

Joint Local Plan Review for West Dorset, Weymouth and Portland

CROSSWAYS BACKGROUND PAPER
PREFERRED OPTIONS CONSULTATION VERSION

AUGUST 2018

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1. Introduction

PURPOSE OF BACKGROUND PAPER

- 1.1 This document is one of a number of background papers produced to support the West Dorset, Weymouth & Portland Local Plan Review.
- 1.2 This paper provides information about:
 - the approach taken to the future development in the village of Crossways;
 - details of current and previous development;
 - rates of growth and how this might change in the future.
- 1.3 The paper also gives details of the site selection process including detailed considerations of environmental constraints in the area.

LOCAL PLAN AND THE REVIEW

- 1.4 In October 2015, West Dorset District Council and Weymouth & Portland Borough Council adopted their Joint Local Plan. The Local Plan sets out a long-term planning strategy for the area and includes detailed policies and site proposals for housing, employment, leisure and infrastructure. The adopted Local Plan is the main basis for making decisions on planning applications.
- 1.5 In his report on the examination of the Joint Local Plan¹, the Inspector indicated that he considered it to be *"imperative that an early review is undertaken"* and that the review should be in place by 2021. The objective of the review is to identify additional housing land capable of meeting housing need to 2036, identify a long-term strategy for development in the Dorchester area; and reappraise housing provision in Sherborne.
- 1.6 Although one of the key objectives is to identify a long-term strategy for development in the Dorchester area and reappraise housing provision in Sherborne, the Local Plan review will be considering available land to meet housing needs to 2036. There is therefore a need to ensure growth at other settlements including Crossways, is sufficient to meet needs over this longer-term period.
- 1.7 If a review is absent, or the Local Plan becomes silent or out of date because of a lack of progress, the presumption in favour of sustainable development applies and the councils would have less control in determining where development goes. Failure to undertake a review or even start it promptly would be likely to increase the risk of developers submitting planning applications at an early stage.

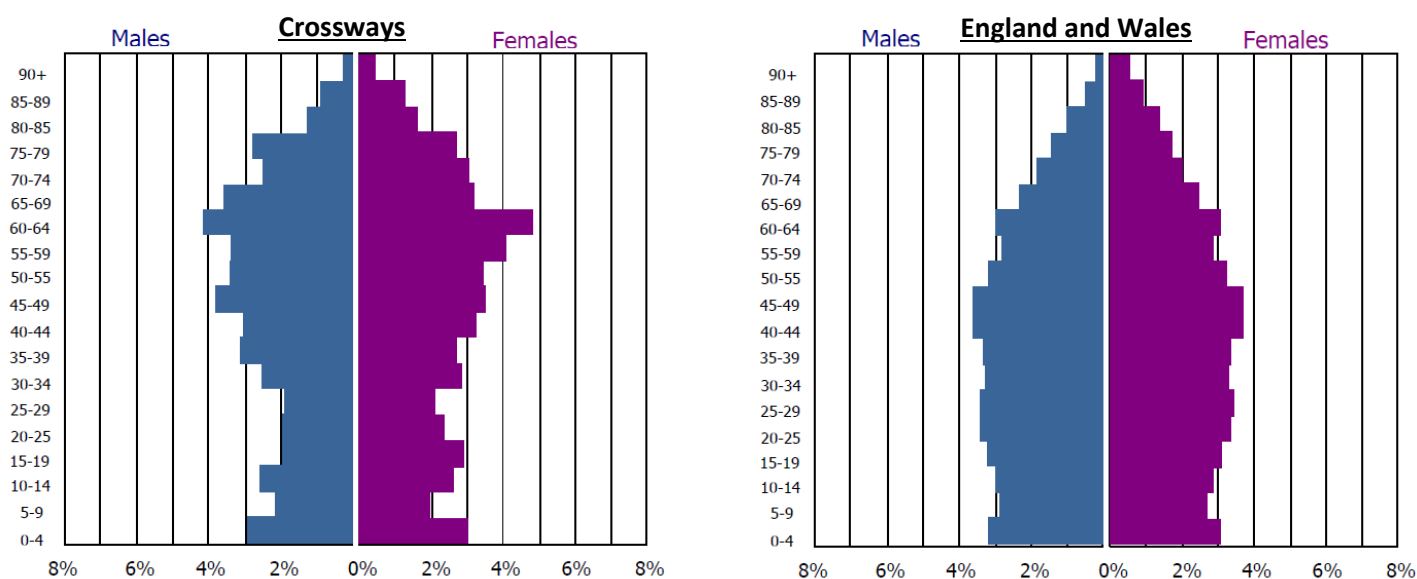
¹ Report to West Dorset, Weymouth and Portland Councils by Paul Crysell, The Planning Inspectorate, August 2015

- 1.8 At the same time as the review is underway there are opportunities to clarify the interpretation of existing policies.

2. Crossways in Context

- 2.1 The area now occupied by Crossways village was formerly an RAF fighter airbase. This airbase, known as RAF Warmwell, played an important role during the Second World War.
- 2.2 The village sits on the Weymouth to London (Waterloo) railway line approximately 6 miles to the east of Dorchester. Moreton railway station is located in Purbeck district just to the north east of the village. The village acts as a dormitory for Dorchester and towns further to the east. Although the village hosts a number of facilities such as a primary school, shop and doctors' surgery, it relies on Dorchester for many higher level services.
- 2.3 Crossways parish has a population of 2,267 (2011 Census). The population profile is shown in the population pyramid in Figure 2.1. This shows a higher proportion of older residents than nationally, and a lower proportion in the younger age range. A particularly notable difference is the low proportion of 15 to 34 year olds.

