennox Street, now converted into multiple units (and the subject of a recent Closure Order due to drug dealing and ASB). Also noted the Listed Victorian Terrace comprising nos.1-5 Lennox Street, all in use as 'lifestyle B&Bs'.

Into Melcombe Place. Noted 'pleasantness' of the two well-maintained terraces on either side of the road; also the awkwardly shaped and overlooked triangular commercial premises to the rear of Melcombe Terrace. This site is currently used as a builder's store; was formerly an unauthorised car repair workshop; but originally have thought to have been a coal yard. Discussed whether WTC-owned garages could be used for housing, notwithstanding their current use for parking due to a shortage of available parking in the wider Park District Area.

Noted Park Community Centre – a valuable local resource offering daily activities for all sections of the community. Easily accessible to local residents.

Further along Lennox Street and into the wider Park District. Noted the loss of all original shops and public houses. Only four retail units survive comprising the former fish and chip shop (soon to be a Thai takeaway), a Barbers shop, Community Library shop and Chemist on Avenue Road (off route). A number of garages/storage buildings (including some owned and used by WTC for storage of beach equipment) and workshops. Potential for redevelopment subject to flood risk issues being addressed.

Noted that there is a shortage of available on-street parking, with a permit scheme in operation. Noted existence of a network of rear footways, prone to fly-tipping and anti-social behaviour. Security compromised to rear yards of domestic properties. Some small businesses within the area, including Park Laundry occupying the former school building on Walpole Street; also Dance School in former church premises on Brownlow Street – not known whether this is still in use.

Ranelagh Road, adjacent to the railway line. Noted efficiency of angled parking, trees, planters and artwork on the wall backing onto the railway which provides some welcome urban relief. This scheme was promoted, with funding obtained by WPBC's Julie Hursthouse.

Noted how a number of traditional Victorian terraces had been 'carved-up' into small, sub-standard self-contained units and HMO's. Noted lack of accessible private amenity space for these properties, lack of bin storage and cycle parking. Past 'troublesome' Magna development (Heron Court); stepped footpath to Cassiobury Road.

The play area - now an unofficial parking area - would be a welcome restoration. CIL investment from DC to create it and from WTC to get it adopted/managed. Signposting, refuse bins etc. could be beneficial.

From the higher ground, Radipole Park and Gardens and The Centenary Club is visible, together with Jubilee Retail and Business Park. Potential to expand this area now the railway lines to the harbour have been lifted – Potential Call for Sites entry (DN). Footpath to Carlton Road South.

The Convent site is now under the management of Abri Housing Association (formerly BCHA) and is in need of more care and attention. It seemingly houses a large proportion of individuals with additional needs. The greenspace opposite is valuable but often mis-used. There is potential for some development which would overlook this area potentially reducing miss use and preventing unauthorised access to the railway embankment.

Noted: Family dwellings adjacent to the convent with scope for redevelopment; also properties owned by Weymouth Care Home – one used as offices for domiciliary care operation; the other (occupying a spacious plot as staff accommodation. Do the care providers have plans or demand to expand the care home facility which fronts onto Glendinning Avenue?

Walk around: Glendinning Avenue/Carlton Road South. Noted extension and sub-division of large traditional Victorian dwellings to rear of Convent; considerable volume of care homes providing accommodation for individuals with special needs, interspersed by ‘life-style’ B&B’s and some large family homes. Many larger properties converted to self-contained units; but also some large HMO’s (such as at no.20 CRS. Some redevelopment: new-build ‘quad houses’ noted at no.7 Glendinning Avenue – making an efficient use of a site as an alternative to flats; higher density development at no.11a CRS.

Noted: The Park Hotel public house and The Conservative Club.

Park Lane (aka ‘Donkey Lane’). Noted various back-land developments, especially to rear of Kirtleton Avenue – scope for further small scale development.

Carlton Road North: Noted that many of the large Victorian semi-detached properties have been sub-divided into self-contained flats. Large family dwellings are few and far between and further care home provision.

Alexandra Road: predominately single dwellings remain. Some re-development noted, to include extension and sub-division of single dwelling to provide a terraced development (corner of Alexandra Road) and successful tandem development of family housing on former DC care home site. Noted: listed pair of historic bungalows comprising ‘The Lindens’ to western edge of former parade ground (mentioned above); also vertical extension to purpose-built flat development at eastern end of Alexandra Road.

Return to Lodmoor Hill.

Summary (provided by DN): The terraced rows of houses on the low-lying land to the East of the railway line, and to the West of Dorchester Road appeared quite cheerful but there are significant problems – with loss of corner shops, and night time (and sometimes daytime) ASB. BUT, more revealing was that the land to the North from Cassiobury Rd to Alexandra Rd has many more issues – high number of old people’s homes and other care home facilities, Housing Association flats, House in Multiple Occupation and a diminishing number of private residences. Cllrs(JO/KW) had already raised the need to spread HMOs around the town and not have them all concentrated in one area. There is a shrinking number of owner-occupied homes which provide some housing tenure-mix necessary for an area of this size. There is a lack of green space, community space or facilities and within Park District the loss of shops and small businesses.

There is also a need for positive action to provide the sort of facilities that Littlemoor has [there is the Park Centre – run by St Johns which is an important community facility]. In addition, the Melcombe Regis Board needs revitalising - Cllr Taylor is the WTC representative.

We should support the development of Radipole Park and Gardens and encourage Park District residents to use this and St Johns Park and Gardens. There is new land released by the removal of the branch line to Weymouth Harbour and this may afford opportunity for local business to set up and to offer workshops for skills development such as a Repair Café or Home Energy efficiency community hub.

Weymouth Neighbourhood Plan: Overcombe Circular Preston

10th October 2021

Purpose of Walkabout: Broadening our understanding of Weymouth's distinctive areas. Looking for opportunities for change to further the NP Vision & Mission. This walk is not about decisions only gathering ideas. This is only an investigative phase.

Jobs

Sites and Opportunities

Think about

- Shops, pubs, small businesses, retail and leisure parks
- Where are the main employers located?
- How accessible are these locations – public, private transport inc. cycling/walking.
- What variety and type of employment exists – seasonal v all year, casual, zero hours, low pay?

What are the opportunities for employment change? (For this area within Character Area 3)

What employment do we need to protect?

What balance needs to be struck?

List and Highlight on the map key employment sites and types of employment.

Housing

Think about

- What is the mix of homes in the area? – owner-occupied / rented, flats, terraced, semi-detached, detached.
- Are there brownfield sites?
- Is there land suitable for housing? Numbers, type, size, character.

What are the housing opportunities for change e.g. housing to flats? (For this area within Character Area 3)

What do we need to protect?

What balance needs to be struck?

List and Highlight on the map opportunities for housing change and housing sites to protect.

Local Neighbourhoods

Think about

- What are the positive features and unique characteristics of this local neighbourhood?
- Where, and how far, is the nearest Neighbourhood Centre for local facilities, shops and services
- What's available (entertainment, recreation, relaxation), shops (general store, specialist suppliers) and services (GP, dentist, hairdresser, post office)?
- Are there Heritage Conservation Areas, Listed Buildings, Community Assets, Landscape Features and distinctive neighbourhood characteristics

What are the opportunities for change? (For this area within Character Area 3)

What do we need to protect?

What balance needs to be struck?

List and Highlight on the map key features of this local neighbourhood.

Landscape And Green Spaces

Think about

- Who uses these spaces and why?
- Who values the views and what makes them special
- What purpose do the spaces serve i.e. sport, recreation, contemplation
- Access to these locations on foot
- Short familiar walks with family, friends, dogs
- Important public and private gardens
- Important wildlife habitat and corridors

What are the opportunities for landscape and greenspace change? (For this area within Character Area 3)

What do we need to protect?

What balance needs to be struck?

Highlight on the map the open spaces that people use for leisure and recreation and the use and importance to the community. What views within and looking out from the area do people value.