Figure 2.1: Population profile - Crossways



Source: Census 2011

- 2.4 Areas around the village hold an important resource of sand and gravel. Much of the resource around the village has already been extracted with further areas proposed for extraction in the County Minerals Sites Plan².

² Dorset County Council, Minerals Sites Plan

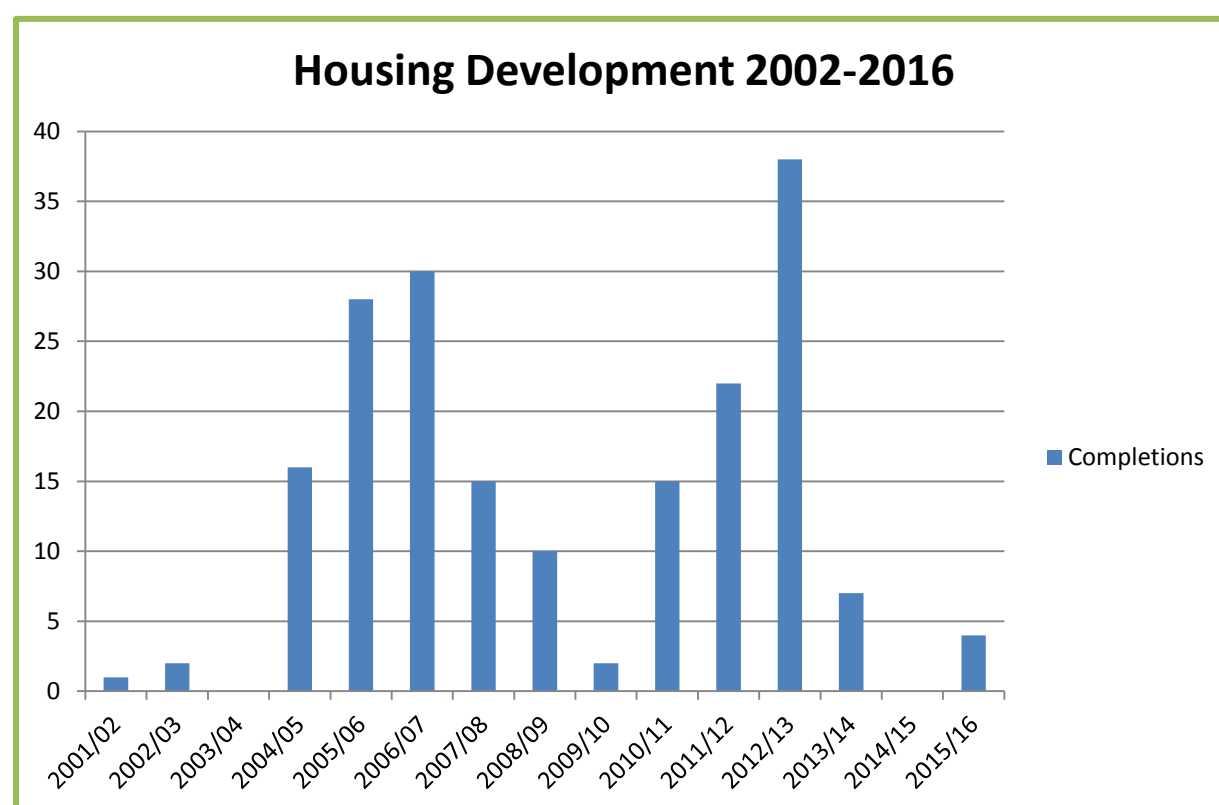
3. Background to the growth of Crossways

- 3.1 The population of the village of Crossways has grown by around 21% since the 1991 Census from a base of 1,950 residents. The most recent population estimates put the population of the village at 2,363 persons³.
- 3.2 Over the past 16 years, approximately 193 dwellings have been built in the village. Figures 3.1 and 3.2 show how these dwellings have been delivered over time.

Figure 3.1: Housing Completions - Crossways

97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
-	-	-	-	1	2	0	16	28	30	15
08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	TOTAL	
10	2	15	22	38	7	0	4	3	193	

Figure 3.2: Development at Crossways



- 3.3 With the local plan allocation south of Warmwell Road and the additional sites that have been granted permission in the village, it is anticipated that around 350 new dwellings will be built over the coming five-year period.

³ 2012 Mid Year Estimates, ONS

- 3.4 No affordable dwellings have been built in the village over the past five years, however this is likely to change over the next five years as the new planning permissions and the allocated site are built.
- 3.5 At the 1st April 2017, planning permission existed for a total of 155 dwellings around the village, all of which are expected to be delivered by 2022. The main sites are:
- Land at Frome Valley Road – 85 dwellings
 - Adjacent to Oaklands Park, Warmwell Road – 49 dwellings
 - Crossways Garage, Warmwell Road – 10 dwellings
 - Junction of Warmwell Road and Dick o' the Banks Road – 5 dwellings

4. Current Local Plan for Crossways

- 4.1 The adopted local plan identifies Crossways as a focus for growth outside the main towns of Dorchester and Weymouth. Policy SUS2 of the local plan indicates that a larger proportion of growth is to be directed towards the larger more sustainable settlements within the settlement hierarchy, including Crossways.
- 4.2 Due to its proximity to the West Dorset – Purbeck boundary, any growth at the village will help meet needs arising from both local authority areas. It is noted in the adopted local plan that there is a need to work closely with Purbeck District Council and other organisations to arrive at the most appropriate solution to meet the housing needs of the area.
- 4.3 In preparation of the adopted local plan, a number of sites around the village were considered including:
- Land to the north between the existing village and the railway line, connecting to Moreton railway station;
 - Land to the south-east, east of Warmwell Road with the potential to focus community facilities in a more central location; and
 - Land to the south-west, on the southern side of the link road segregated from the main part of the village but offering a good location for employment uses.
- 4.4 The site to the south-east was the only site allocated in the adopted local plan for a mixed-use development. This site should bring forward 3.5 Ha of employment land and community uses (e.g. a new village hall) alongside the delivery of around 500 new homes. It is also important that the development of the site improves connections to the railway station along Warmwell Road. Figure 4.1 below provides further information about the existing development site allocation in Crossways.

Figure 4.1: Current allocated sites in Crossways

ALLOCATION	USE/UNITS	STATUS	DELIVERY
Land South of Warmwell Road (CRS1)	Up to 500 Residential Units, 3.5ha of employment land	Planning application approved, subject to a legal agreement.	Complete by 2026.

- 4.5 In addition to the allocation in the adopted local plan, the Purbeck Local Plan Review identifies the Moreton / Crossways area as a location for additional growth. The latest consultation material⁴ for the Purbeck Local Plan Review includes options for between 440 and 600 new homes within Purbeck district.

⁴ Purbeck Local Plan Review: New Homes for Purbeck consultation, January 2018

5. Constraints

- 5.1 The areas around Crossways village are relatively unconstrained (Map 1). The main environmental designations relate to the protected heathlands to the southwest of the built up area of the village and several nearby sites of nature conservation interest. There are also a number of listed structures and scheduled monuments within 2km of the village.

LANDSCAPE

- 5.2 National policy puts an emphasis on the protection and enhancement of designated landscapes. In particular, the 2018 National Planning Policy Framework (NPPF) states that "*Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues.*"
- 5.3 Although the Dorset Area of Outstanding Natural Beauty (AONB) stretches along the coast to the south of Crossways, the village itself is outside of the area covered by the designation and as such it is not given the same level of protection.
- 5.4 The village of Crossways falls within the Crossways Gravel Plateau Landscape Character Area (LCA). Within this LCA the settlement pattern is characterised by small villages, isolated farms and occasional isolated houses. Crossways is the largest of these villages occupying an open location on the flat river terrace. The area is mostly rural but has been impacted upon by urban fringe type development and extensive minerals workings. The key characteristics of the area include:
- Large-scale, wide views across the Frome Valley contrasted by the more intimate wooded areas and undulating land to the east;
 - Irregular shaped blocks of mixed woodland. Streams often associated with woodlands and small ponds;
 - Small scale irregular shaped fields with a mix of arable and pasture farming bounded by thick, mixed hedging;
 - Gorse and bracken found in hedgerows give a heathland feel even though very few patches of heathland remain intact.

HERITAGE ASSETS

- 5.5 In relation to the historic environment, the 2018 NPPF recognises that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance.
- 5.6 The heritage assets in the immediate vicinity of Crossways village include:

- The Frampton Arms grade II listed mid 19th Century public house;
- The grade II listed stable buildings at rear of the Frampton Arms;
- Earthworks in Bowley's Plantation scheduled monument which form part of a wider enclosure;
- The bowl barrow south of Tinker's Barrow Plantation scheduled monument; and
- Huck Barrow in Knighton Heath Wood scheduled monument.

5.7 The village of Crossways does not have a conservation area and there are no listed structures within the village itself. There is however, a collection of listed structures associated with the remains of Woodsford Farm and Manor House approximately 1.5 km to the north of the village on the northern side of the railway line. These listed structures include the grade I Woodsford Castle and the grade II Church of St John the Baptist along with a number of other listed residential and farm buildings.

BIODIVERSITY

- 5.8 National policy highlights the importance of safeguarding local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity. It also indicates that plans should identify and pursue opportunities for securing measurable net gains in biodiversity.
- 5.9 In the vicinity of Crossways are several internationally designated wildlife sites that form part of the Dorset Heathlands Special Protection Area (SPA), the Dorset Heaths Special Area of Conservation (SAC) and the Dorset Heathlands Ramsar site. The specific areas, also designated as Sites of Special Scientific Interest (SSSI), include Warmwell Heath SSSI, just over 700m to the south west of the current village and Winfrith Heath SSSI, just over 2km to the south east.
- 5.10 Heathland habitat and the species it supports, is particularly vulnerable to urbanising effects of development in close proximity to it. The main issue relates to disturbance of ground nesting birds by domestic pets, wild fires and impacts associated with recreation. To minimise these negative impacts, development is not permitted within 400m of heathland sites, and any sites within 5km need to provide appropriate mitigation usually in the form of suitable alternative natural greenspace (SANGs) for recreation purposes. The whole of Crossways village is within the 5km mitigation zone where adequate SANGs provision would be required as part of the development or a contribution taken towards provision off site.
- 5.11 In addition to the above sites, there are a number of locally designated Sites of Nature Conservation Interest (SNCI) in the Crossways area. These include:
- Skippet Heath – A flat area of acidic heath;
 - Mount Skippet – A site of varied habitats with a good flora and invertebrate fauna; and
 - Outer Heath – A small remnant of heath with a good flora.

FLOOD RISK

- 5.12 National policy states that “inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk...” through the application of the Sequential Test. The aim of the sequential test is to steer development to areas with the lowest probability of flooding of any form.
- 5.13 In addition to the risk from surface water flooding, areas around 1km to the south of the village are at risk of fluvial flooding.