Sustainable Environments - Energy Efficiency and Zero Carbon

Think about

- Where people are trying to get to and from
- Bus stops, drop off points, public car parks, vehicle pinch points
- Cycle and pedestrian routes, public footpaths, crossing points.
- Suitability of surfaces, low energy lighting, etc.
- Derelict or unused buildings. Brownfield sites.
- Energy generation and conservation options.
- Use of renewable energy sources

What are the opportunities for sustainability change? (For this area within Character Area 3)

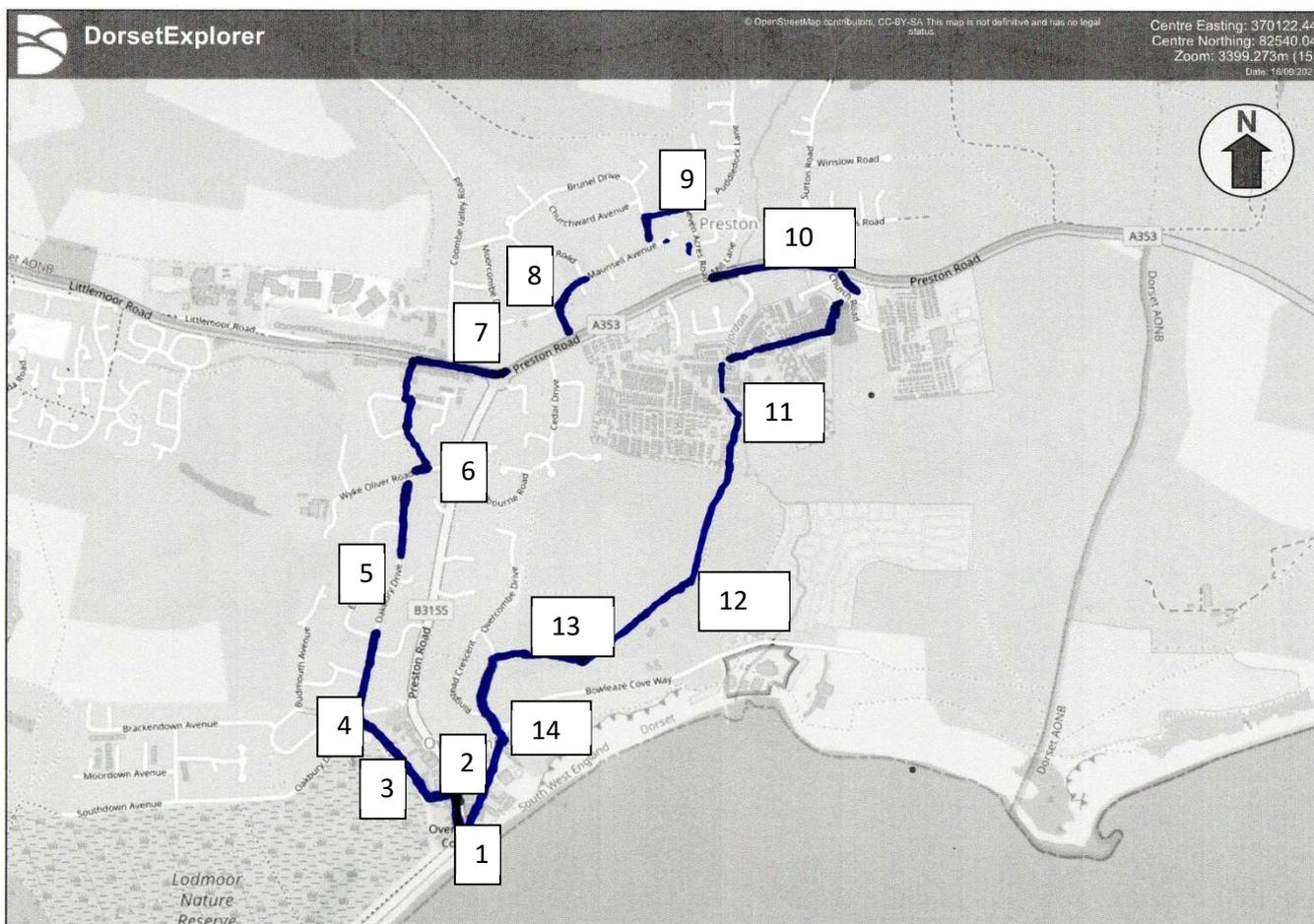
What do we need to protect?

What balance needs to be struck?

Highlight on the map buildings that could be converted/improved, cycle routes, car parking areas/congestion points, public sites using renewable energy sources.

Additional Notes:

Circular walk Preston Road Overcombe via Oakbury Drive to Preston and return via Caravan Park to overlook Bowleaze Cove Way and return to Overcombe Corner



Route Points:

Start at Convenience Store/Post Office on Preston Road and travel through car park abutting Lodmoor Nature Reserve to join Oakbury Drive.

Along Oakbury drive note post 1960' mixed housing types/styles and play areas/open green spaces. Also layout of roads.

Wyke Oliver Road to Littlemoor Road and join Preston Road at Chalbury Corner – note important local services and cycle routes.

Alley to Maunsell Avenue (note recreation area) and late 20th century mixed housing in this area.

From Seven Acres Road join Preston Road, noting pubs and shops in the old street village of Preston before reaching the Church. Note extensive Caravan Holiday Parks and gaps created by open fields to the south with important open space and historical value. What protections exist, possibility for Local Green Space?

Retrace steps and pass through Weymouth Bay Caravan Park exiting at the south end and walking along the footpath and onwards to Jordan Hill which provides extensive views over and along the coast, taking in the Riviera Hotel and Bowleaze Cove Way Leisure facilities.

Walk the short distance to Overcombe Drive before joining Bowleaze Cove Way and onwards to Overcombe Corner. Note the mix of housing in this area including converted Coastguard cottages, the leisure outlets and Oasis café/restaurant.

Present: Councillor Peter Dickenson (Neighbourhood Forum), Councillor David Northam (Vice Chair Steering Group), Councillor Anne Weaving (Steering Group), Councillor Tony Ferrari (Dorset and Weymouth Town Council), Colin Marsh (Steering Group), Phil Watts (Steering Group), two members of the public.

DN introduced those present and CM briefly outlined the purpose of the walkabouts as an evidence gathering exercise. Contact details were recorded for those members of the public wishing to be kept informed of future Neighbourhood Plan activities.

STOPPING POINT 1:

PW noted the importance of retail outlets at Overcombe Corner and the need to consider the community benefits of retail businesses that were located here, for example the Convenience /Post Office and Florists compared to the Estate Agents (driven by demand for homes in this area). One consideration is how neighbourhood plan policy can influence the type of business that are attracted so as to best meet local needs? Past developments were noted such as the former petrol station site opposite.

Opportunities: Attract the right type of small retail outlets for ease of access and to sustain local neighbourhoods.

Threats: Locally accessible retail sites being occupied by service based businesses which have limited use to local communities.

Balancing factors: Occupied rather than derelict commercial premises? What type of outlets do communities need? Provision of different opportunities for local working – service v retail etc.?



STOPPING POINT 2:

CM raised the issue of numerous examples of the demolition of larger properties with large gardens along Preston Road between Overcombe and Chalbury Corner in order to build multiple flats on the redeveloped site.

Opportunities: “Densification” will be necessary if we are to meet housing demand including the need for affordable homes?

Threats:– Inappropriate development in terms of size and style. TF gave an example of the impact of flats where the height of the structure obscured neighbouring properties adjacent to the site. PW suggested that second homes had arisen partly due to previous planning rules not protecting smaller hotel accommodation and suggested that this trend would continue. Housing was not affordable for young families and therefore an ageing demographic is perhaps unavoidable in the area.

Balancing Factors: Allows for downsizing, people attracted by higher values offered by developers, need to sell property inherited in order to share the asset between family members.

STOPPING POINT 3:

Possible development of Overcombe Car Park for housing was raised and had been considered in the past.

Opportunities: Owned by Dorset Council. Possible site for flats due to location near to services and sea front amenities. Possible windfall site? Use of Car Park may be increased by better signage on main access road/lower charges and restricted on-street parking?

Threats: Increased pressure of on-street parking around Overcombe leisure area, flood risk (has been an obstacle to past development) and the potential for flood protection measures to simply transfer the risk to adjacent housing areas.

Balancing factors: Loss of parking capacity versus meeting housing demand in a favoured location (access, local services, sea front location etc.)



STOPPING POINT 4:

Elm Park Play Area is a well-used leisure and amenity facility.

Opportunities: Retention and further development of the play area and adjacent amenity space. Preservation of open space for future generations. Local Green Space designation based upon amenity value. Adjacent Lodmoor nature area has SSSI protection.

Threats: Loss to development, note recent rejected planning application to build on the open space on the corner of Elm Close which had been opposed by local residents. Updating of housing stock and in-fill development will continue and hence there is a need to protect valued community space through Local Green Space designation.