AGRICULTURAL AND PREVIOUSLY DEVELOPED LAND

- 5.14 The 2012 NPPF stated that local planning authorities should “take into account the economic and other benefits of the best and most versatile agricultural land.⁵” And where development on agricultural land is necessary “seek to use areas of poorer quality land in preference to that of a higher quality.”
- 5.15 Agricultural land is classified as grades 1 to 5. Best and most versatile agricultural land is considered to be land classified as grade 1, grade 2 and grade 3. The land immediately adjacent to the village of Crossways is classified as grade 3 agricultural land.
- 5.16 In relation to pollution and previously developed land the 2012 NPPF stated that “the aim should be to minimise pollution and other adverse impacts on the local and natural environment⁶” and that policies should “encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.⁷”
- 5.17 In the Crossways area there are extensive minerals workings, some of which have been worked out or are currently being worked. These areas will be subject to a restoration scheme and therefore once restored, are considered as not being previously developed. There is little other previously developed land within the village which doesn’t have a viable existing use.
- 5.18 The whole of the Crossways area falls within the minerals safeguarding area designated in the County Minerals Strategy. The policy⁸ states that proposals for non-mineral development will be resisted “*unless it can be demonstrated that the sterilisation of proven mineral resources will not occur*” or where it cannot be demonstrated “*prior extraction will be sought where practicable and where it would not leave the site incapable of non-mineral use.*” In addition, the draft County Minerals Sites Plan proposes a ‘Sand and Gravel Area of Search’ with the aim of maintaining an appropriate level of supply.
- 5.19 Neither of the above minerals policies prevent non-minerals developments, however there may be a need for sites to extract the mineral resource prior to development taking place.

⁵ Para 112, National Planning Policy Framework, DCLG, March 2012

⁶ Para 110, National Planning Policy Framework, DCLG, March 2012

⁷ Para 111, National Planning Policy Framework, DCLG, March 2012

⁸ Policy SG1 – Minerals Safeguarding Area, Bournemouth, Dorset & Poole Minerals Strategy (2014)

TRANSPORT AND INFRASTRUCTURE

- 5.20 The 2012 NPPF highlighted the importance of sustainable transport options stating that “The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel⁹”. To help achieve this, it is important that the approach to development in the local plan will “support a pattern of development which... facilitates the use of sustainable modes of transport”. The 2012 NPPF went on to state that “development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe¹⁰”.
- 5.21 The village of Crossways sits on the Weymouth to London (Waterloo) railway line linking the village with nearby centres of Dorchester, Poole and Bournemouth. In addition, there are reasonable cycle links to Dorchester and Wool along advisory cycle routes and on the National Cycle Network. The option of cycling or use of the railway means that sustainable modes of transport are available in Crossways.
- 5.22 Although sustainable transport options are available in Crossways, the nearby road network around the village is essentially rural in nature. The Inspector for the adopted local plan acknowledged this fact stating that “*without substantial enhancements to transport links I do not consider it is a particularly sustainable option for meeting the longer term needs of the county town.*”
- 5.23 To assess the implications of development in the Crossways area, transport modelling has been undertaken looking at a number of growth options (Figure 5.1). This work has been undertaken in co-operation with Dorset County Council and Purbeck District Council, and builds in traffic arising from the proposed minerals extraction and from growth within Purbeck District.
- 5.24 The modelling work looked at options for growth in addition to the natural growth in traffic arising from the existing village. The options considered included up to 2,800 additional homes and looked at the impact on the existing road network without any improvements being made.

Figure 5.1: Transport modelling options and expected traffic growth

SCENARIO	RESIDENTIAL GROWTH LEVEL	EXPECTED PERCENTAGE GROWTH IN TRAFFIC BY 2031
Baseline growth	-	47.3%
Scenario 1	460 homes (adopted local plan scenario)	56.4%

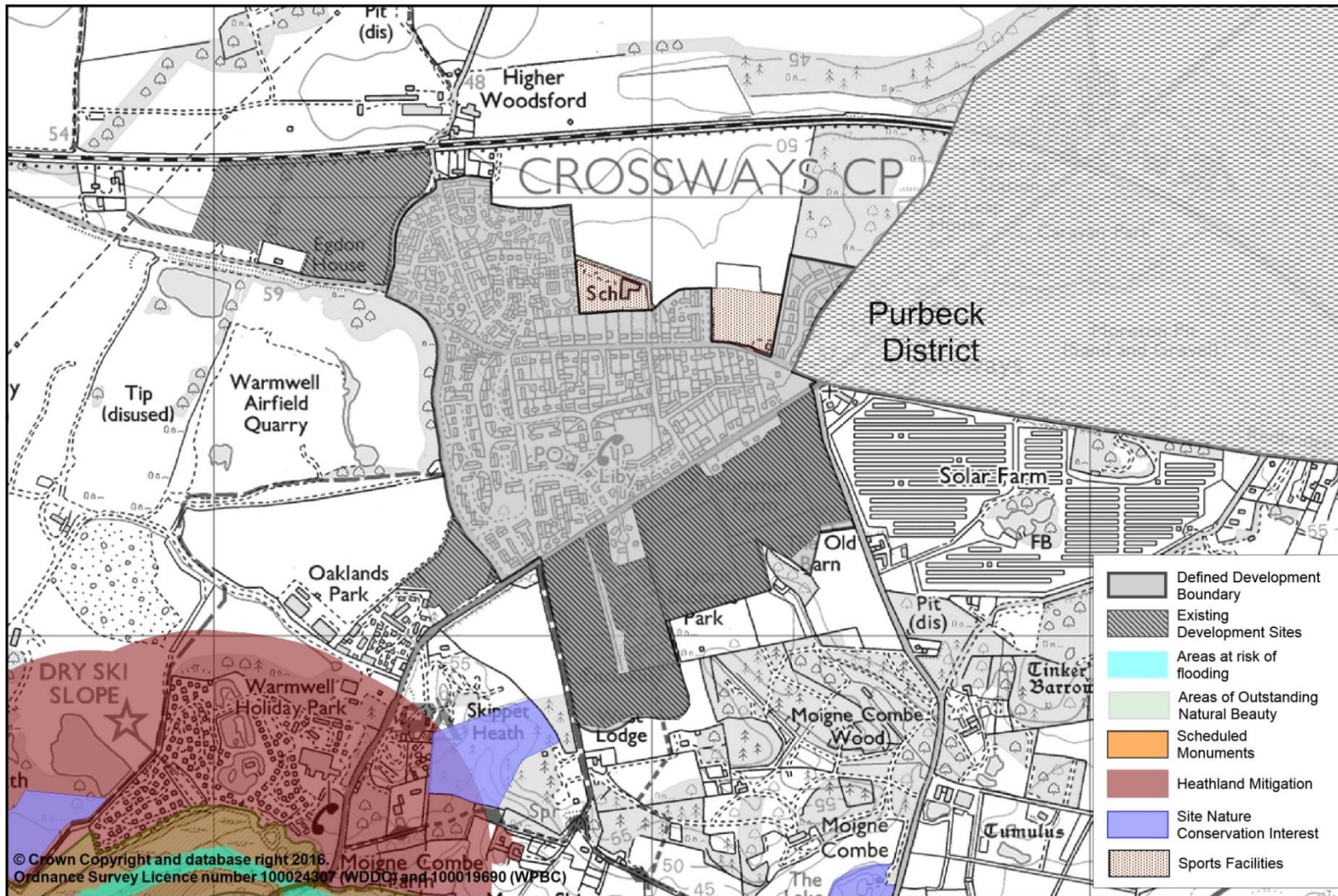
⁹ Para 29, National Planning Policy Framework, DCLG, March 2012