Balancing Factors: Housing demand versus need for open space amenity for all age groups.

STOPPING POINT 5:

Noted the good mix of housing types along Oakbury Drive and roads off – houses, bungalows, flats, and varied design features. Three storey properties did not seem out of place and more should be expected. Noted contrasting identical 'Naval houses' on the high point to the west. Possibility that some bungalows further up the hill could be converted to houses. What is the proportion of second homes?

General question arose as to confusion over the precise size of Lorton Valley Nature Park – requires clarification. Discussion as to future use of covenanted(?) land along Oakbury Drive (green strip to west and wooded area to east).

Opportunities: In fill building and building of additional properties in gardens (densification), of some houses to flats. Improve amenity value of covenanted land to improve access and ensure greater use.

Threats: Over densification e.g. recent application for 6 houses on a bungalow plot at Kingsbere. Loss of open space (expiry of covenants?) if not protected – use Local Green Space designation?

Balancing Factors: Should we be building bungalows on steep inclines which often necessitate multiple step access from street level?

Costs of maintaining land set aside for amenity use? Voluntary community maintenance agreements? Life of covenants? To build on open space or retain as limited use space e.g. for biodiversity?

STOPPING POINT 6:

Importance for pedestrian access of cut through provision in residential areas. [Examples walked at Elm Close. Wyke Oliver Road (below), Telford Close, Overcombe Drive.]

On noting larger houses along Wyke Oliver Road it was suggested that we look for opportunities to convert larger houses to flats to help ease housing demand. Possible development site at Wyke Oliver Farm? On emerging from the cut through the less variable style but still low density housing was noted with the wide and expansive roads.



Opportunities: Ensure that suitable maintained and appropriately lit cut through pedestrian routes are considered as part of new developments. Suitable locations will help to discourage car usage e.g. short cut to shops, bus stop.

Threats: failure to make cut through provision due to safety concerns? What parameters do we need to set on 'densification'?



STOPPING POINT 7:

Important local services noted at Chalbury Corner (see comments under Point 1). Each shop appears to have ownership of the strip in front of that property although Chalbury stores is the only one to have hard surfaced the area for drive-in parking. Possible development area to the rear of these shops? [TF had to leave for another appointment].



Noted cycle routes and multiple bus routes in this area. Good example of appropriate planting scheme by WTC on the roundabout.

Opportunities: What is the optimum future use of the 'green' in front of the Chalbury shops? Parking? Protect for community use (LGS) e.g. past use for Christmas festivities.

Threats: Failure to establish preferred usage.

Balancing Factors: Conflict with owners/renters of shops, loss of amenity, failure to make optimum use of the area.

STOPPING POINT 8:

Viewed Telford Close leisure area noting separate fenced and dog free children’s play area, dog walking open space and recreational area with newly planted trees,



Also noted in the area a single property believed to have been empty for some time. This raised the question of a possible policy on long term empty property? What can we do within a neighbourhood plan? The limited use of solar panels in these residential areas was noted. How can the neighbourhood plan influence greater uptake?

Opportunities: Given the very large area used for dog exercising this raised the question of more diverse use of the site, mention being made of allotments, green gym, facilities for older children e.g. goal posts, climbing equipment and a fenced (dog free) relaxation area.

Threats: Loss of amenity due to under use arising from failure to meet the needs of a wider age/interest group. Loss of whole/part of large field to property development given the prime location.



Balancing Factors: Optimising use for the benefit of the whole community given the size of the area, costs of maintenance and lack of similar facilities in the immediate area. Does this area require LGS protection?

STOPPING POINT 9:

Noted the small informal garden area with seat at the top of Seven Acres Road which is owned and maintained by WTC.

Also area of open space adjacent to the bus stop near junction with Preston Road – establish ownership and possible use?

Note to check whether old farm cottages on east side of Seven Acres Road are within the Conservation Area.

Opportunity: Could the informal open spaces be better used? Multi uses e.g. add screened recycling facility for disposal of items not collected by doorstep collection.



Threats: Maintenance costs, environmental health concerns, litter, public nuisance, unsocial behaviour? Loss to development.

Balancing factors: Maximising potential use without creating additional nuisance problems/excessive maintenance costs.

STOPPING POINT 10:

Noted the SPAR, Hairdressers, Co-op and two Fish and Chip shops along with Bridge Inn and Spice Ship as important community services for locals, tourists from the caravan parks and passing trade.

Opportunities: Protection of the two pubs as Assets of Community Value or through policies to prevent loss to residential development. Note Grade II listing of Spice Ship.

PW noted the potential ‘land locked’ development site at the rear of the Co-Op store. **Important question** – Should we be identifying and evaluating the availability/accessibility of ‘land locked’ sites for residential or other development across the defined Neighbourhood Area?

Threats: Loss of community services to inappropriate development. Failure to identify unused derelict land that provides development opportunities for housing, jobs, leisure, etc.

Balancing Factors: Optimum use of development land in relation to local needs.

STOPPING POINT 11:

Noted the large scale Caravan Parks and extensive adjacent unused land. Need to determine land ownership?

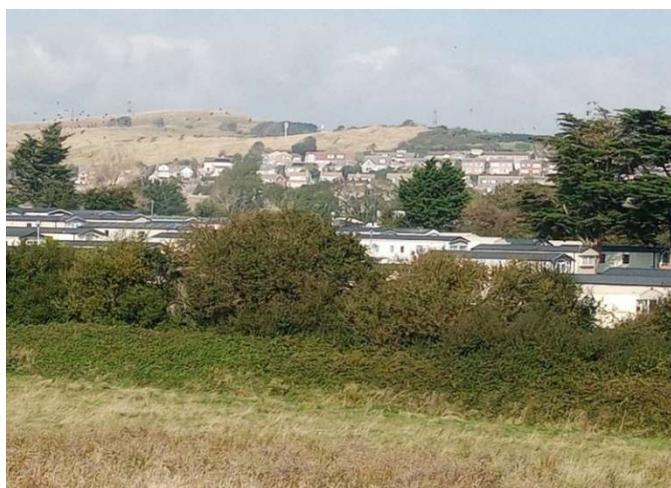


Opportunities: Benefit to local economy/housing need of all year round use of caravans, broader range of tourist accommodation such as glamping, lodges, touring caravans, sale of parts of site for permanent housing or park homes. Use of adjacent scrub land for more caravans, permanent housing, leisure space or conservation for biodiversity. Does year round occupation of caravans count as “new homes”?

Threats: Over development and associated pressure on infrastructure.

Balancing factors: Economic and employment benefits of tourism versus pressure on environment, services and infrastructure.

Use of caravans as permanent homes will evade Community Tax whilst making use of local support services e.g. refuse collection, emergency services, etc and local amenities. Possible additional pressure on other services such as medical and education and may create applications for re-housing due to changed circumstances of permanent use caravan occupants.



STOPPING POINT 12:

Multiple footpaths around Jordan Hill used by locals and tourists. Need to check status of public footpaths (DMMO)? Established hedges are important to conserve for reasons of biodiversity and as natural development boundaries. Noted leisure development at Bowleaze Cove and residential development along northern side of Bowleaze Coveway. Why has the field adjacent to the derelict barn not been developed?,



Opportunities: Access to open space for leisure through designation of new footpaths as public rights of way by demonstrating over 15 to 20 years use, maintenance of hedgerows as priority biodiversity habitat, economic benefit of further tourist facilities at Bowleaze Cove and residential development along Bowleaze Coveway. Encourage development of Grade I listed Riviera Hotel.



Threats: Under/over development, impact of coastal erosion (soft cliffs), negative impact on green/blue infrastructure.

Balancing Factors: Potential for overspill, economic and social benefits of permanent housing versus holiday homes.

STOPPING POINT 13:

Noted possible development site in field to the immediate east of the public cut through to Overcombe Drive.

Opportunities: Housing development in a prime location with pedestrian access from the residential area around Overcombe Drive.

Threats: No easy vehicle access.

Balancing Factors: Availability and accessibility of site.

STOPPING POINT 14:

Noted extensive tourist and leisure use of facilities around the Oasis.

Opportunities: Further development of retail outlets and concessions along the beach. Water sports development e.g. boat trips. Could the corner site above Overcombe Corner be developed?

Threats: Coastal erosion. Status of WTC ownership of land between Harvester pub and coast? Pressures created by on-street parking.

Balancing Factors: Economic benefits versus over-commercialisation of Jurassic Coast. Water sports concessions may be more suited further to the west near Lodmoor.

SUMMARY OF KEY POINTS

- Densification was on-going and inevitable given housing demand in the area although unaffordable for most young families
- Limited housing development potential existed e.g. car park at Overcombe Corner, some further three storey opportunities and conversion to flats.
- Retention of shops and local services is important and these provide most of the local employment
- There are several potential areas for designation as Local Green Space for recreation and amenity reasons.

Weymouth Neighbourhood Plan Steering Group
15th October 2021

Weymouth Neighbourhood Plan Walkabout: Rodwell

14th November 2021

Stop point: Bingleaves Green / Former Qinetiq / MoD development site

Site opportunities

- Is the green protected?
- Parts of the MoD site have been flattened – what might its future use be? Wind turbines?

Threats / Issues to the site

- Bank of land (up to Bingleaves Green) threatens the MoD site development.
- Development can't now move forward without financial backing.
- Likely increase in road traffic on Boot Hill and Rodwell Avenue to get access to the developed site.
- 'Underbarn' footpath below the green is still officially closed.

General notes

- Green is Dorset Council (DC)-owned.
- Juno Development is the developer on the MoD site but planning permission has lapsed.

Stop point: Brewers Reach development (part of the wider Brewers Quay development)

Site opportunities

- Halted development site could be turned to a rehabilitation / hydro centre.
- Section 106 (planning provision?) for a / the (Weymouth) museum in the main Brewers Quay building including in the planning permission (?).
- Could a Compulsory Purchase Order be used by DC or WTC to purchase the site?
- 'Walking Neighbourhood'? [Rob: can't remember the context of this note. Possibly to do with joining the different elements of the wider Brewers Quay development].

Threats to the site

- Development has stopped and is awaiting a new developer.

General notes

- Multi-use development site.

Stop point: Rodwell Allotment

Site opportunities

- Protect allotment and green space to the front.
- Green space to the front is DC-owned (?) – could be bought by Weymouth Town Council (WTC).

Threats to the site

General notes

Stop point: Rodwell Pre-school & adjacent Rodwell Play Area

Site opportunities

- More trees and make more wild including community bee hives for example.
- What do the community actually want to do with the play area space?
- Protect school site and green space.
- Alleyways in that area really join up the community and so are important for the walkability of the area. They should be protected (probably as a wider Neighbourhood Plan (NP) policy).

Threats to the site:

General notes:

Stop point: Chapelhay Precinct Shops

Site opportunities

- Better use could be made of space in between the shops: trees, benches, café seating area.

Threats / Issue to the site

- Parking (and cars) is a general issue in the area posing a risk to safety particularly for access to the green space in between the shops for play etc (safe access by children to green spaces in urban areas is an issue in other areas; e.g. Westham).

General notes:

- Precinct green is owned by Aster.

Stop point: Orion Road / Portwey Hospital / Love Lane

Site opportunities:

Threats / Issues to the site:

- Boot Hill traffic and associated air quality issues for people in surrounding houses.
- Traffic speed issues on Orion Road (but not on Love Lane!).

General notes:

Stop point: Old Weymouth Town Hall / Boot pub

Site opportunities:

- Are these Community Assets?
- The historic heart of Weymouth – a fact which is completely under-appreciated.

Threats to the site:

General notes:

Stop point: North Quay

Site opportunities:

- Restore the gardens on the perimeter.
- Could be an amazing community facility in the heart of old Weymouth.
- Re-route the main road behind the building.
- Inner harbour has potential all along its waters edge.

Threats / Issues to the site:

- To be demolished for 'posh' flats...with associated 'affordable' housing tucked round the back of town (former bowling alley site).
- 'Cliff' behind the North Quay building needs to be stabilised.

General notes:

Stop point: Housing Terrace (above and behind harbourside businesses)

Site opportunities:

- The oldest terrace in Weymouth (?).

Threats to the site:

General notes:

Stop point: Hope Square / Brewers Quay (former Groves Brewery building)

Site opportunities:

- Indoor attraction desperately needed in Weymouth particularly for bad weather.

Threats to the site:

- DC are trying to de-listed the building as a listed building.
- Weymouth Museum probably won't happen any time soon.

General notes:

- 31 buildings associated with Brewers Quay (development?).

Weymouth Neighbourhood Plan Walkabout - Sutton Poyntz and surrounding areas.

14th August 2021

Public Walkabout – Circular walk of **Sutton Poyntz** Neighbourhood Plan area. (Note - The Sutton Poyntz Neighbourhood Plan was adopted in May 2020; Weymouth Town Council is the Qualifying Body).

Purpose of Walkabout: Broadening understanding of Weymouth's distinctive areas. Learning from the Sutton Poyntz experience in producing a Neighbourhood Plan and carrying out walkabouts. Considering whether there are any additional opportunities for change to further the Weymouth NP Vision and Mission. Please note this is a first step investigative phase.

Jobs - Sites And Opportunities

Think about

- Shops, pubs, small businesses
- Where are the main employers located - Springhead
- How accessible are these locations – public, private transport inc cycling/walking.
- What variety and type of employment exists – seasonal, casual, zero hours, low pay

Are there any new employment opportunities ? (For this area within Character Area 3)

What employment does the SPNP protect?

What lessons can be learned?

List and Highlight on the map key employment sites and types of employment.

Housing

Think about

- What is the mix of homes in the area – owner-occupied / rented, flats, terraced, semi-detached, detached, second homes, size/number of bedrooms, traditional/innovative build, etc
- Are there brownfield sites?
- What land is considered suitable/designated for housing? Numbers, type, size, character.

What are the housing needs – smaller for downsizing, etc? (For this area within Character Area 3)

What does the SPNP protect?

What lessons can be learned?

List and Highlight on the map opportunities for housing change and housing sites to protect.

Local Neighbourhoods

Think about:

- What are the positive features and unique characteristics of this local neighbourhood – Lanes without footpaths, Silver Street, Mill Pond, interconnecting footpaths?
- Where, and how far, is the nearest Neighbourhood Centre for local facilities, shops and services
- dependence on Preston and Weymouth?

- What's available (entertainment, recreation, relaxation), shops (general store, specialist suppliers) and services (GP, dentist, hairdresser, post office)?
- Are there Heritage Conservation Areas, Listed Buildings, Community Assets, Landscape Features and distinctive neighbourhood characteristics – SP Conservation area, Mission Hall, Springhead?

What are the opportunities for further change? (For this area within Character Area 3)

What does the SPNP protect?

What lessons can be learned?

List and Highlight on the map key features of this local neighbourhood.

Landscape and Green Spaces

Think about

- What Open Gaps and Local Green Space have been designated Preston/SP open gap and Wessex Water/Village core LGS?
- Who uses these spaces and why?
- Who values the views and what makes them special
- What purpose do the spaces serve i.e. sport, recreation, contemplation
- Access to these locations on foot
- Short familiar walks with family, friends, dogs
- Important public and private gardens
- Important wildlife habitat and corridors - River Jordan/Osmington Brook, Wessex Water open space to the north.

Are there further opportunities for landscape and greenspace conservation/change? (For this area within Character Area 3)

What does the SPNP protect?

What lessons can be learned?

Highlight on the map the open spaces that people use for leisure and recreation and the use and importance to the community. What views within and looking out from the area do people value.

Sustainable Environments - Energy Efficiency and Zero Carbon

Think about

- Where people are trying to get to and from
- Bus stops, drop off points, public car parks, vehicle pinch points (Sutton Road gateway)
- Cycle and pedestrian routes, public footpaths, crossing points.
- Suitability of surfaces, low energy lighting, etc.
- Derelict or unused buildings. Brownfield sites.
- Energy generation and conservation options.
 - Use of renewable energy sources

What are the opportunities for sustainability change? (For this area within Character Area 3)

What does the SPNP protect?

What lessons can be learned?

Highlight on the map buildings that could be converted/improved, cycle routes, car parking areas/congestion points, public sites using renewable energy sources.