¹⁰ Para 30, National Planning Policy Framework, DCLG, March 2012

Scenario 2	1140 homes	60.3%
Scenario 3	1790 homes	69.7%
Scenario 4	2040 homes	72.5%
Scenario 5	2800 homes	81.3%

- 5.25 All scenarios show an increase in traffic by 2031 with the growth in traffic arising from the current village (baseline scenario) at just over 47%.
- 5.26 Potential impacts arising from the worst case scenario (scenario 5) include increased queuing at Moreton Station level crossing, a need to investigate impacts on traffic flows at Highgate Lane bridge traffic signals, an increase in traffic on the Puddletown bypass and impacts on capacity at the Max Gate junction with the A35.

MAP 1: ENVIRONMENTAL CONSTRAINTS AROUND CROSSWAYS



6. Opportunities

6.1 The 2018 NPPF states that there are three overarching sustainable development objectives: economic, social and environmental. Future growth at Crossways will help:

Economic

- support longer term economic growth and job creation in the area;
- maintain and improve the variety of facilities and services in the village;
- provide opportunities to improve local roads and connections to Moreton station, Dorchester and the strategic road network.

Social

- supply housing to help meet needs including the increasing the supply of affordable homes;
- provide opportunities for more families to move into the village;
- improve the viability of local facilities.

Environmental

- offer the opportunity to upgrade the sewage treatment works;
- help to maintain the wider valued wildlife and the natural environment by providing SANGs;
- offer opportunities for improved formal and informal recreation.

6.2 The population profile of Crossways is heavily weighted towards those in the older age groups as shown in Figure 2.1. The 2011 Census indicated that the proportion of working-age (16 to 64 years) residents in the parish was around 60%, higher than the equivalent proportion in West Dorset (58%) but less than that for England (65%) as a whole. The proportion of the population that are of working age is projected to decline significantly over coming years with the proportion for West Dorset expected to be around 49% by 2036.

6.3 The main implication of this change is the decline in the available workforce reducing the sustainability of the local economy overall. In addition the per-capita productivity is less than Dorset as a whole and less than nationally resulting in relatively low wages and low levels of investment in innovation.

7. Issues and Options Consultation

- 7.1 This section explains how the initial options at Lyme Regis were developed for the issues and options consultation in February 2017. The local plan review needed to consider development opportunities around the main eight main settlements in the plan area as identified in the adopted policy SUS2. This included the village of Crossways where, due to the unconstrained nature of the village, there are opportunities for significant development.

INSPECTOR'S COMMENTS ON GROWTH AT CROSSWAYS

- 7.2 The local plan inspector recognised the potential sustainability of the settlement of Crossways, however he also recognised that due to the limited services in the village, many people are likely to rely on their cars.
- 7.3 During the preparation of the now-adopted local plan, the councils identified a number of options for housing growth at Crossways. The inspector was of the view that *"there are limited differences between the sites originally identified for housing purposes."* with each of them being *"a broadly sustainable location"* for residential development.
- 7.4 In relation to the proposed sites, the inspector concluded that the site at Frome Valley Road *"would extend the village into more open landscape."* This site now has planning consent for residential development.
- 7.5 The inspector concluded that the Woodsford Fields site to the north of the village *"would be contained by the railway line."* He commented that the site *"is of sufficient merit to warrant consideration as a location for longer-term development."*
- 7.6 In early drafts of the adopted local plan, the village of Crossways was earmarked for significant growth to offset some of the development needs of Dorchester. The inspector concluded that *"without substantial enhancements to transport links I do not consider it is a particularly sustainable option for meeting the longer term needs of the county town."*
- 7.7 The inspector noted that Purbeck District Council is reviewing its Local Plan and there may be implications for the Crossways area. He recognised that a joint approach is needed should growth in this location be seen as a longer-term option.

APPROACH TO INITIAL OPTIONS

- 7.8 In considering the future growth options at Crossways, the councils undertook an initial 360 degree search of all possible development site options around the village. Unsuitable options were discounted at an early stage through an initial site

sieving exercise with seven broad locations having been assessed around the village.