Additional Notes:

Route Points:

Start and Finish Springhead Pub (major employer) and Village Pond

White Horse Lane and view towards White Horse Hill

Historic village core and Waterworks (note Local Green Space designations)

Mission Hall Lane, Mission Hall and areas of Local Green Space

Plaisters Lane north and West Side housing development

Cartshed garage and bus stop

Public footpath along Puddledock Lane and south Puddledock 1980's housing

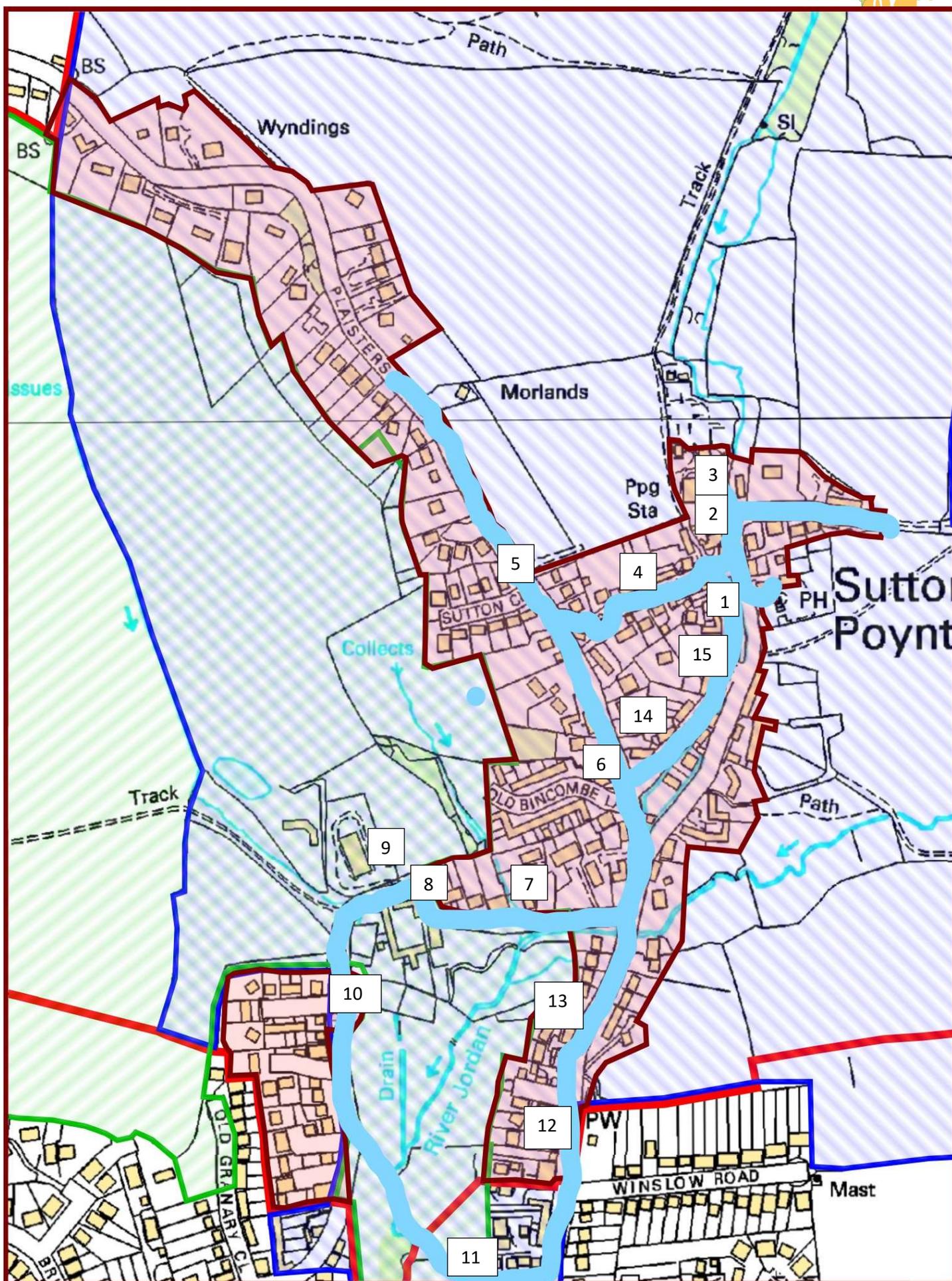
Footpath to Bridge Inn crossing the NP area boundary – option of Tea/Refreshments at Bridge Inn, Old Preston

Sutton Road and Gateway – noting traffic congestion issues.

Sutton Knap key view and back to Cartshed

Silver Street to the Village Pond/Northdown (note key view) and return to Springhead pub for debrief and optional refreshments.

Sutton Poyntz Circular Walk from the Springhead Pub



Weymouth Neighbourhood Plan Walk Report

Present: Cllr David Northam (Deputy Chair of Steering Group), Colin Marsh (Steering Group), Peter Dye (Steering Group Deputy), Cllr Anne Weaving (Steering Group), Phil Watts (Steering Group), Penny Quilter (Steering Group Deputy), Cllr Tony Ferrari (Weymouth Town Councillor for Preston Ward), 12 local residents (2 more joined half way round and 4 left at varying times along the way).

The Steering Group members and Councillors present introduced themselves. CM outlined the background and purpose of the visit which was primarily for members of the Weymouth Neighbourhood Plan Steering Group to become familiar with the area covered by the Sutton Poyntz Neighbourhood Plan, the issues that influenced policies within the latter and provide an opportunity for the public to engage with the Weymouth NP process and influence policy outcomes within that wider plan.

PD outlined the possible impact on the village particularly the proposed 'Call for Sites' and the fact that this would likely lead to development outside of the Defined Development Boundary.

It was noted that as the Neighbourhood Plan developed there would be disagreements and compromise would be necessary with the need to reach a consensus that would ultimately have to be supported by a majority at the referendum.

A level of concern amongst residents about the Weymouth Neighbourhood Plan undermining the Sutton Poyntz Neighbourhood Plan following the significant amount of work done by members of this community was expressed by members of the public to members of the Steering Group during the walkabout.

Stopping Point 1:

Noted that the Springhead Pub was the main employer in Sutton Poyntz and a key focal point of considerable social importance to the community.

Protection: Protection of the Springhead is covered by Sutton Poyntz Neighbourhood Plan policy SR1 (Protection of Community Assets) and Aspiration AP 5.6.1 (Registration as Assets of Community Value). The later needs to be enacted by the Qualifying Body Conservation Area designation.

Balancing Factors/Lessons Learned - The success of the pub business in recent years has created other issues such as vehicle access congestion and on street parking by the mill pond. An attempt had been made to address this with a Car Park policy; this had met with considerable resistance from the former local authority due to the perceived impact on the AONB and a more general policy within the Neighbourhood Plan had been rejected at the final submission stage by the Inspector.

Stopping Point 2:

Noted that a key characteristic of the area were the 'lanes' (White Horse Lane, Mission Hall Lane, Plaisters Lane and Puddledock Lane) which formed the backbone of the village and that the absence of raised pavements added to the distinctive character of the area. This character has been retained in the face of the significant development that has occurred in the last 40 years. A contrast was made with some of the later (1960s onwards) developments off Plaisters Lane and along south Puddledock Lane where these features had been incorporated. The community had expressed a preference for no formal pavements but with the need for modern street lighting in areas of future development. Members of the public raised the issue of the declining bus service and the inadequate road maintenance – neither can be addressed within Neighbourhood Plan policy but can be included as aspirations.

Protection – Pavements and lighting are covered by Policy GA 1.3 (under Transport Needs and New Development) of the Sutton Poyntz Neighbourhood Plan. Conservation Area designation.

Balancing Factors/Lessons Learned – Divided community opinion as to the need for street lights versus energy consumption and dark skies concerns.

Stopping Point 3:

Noted the Waterworks operational site and Local Green Space designation of Wessex Water land to the north which had been agreed by the landowner once the implications had been fully understood and caveats applied to the policy. This site raised the general issue of possible conversion of redundant industrial buildings for residential use. Small scale tourism had been proposed with local volunteers manning the waterworks museum and this had been rejected for reasons of risk liability associated with an operational site. This remained an aspiration (AP 5.2.4); several residents commented on the excellent co-operation from Wessex Water for educational group visits.

Protection – Local Green Space is covered by Policy BNE 2 of the Sutton Poyntz Neighbourhood Plan.

Balancing Factors/Lessons Learned – Where local green space is proposed ensure that landowners (particularly where private land is involved) are fully consulted at an early stage and that they and the community as a whole understand the implications and limitations of this designation.