MAP 2: BROAD AREAS OF SEARCH – CROSSWAYS



Figure 7.1: Details of each broad search area

AREA A - LAND AT WOODSFORD FIELDS	
Landscape	This area is between the existing built up edge of Crossways village and the railway line and is screened by surrounding tree planting. Other than the woodland on the eastern edge and some larger boundary trees, there are no significant landscape features within this area.
Heritage	There are no heritage assets within this area.
Biodiversity	The area of search is primarily arable fields and improved grassland with mixed wood plantation around the edges. The whole area is within 5km of the internationally protected heathland sites of Warmwell and Winfrith heaths and within Poole Harbour catchment.
Flooding	There is potential for limited surface water flooding within the area.
Agricultural Land	The whole area is grade 3 agricultural land.

Transport	There is potential for impact on local road network. Access could be achieved through the existing built up area of the village with a potential access from Frome Valley Road. In addition enhancements to encourage sustainable travel options would be required, especially pedestrian and cycle links to railway station.	
Infrastructure	Depending on the scale of development at the village, there may be a need for increased levels of school provision.	
Other	The area is currently designated a minerals safeguarding area.	
Conclusion	Impacts on international wildlife sites would need mitigation. Impacts on local road network would need mitigation.	Potential for development within this area (Cr3 Woodsford Fields)

AREA B - LAND WITHIN PURBECK DISTRICT

This area has been considered by Purbeck District to have some potential for development. Purbeck District consulted upon sites within this area as options for inclusion in the review of their local plan. The area was considered to have potential for up to 500 new homes.

AREA C - LAND BETWEEN MORETON ROAD AND REDBRIDGE ROAD

Landscape	The low lying nature of the site and its surrounding tree cover minimise the impact on the landscape. Tree cover and boundary trees would need to be retained as part of any development of the area.
Heritage	The northern part of this area was formerly used for gravel extraction but has now been restored. There are a number of post medieval features in the southern part of this area.
Biodiversity	The area is currently in use as a solar farm and consists of trees and grassland. There are also a number of ponds associated with the former use for gravel extraction. The whole area is within 5km of the internationally protected heathland sites of Warmwell and Winfrith heaths and within Poole Harbour catchment.
Flooding	There is potential for limited surface water flooding within the area.
Agricultural Land	The whole area is grade 3 agricultural land.
Transport	There is potential for impact on local road network. Access could be achieved onto Redbridge Road or Moreton Road. In addition

	enhancements to encourage sustainable travel options would be required especially pedestrian and cycle links to railway station.	
Infrastructure	Depending on the scale of development at the village, there may be a need for increased levels of school provision.	
Other	The area is currently designated a minerals safeguarding area. The area currently benefits from a temporary planning permission for use as a solar farm. This permission expires in 2036. Contamination associated with the current and former uses could be an issue influencing the developability of the site.	
Conclusion	Impact on internationally designated wildlife sites would need mitigation. Impact on local road network would need mitigation. Potential for contamination would need investigation.	Currently a solar farm with temporary permission (expires 2036). A longer term development option (Cr4 Redbridge Road Quarry and Landfill)

AREA D - LAND SOUTH OF EXISTING ALLOCATION

Landscape	Mainly wooded area typical of the local landscape. The loss of trees would have a negative landscape impact.
Heritage	There are no listed buildings within this area however there are heritage features associated with Moigne Combe Wood.
Biodiversity	The wooded area has some biodiversity interest with other areas forming part of the SANGS to support the existing local plan allocation at Warmwell Road. The whole area is within 5km of the internationally protected heathland sites of Warmwell and Winfrith heaths and within Poole Harbour catchment.
Flooding	There is potential for limited surface water flooding within the area.
Agricultural Land	The whole area is grade 3 agricultural land.
Transport	There is potential for impact on local road network. There is limited potential for access off Moreton Road. In addition, enhancements to encourage sustainable travel options would be required.
Infrastructure	Depending on the scale of development at the village, there may be a need for increased levels of school provision.
Other	The area is currently designated as a minerals safeguarding area.

Conclusion	A large proportion of the area is either wooded or forms part of the SANGS to support the development of the existing local plan allocation. Development would therefore have a detrimental impact.	Little or no potential in this area – not taken forward
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AREA E - LAND WEST OF WARMWELL ROAD ALLOCATION

Landscape	The area is covered in part by Skippet Heath which is a wooded area typical of the local landscape. In addition part of the area is covered by Warmwell Country Touring Park.	
Heritage	There are no listed features within the site. Some features exist within the area associated with the nearby former RAF Warmwell airfield.	
Biodiversity	Part of Skippet Heath is designated as a Site of Nature Conservation Interest (SNCI), Part of the area is covered by the SANGS associated with the Warmwell Road allocation. The whole area is within 5km of the internationally protected heathland sites of Warmwell and Winfrith heaths and within Poole Harbour catchment.	
Flooding	There is potential for limited surface water flooding within the area.	
Agricultural Land	The whole area is grade 3 agricultural land.	
Transport	There is potential for impact on local road network. There is limited potential for access off Warmwell Road. In addition, enhancements to encourage sustainable travel options would be required.	
Infrastructure	Depending on the scale of development at the village, there may be a need for increased levels of school provision.	
Other	The area is currently designated as a minerals safeguarding area.	
Conclusion	Currently Warmwell Country Touring Park, part of the SANG for the Warmwell Road allocation and part SNCI.	Little or no potential in this area – not taken forward