Stopping Point 4:

On Mission Hall Lane it was noted that the route so far had been within the Historic Core Character Area (as defined within the Sutton Poyntz Neighbourhood Plan and Place Appraisal). The Mission Hall and Orchard at the rear are a vital and well used community facility for social interaction both within and by hirers from outside the village.

Protection - Protection of the Mission Hall is covered by Policy SR1(Protection of Community Assets) of the Sutton Poyntz Neighbourhood Plan and Aspiration AP 5.6.1 (Registration as Assets of Community Value) The Mill Pond, 'Village Green' and Mission Hall Orchard are protected as Local Green Space under Policy BNE 2. Conservation Area designation.

Balancing Factors/Lessons Learned - Transition from the Historic Core to more modern housing styles in the West Side and Plaisters Lane North Character Areas was noted. Also noted the loss of allotments along Mission Hall Lane to meet housing needs and use of a site at the western end where a relatively recent house build had replaced a former garage site.

Stopping Point 5:

Discussed key views towards the Chalk Escarpment of the AONB and how these had been blocked by an access gate.

Protection – Communities should discuss opportunities for identifying key views within and into the defined Neighbourhood Area. See Policy H & P 3.1 of the Sutton Poyntz Neighbourhood Plan. AONB and Conservation Area designation.

Balancing Factors/Lessons Learned – Ensure that chosen views are based upon those of importance to the whole community and not restricted to individual preferences. Recognise that key views can be compromised by the legitimate actions of a landowner such as for security reasons

Stopping Point 6:

The group viewed housing along Old Bincombe Lane built in the 1970's for workers from the Winfrith site and some member of the public considered this to be well designed as a result of the 'village' employing the services of an architect at the time. It was recognised that different viewpoints existed and may well change over time regarding style, for example the preference for locally quarried stone against modern cut stone substitutes

Discussed affordable housing provision and the need for smaller homes of 1-2 bedroom size to allow for downsizing and free up larger family homes. One villager commented on the need for more affordable housing.

Flooding in this area was mentioned and attention drawn to the policy within the Sutton Poyntz Neighbourhood Plan regarding control of surface water run-off from properties which collected in the zoned flood areas in the valley bottom.

Protection – Sutton Poyntz Neighbourhood Plan policy H&P 2 Housing Numbers and Size and H&P 4 Flood Prevention.

Balancing Factors/Lessons Learned - Contrast the wide road and green verges with the cut stone and pavements.

Identifying adequate capacity for new build within the Defined Development Boundary versus pressure to build outside of this. The Sutton Poyntz Steering Group had decided not to issue a 'Call for Sites' following consultation with stakeholders.

Stopping Point 7:

Puddledock Lane is part of the Historic Core and along with the listed Sutton House is interspersed with small scale 1980's residential developments. The Green Corridor which follows the stream in this area is important for its biodiversity value. Attempt to include Local Green Space as designated buffer zones whilst accepted by the local authority at formal consultation were rejected by the Inspector on the grounds that adequate protection already existed and the focus on wildlife as the reason for designation was not sufficiently persuasive.

Protection - Sutton Pony Neighbourhood Plan policies BNE 1.3 and 1.4 relating to impact of development within the Green Corridor. Conservation Area designation.

Balancing Factors/Lessons Learned - Ensure that the scope, impact (e.g. financial impact for private landowners) and reasons for potential designations as Local Green Space are fully understood by all parties and that consultation takes place at a very early stage in the process. The criteria for designation of LGS need to be fully understood and communicated prior to identification of possible sites. It is important to make clear the distinction between LGS and open space

Stopping Point 8:

Noted attractive architectural design of Puddledock Cottages (1890). Discussed experience of designated and non-designated Heritage Assets listing and the concerns raised by homeowners.

Protection - In Conservation areas such as this consider a detailed conservation area assessment as opposed to a higher level overview in order that it is clear precisely which building and features the community wish to conserve. Recognise that owners and neighbouring property owners will have concerns as to restrictions and the impact on property values of any form of listing. An option for Weymouth to consider is appropriate protections under Designated Buildings of Townscape Merit and an Article 4 direction to remove permitted development rights.

Balancing Factors/Lessons Learned - Ensure that the scope, impact (e.g. financial impact for private landowners) and reasons for potential designations are fully understood by both parties and that consultation takes place at a very early stage in the process. The criteria for designation need to be fully understood and communicated prior to identification of possible sites.

Stopping Point 9:

Noted open views to the semi-distant valley farmland and Plaisters Lane to the north of Puddledock Lane and the east of Sutton Farm. Raised the question of the protection offered by the Important Open Gap designation.

Protection - Important Open Gap and Conservation Area designations. Sutton Poyntz Neighbourhood Plan Policy H & P 3 Key Views (View 4 from the path below Chalbury Hillfort).

Balancing Factors/Lessons Learned - Pressure of housing demand on land outside the Defined Development Boundary. Implications of Littlemoor decision on designated protection?

Stopping Point 10:

This is the Puddledock South Character Area where the non-adopted farm track that forms part of Puddledock Lane and which originally led to open fields (now a large housing estate in Preston) becomes a tarmac road surface with pavements (undertaken in the 1980's after the building of Sunnyfields) and with modern housing on the western side dating mainly from the early 1980's interspersed with occasional 18th/19th century agricultural dwellings. Also noted the 'Green Wedge' of the Important Open Gap at Willowbank Farm (not a working farm) which was considered for Local Green Space designation and advised against as not meeting the criteria by the consultants to the Sutton Poyntz Neighbourhood Plan Steering Group. This protection is considered to be fragile but vital in providing the last remaining open space that truly defines the villages of Sutton Poyntz and Preston.

Protection - Important Open Gap and Conservation Area designations.

Balancing Factors/Lessons Learned - Consider the scope and strength of multiple designations? What additional protection will be afforded? Does this meet the needs of the community? Ensure that the criteria for Local Green Space – size of area, proximity to the community and value to the community as a whole (beauty or historical or amenity or wildlife) are satisfied.

Stopping Point 11:

Followed the Sutton Poyntz Neighbourhood Area boundary down an historical track into old Preston to the Bridge Inn noting the character of this much extended 18th century? building, the older former agricultural cottages opposite and the more distant Roman Bridge (probably medieval).

Protection - Conservation Area designation.

Balancing Factors/Lessons Learned - Consider protection of the Bridge Inn as a community pub also much used by tourists from the local Caravan Parks. Importance of small scale tourism to the local economy.

Stopping Point 12:

The walk continued via the historical back paths of old Preston with its tucked away cottages and gardens to Sutton Road turning north back towards Sutton Poyntz. Sutton Road itself retains remnants of the appearance of the characteristic lanes, being unpaved, despite the mixed housing that has been built here since the 1920's and which has increasingly brought with it high levels of on-street parking. Side roads opposite consist of later mixed housing with wider roads and pavement access. This is the Gateway Character Area. Note remaining buildings of significance such as the former Methodist Chapel and Old

Bakery, both now converted to residential use. Contrast was made with the dominant three storey buildings on the high ground opposite. One SG member raised the issue of a village shop. This had been supported by a small majority in the village Stage 2 survey, those opposing it generally being concerned about the viability as a business given the strong local provision (Co-op and SPAR). A pop up shop in existing premises such as the pub selling local produce and manned by volunteers was considered the only viable option.

The low number of Solar Panels on roof tops was noted. There was no apparent appetite within the community at the time to include renewable energy in the Neighbourhood Plan based upon the Stage 1 survey.

Protection - Conservation Area designation (part). Sutton Poyntz Neighbourhood Plan Policy GA2 and Aspiration AP 5.3.3 (On-street Traffic Congestion) and 5.2.1(village shop)

Balancing Factors/Lessons Learned – How to reduce dependence on the motor car with the increasing loss of public transport services was highlighted. Walking along the road highlighted pedestrian access conflict with car usage. Congestion resulted from the creation of a single traffic lane. Extensive discussions had taken place with Dorset Council Highways Department regarding traffic control measures when collecting evidence for the Sutton Poyntz Neighbourhood Plan. Consider the effectiveness of psychological measures versus signs and other passive traffic control measures which were not favoured by the community. Impact of multi-storey modern housing versus demand for housing space.

Provision of a shop has to consider viability given the very good local provision (Co-op and SPAR) and potential competition with these businesses which have significant local loyalty. Uncertainty over sufficient sustainable volunteer cover for a pop up shop and securing suitable premises.

Solar Panels were discussed. Visual impact and capital cost were the two main factors influencing this and some members of the public present commented on prohibitive initial cost, it also being noted that energy tariffs had been removed. In discussion the question was raised as to the increased costs of installing renewable energy sources during construction versus longer term energy bill savings.

The temporary (?) loss of the village bus service was noted and Cllr Northam made reference to the Dorset Council bus survey and agreed to forward the web link to CM for distribution. It was recognised that it would take a significant change in personal attitude to move away from reliance on the private car and that financial support alone would not necessarily be sufficient.

Stopping Point 13:

Continue north to the old Evangelical Church (currently undergoing conversion to a residential property and a first test of the application of Sutton Poyntz Neighbourhood Plan policies?) and the key view from Sutton Knap. In an early 21st century small development off Sutton Road a resident commented that the demolition of two bungalows was originally to be replaced by three houses allowing for an open view at the end of the cul-de-sac but this had been occupied by an additional property following amended plans. It was mentioned that in this area there were a number of individual houses without architectural merit that could be demolished to make way for two homes to be built on the same site.

Protection – Conservation Area designation, Sutton Poyntz Neighbourhood Plan Policy H&P 2 (Housing Numbers and Size) and H&P 3 (Key view 3).

Balancing Factors/Lessons Learned – Policies being ‘trumped’ by the Local Plan e.g. Charging Points? Acceptable density of building within the Defined Development Boundary.

Stopping Point 14:

Entrance to Silver Street (a narrow lane probably of medieval origin). Discussion on how this important historical route could be protected as a street rather than the specific properties along that street. Noted the two listed buildings along here, one very large house now used as a second/holiday home.

Protection – Conservation Area designation. Aspiration 5.4.3 of the Sutton Poyntz Neighbourhood Plan – production of a list of locally important heritage assets; requires action by the qualifying body.

Balancing Factors/Lessons Learned – Concerns of owners of properties as to the impact on values of properties of non-designated heritage listing. Impact of non-occupancy of second homes versus housing demand versus viable planning policies to address this issue e.g. St Ives policy.

Stopping Point 15:

The walk finished at the stone bridge at the south end of the mill pond whilst noting the key view across the temporary car park used by the Springhead pub and which had been favoured by a small majority of the community in a written survey as a permanent location for a village car park.

The walk ended at this point. An opportunity was provided to make any final comments and submit any individual notes. CM and DN thanked all of those present for their attendance and CM agreed to compile summary notes for the Steering Group.

Protection – Conservation Area designation, Sutton Poyntz Neighbourhood Plan policies H&P 3 (key view 1 and 2) and BNE 2 (Local Green Space designation).

Balancing Factors/Lessons Learned – Unsightly on-street car parking with the associated congestion and access difficulties versus a permanent car park. Availability of a suitable and available site for the latter. Challenge of environmental impact on the AONB versus environmentally friendly construction and screening.

Weymouth Neighbourhood Plan Walkabout: Westham

30th October 2021

Attendee: Rob C (lead), 5 residents (4 providing contact details), Alex Fuhrmann (councillor), Ryan Hope (councillor), Justine (councillor), Lara, Penny, Graham, Phil, Penny, David (for some)

Stop point: Moonfleet Indoor Bowling Club & Marsh Playing Fields

Site opportunities / strengths

- More public use of what is a large facility; e.g. skatepark and parcour which will be built adjacent to bowls building.
- Basketball court & children's play area.
- Protect as green space. Important community recreation space.
- Community orchard area.
- Talks between community and Moonfleet Bowls Club to increase community use.

Threats to the site

- Surface water flooding at 'edges'.

General notes

- <http://weymouthindoorbowlingclub.co.uk>. Chris Marr is the manager (?). CIC?
- Friends of the Marsh group pursue the best interests of the Marsh (www.facebook.com/FriendsOfTheMarsh)

Stop point: Weymouth Swimming Pool & Fitness Centre

Site opportunities

- In good condition and not under immediate threat currently but needs investment. Long term future therefore uncertain.
- Important sports and recreation facility.

Threats to the site

- Centre is loss-making apparently and is not subsidised by DC
- Protect swimming pool / vital local community facility for swimming lessons.

General notes

- www.everyoneactive.com/centre/weymouth-swimming-pool-and-fitness-centre/
- Dorset Council-owned; Sport & Leisure Management (SLM) managed

Stop point: Former Adelaide pub / Gimletts Hardware shop / Hells Kitchen / Ebenezer Church (Abbotsbury Road)

Site opportunities / Strengths

- Potential development of the former Daniel's commercial unit (and adjacent units; e.g. Hells Kitchen) to residential properties.
- Waverley community centre (owned by East Borough). Contains a community café and the Nest Social Supermarket.
- Gimletts was established before WWII.
- Local shops are surviving on Abbotsbury Road.

Threats to the site

- Parking opportunities on Abbotsbury Road are limited threatening shop usage.
- Shops changing to residential.
- Some properties (shops?) remain in private ownership.
- Not many trees.

General notes

- Florist, Locksmith, Gimblets hardware, furniture shop, Spa convenience shop.

Stop point: Cromwell Road / Beechcroft

Site opportunities

- More allotments (prompted by a discussion about the allotments next to Beechcroft Primary School).
- 'Infill' to increase housing density?
- Good walking access to local primary school – Beechcroft.

Threats / Issues to the site

- Victorian terraces on Cromwell Road are not listed.
- Allotments at back of Beechcroft School partially utilised.

General notes

Stop point: Links Road (near entrance to Golf Course) & Westham Estate

Site opportunities

- Public footpath around the whole golf course site.
- Development of land at the end of long back gardens between Sussex Road and Norfolk Road. Could also be developed as a green corridor for wildlife, growing and play too.
- Can green spaces with at least one tree on be protected with TPOs?
- Bus service through estate?

Threats to the site

- Field to the right of the Ridgeway Centre known as the Links Road Open Space. Needs protecting. Pathway and benches have been requested.
- Safe access for children to small green spaces because they are surrounded by roads (e.g. the green space at the top of Hereford Road which is owned by Aster).
- Large proportion of rented homes managed by Aster. Unfortunately high proportion of homes not all maintained to high standards.

General notes

Stop point: Conifers / DFRS / Hospital

Site opportunities

- Radipole Lane spaced out bungalows could have additional residential units as infill and on the unused garden space particularly for social housing. Site owned by Aster.
- Green in same estate needs preserving.
- Estate could be a co-housing site.

Threats to the site

- DFRS community facility does not currently have a tenant to run it. Would need a suitable CIC-type tenant with a committee and money (if, indeed, the tenancy is up for grabs).
- Scout Hut (Granby Close) cannot use its outdoor area for camping because of fears about proximity to houses.

General notes

Stop point: Tollerdown Road

Site opportunities

- Preservation of overgrown green space near medical centre.

- Better use of large fenced off flood management area just inside new Fiveways development. Higher 'tiers' could be used by community.
- Discussion about whether Lynch Lane land should all be housing and existing businesses relocated to Granby Estate?

Threats to the site

General notes

Stop point: Admiral Hardy

Site opportunities

Threats to the site

- Only pub in Westham.
- Protect large allotment

General Notes

- Co-housing opportunities with Westham estate.
- Preservation of allotments.
- Improving access to green parcels of land in Westham estate.
- Two large graveyards in Westham.
- Chickerell Road from Admiral Hardy to town is not inside Westham East (?) ward.
- Westham Community Group is useful vehicle to engage Westham community.
- Proactive councillors in Gill Taylor, Ryan Hope, Alex Furhman, Christine James and David Harris.