AREA F - LAND TO THE WEST OF THE LINK ROAD, WEST OF CROSSWAYS

Landscape	This area is made up in part from the former Warmwell Airfield Quarry with scrub forming its northern and eastern edges. The remainder is	
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	agricultural fields. The area is relatively flat with large hedgerows along filed boundaries including several large hedgerow trees.	
Heritage	The whole area forms part of the former World War Two airfield of RAF Warmwell.	
Biodiversity	Many of the hedgerow /scrub boundaries of the area contain a range of native species. The whole area is within 5km of the internationally protected heathland sites of Warmwell and Winfrith heaths and within Poole Harbour catchment.	
Flooding	There is potential for limited surface water flooding within the area including associated with the former quarry workings.	
Agricultural Land	The whole area is grade 3 agricultural land, however the northern part is a former sand and gravel quarry.	
Transport	A new junction off of Link Road would be needed alongside improvements to the local road network. In addition, enhancements to encourage sustainable travel options would be required.	
Infrastructure	Depending on the scale of development at the village, there may be a need for increased levels of school provision.	
Other	The area is currently designated as a minerals safeguarding area.	
Conclusion	In part covered by Warmwell Airfield Quarry with the remainder being open farmland. The development of this area would result in breaching of the link road. SANG required as part of any scheme.	Potential for development within this area (Cr1 West Crossways and Cr2 Warmwell Airfield Quarry)

AREA G - LAND TO THE NORTH OF FROME VALLEY ROAD

The area, bounded by the railway line to the north and Frome Valley Road to the east has outline planning consent for 85 new homes and associated open space (WD/D/15/001606).

REFINED OPTIONS

- 7.9 Having considered the constraints associated with each broad area, a refined set of development options were identified. These areas formed the basis for the Issues and Options consultation for the future growth of Crossways village.

- 7.10 The refined options shown in Map 3 were identified as possible options for growth at Crossways that merit further consideration. For each option an indicative level of development has been calculated and initial considerations on the delivery of each have been identified. This detail is included in Figure 7.2.