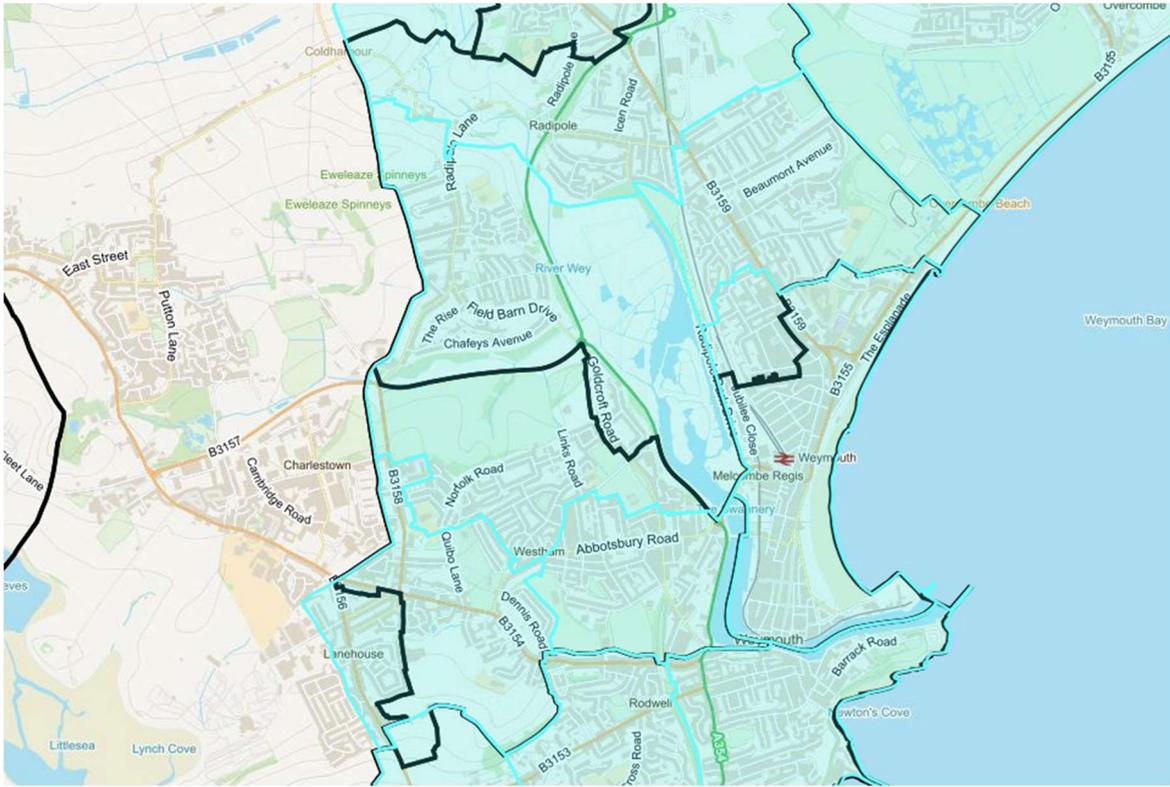
Future walk ideas / considerations, follow-ups etc

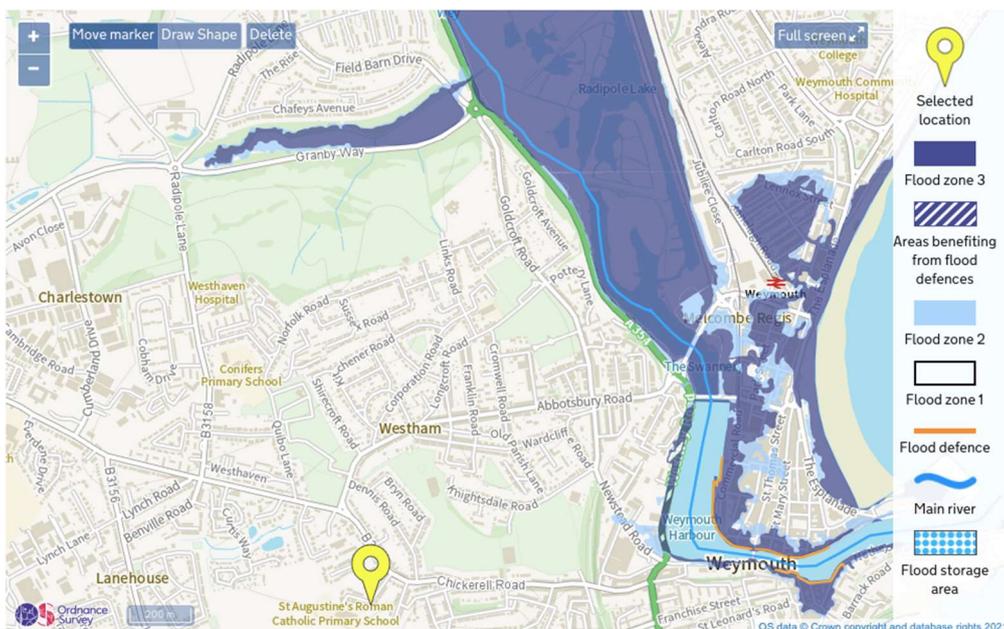
- Additional more localised and shorter walks; e.g. north of the ward (Southill) and east of the ward (Goldcroft Road and Pottery Lane).

Route description (and stop points):

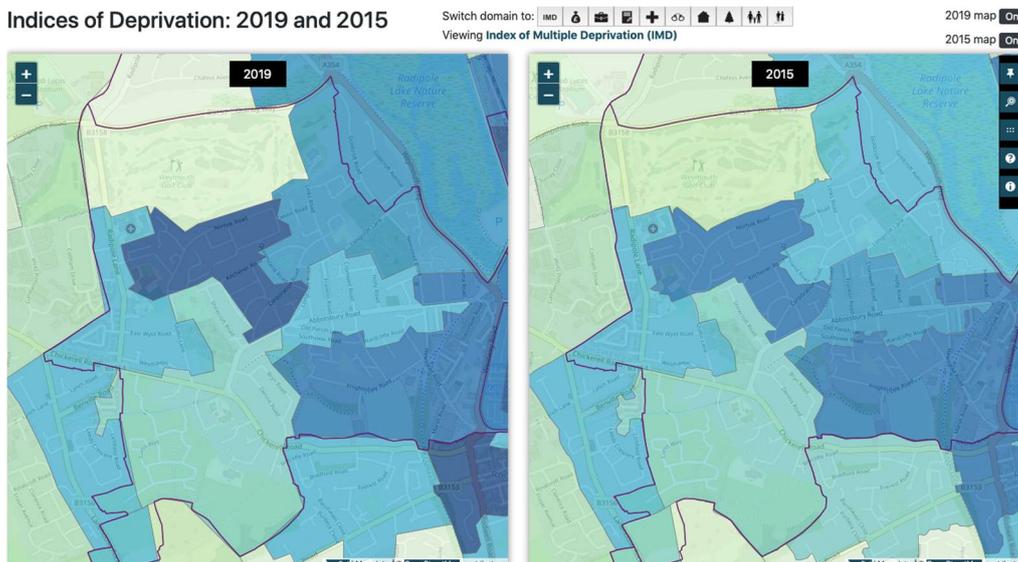
1. Start at the Moonfleet.
2. Walk through the Marsh to **Londis (stop)** via the **swimming pool (stop)**.
3. Turn right at Londis up the Abbotsbury Road to **Cromwell Road (stop)**.
4. Go to the **end of Cromwell Road (stop)** then turn left and first right onto Links Road.
5. To the end of Links Road to the **Golf Course (stop)**.
6. Back onto Devon Road, along to Norfolk Road and round to Hereford Road to **Radipole Lane (stop)**.
7. Down Radipole Lane to **Fiveways (stop)**.
8. Across to and down Benville Road, left onto **Lanehouse (stop)** then right into the estate behind St Edmunds church (or shortcut down Tollerdown on Benville).
9. Wiggle through the estate into the new **Fiveways development near Coop (stop)**.
10. Head for Westdowne Close and onto the Chickerell Road turning right towards the **Admiral Hardy (stop)**.
11. Continue down the Chickerell Road to **STEPS (stop)**.
12. Cut down the side of STEPS back to the Moonfleet.







Indices of Deprivation: 2019 and 2015



1. Ordnance Survey (<https://osmaps.ordnancesurvey.co.uk/>) mapping tool for route.
2. DorsetExplorer (<https://explorer.geowessex.com>) ward boundaries for Westham (DC / black) & Westham North, East & West (WTC / blue).
3. DorsetExplorer showing Environment Agency (EA) Live Flood Water Data layers of EA Surface Water Risk Depths of 0.1%, 1% and 3.3% (in increasing dark shades of blue). The percentages are the % likelihood of a downpour in a year causing the associated level of surface water flooding.
4. Index of Multiple Deprivation (IMD) map (http://dclgapps.communities.gov.uk/imd/iod_index.html).

Multiple deprivation index

- Income. (22.5%)
- Employment. (22.5%)
- Education. (13.5%)
- Health. (13.5%)
- Crime. (9.3%)
- Barriers to Housing and Services. (9.3%)
- Living Environment. (9.3%)