MAP 3: REFINED OPTIONS FOR GROWTH AT CROSSWAYS

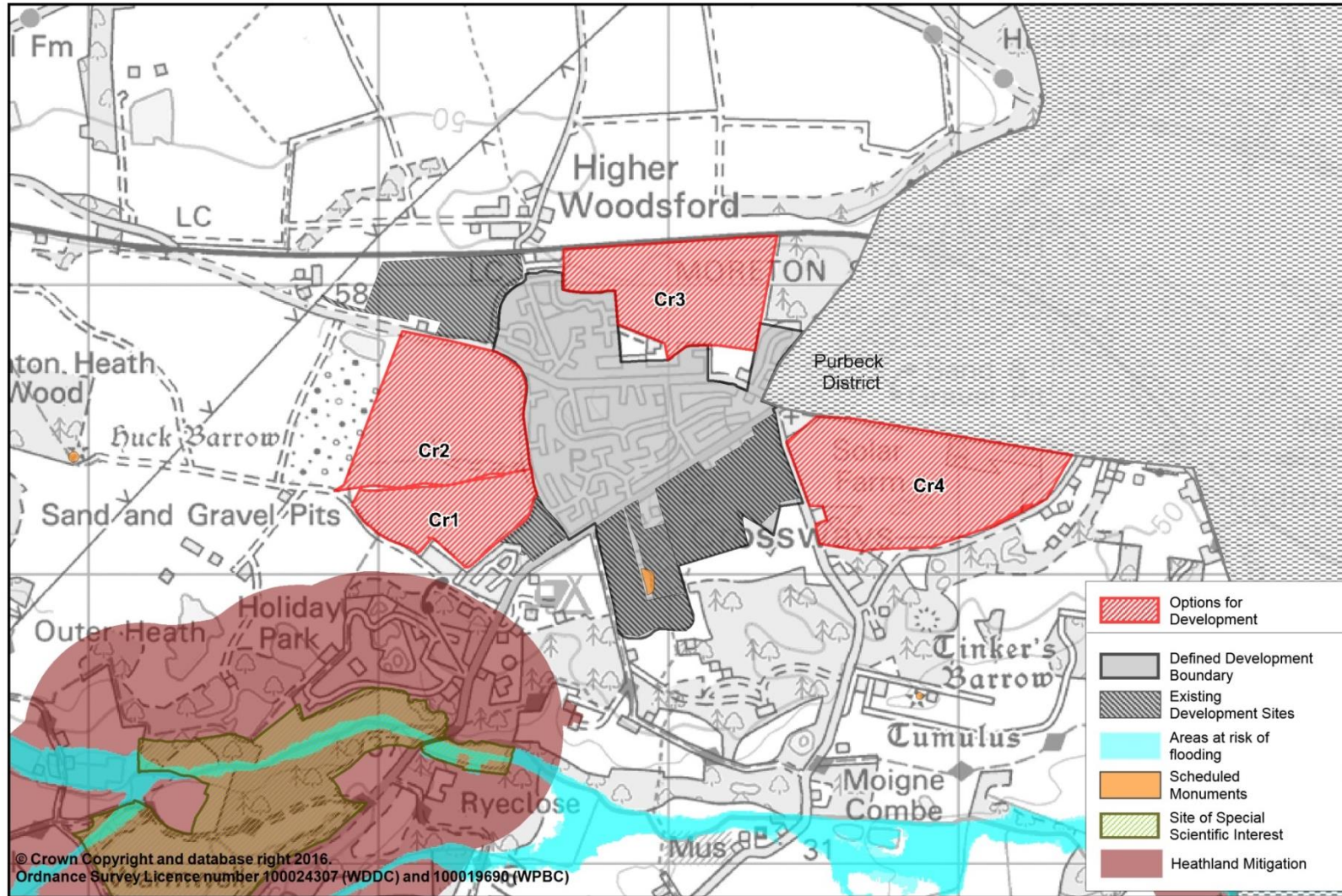


Figure 7.2: Details of refined options for growth at Crossways

REFINED OPTION	INDICATIVE CAPACITY / MAIN USE	DEVELOPMENT CONSIDERATIONS
Cr1 West Crossways	250 homes Residential	<p>This option is on the western side of the West Link Road and therefore separated from the village. A new junction, crossing points and speed restrictions would be necessary to enable the development to connect to the existing settlement and railway station. This would change the nature and function of the link road. In addition, the impact on the wider road network would need mitigation.</p> <p>The option forms part of former RAF Warmwell World War II airfield and still contains some features associated with this use.</p> <p>The whole of this site is within 5km of Warmwell Heath SSSI which forms part of the internationally protected Dorset Heathlands SPA/SAC/Ramsar. For this reason SANGS provision would be required if this option was to be taken forward. In addition, the site is within the Poole Harbour catchment where the implications of nitrogen released from development are an issue. Any development would therefore need to be nitrogen neutral.</p> <p>The area is not subject to fluvial flooding however there may be a risk of surface water flooding associated with the lower lying areas of the site and any resulting built form.</p> <p>Should this site be progressed, consideration needs to be given to securing any sand and gravel resource.</p>
Cr2 Warmwell Airfield Quarry	500 homes Residential	<p>This option is on the western side of the West Link Road and therefore separated from the village. A new junction, crossing points and speed restrictions would be necessary to enable the development to connect to the existing settlement and railway station. This would change the nature and function of the link road. In addition, the impact on the wider road network would need mitigation.</p> <p>The option forms part of former RAF Warmwell World War II airfield. The site has most recently been subject to</p>

		<p>sand and gravel extraction and the extraction of any further resource would need to be given consideration should this site be progressed.</p> <p>The whole of this site is within 5km of Warmwell Heath SSSI which forms part of the internationally protected Dorset Heathlands SPA/SAC/Ramsar. For this reason SANGS provision would be required. In addition, the site is within the Poole Harbour catchment where the implications of nitrogen released from development are an issue. Any development would therefore need to be nitrogen neutral.</p> <p>The area is not subject to fluvial flooding however there are a number of ponds associated with the recent sand and gravel extraction on the site. The potential for flooding associated with this would need to be resolved.</p>
<p>Cr3 Woodsford Fields</p>	<p>400 homes Residential</p>	<p>This site is enclosed between the existing built up area of the village and the railway line and as such is relatively well contained within the landscape.</p> <p>Although there is potential for vehicular access through the existing built area of the village, it is important that pedestrian and cycle routes are provided to enable access to the railway station.</p> <p>There are no heritage assets within the site however there are a number of items of historic interest nearby. The heritage implications of developing the site would therefore need investigation.</p> <p>The whole of this site is within 5km of Warmwell Heath SSSI which forms part of the internationally protected Dorset Heathlands SPA/SAC/Ramsar. For this reason SANGS provision would be required. In addition, the site is within the Poole Harbour catchment where the implications of nitrogen released from development are an issue. Any development would therefore need to be nitrogen neutral.</p> <p>This option may be subject to surface water flooding compounded by the railway line and capacity of the watercourse to accept additional flows.</p>

<p>Cr4 Redbridge Road Quarry and Landfill</p>	<p>600 homes Residential</p>	<p>Currently this option is in use as a solar farm the consent for which expires in 2036 meaning that there is theoretically potential for residential development to commence in the area within the plan period. Impacts on the local traffic impacts would need to be considered including footway/cycleway connections to the train station.</p> <p>The area is relatively well contained within the landscape by virtue of the trees around its boundary.</p> <p>Within the option area, there are no designated heritage assets however areas nearby have features of historic interest which may have implications for its development should the option be pursued.</p> <p>The whole of this site is within 5km of Warmwell Heath SSSI which forms part of the internationally protected Dorset Heathlands SPA/SAC/Ramsar. For this reason SANGS provision would be required. In addition, the site is within the Poole Harbour catchment where the implications of nitrogen released from development are an issue. Any development would therefore need to be nitrogen neutral.</p> <p>There are a number of small ponds within the option which may have implications for surface water flooding within a development scheme.</p>
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- 7.11 Although the table and map present site options that could be developed individually there is no reason why different combinations should not be considered. For example, CR1 and CR2 could be developed together to deliver higher levels of growth.
- 7.12 At the Issues and Options stage, no commitment was made to the development of any individual or group of options. Further information about the potential development options was sought through the Issues and Options consultation.

8. Issues and Options Consultation

- 8.1 The Issues and Options consultation provided an opportunity for stakeholders and the public to give their views on the initial development options. Ten public consultation events were held between 20th February and 9th March 2017. It is estimated that 1,172 people attended these events.

Location	Date	Estimated attendance
Sherborne	20 February 2017	92
Weymouth	21 February 2017	72
Portland	23 February 2017	48
Charminster	24 February 2017	244
Dorchester	27 February 2017	86
Beaminster	28 February 2017	105
Lyme Regis	1 March 2017	54
Bridport	2 March 2017	127
Crossways	7 March 2017	230
Chickerell	9 March 2017	114
Total		1,172

- 8.2 As part of the consultation, 63 responses were received that related to Crossways. A summary of the responses received for each of the questions asked are set out below. It should be noted that these are a summary of the responses received and do not necessarily reflect the Council's position.

RESPONSES ON SITE/S:

ALL OPTIONS

- 8.3 The Royal Society for the Protection of Birds (RSPB) note that the proposed sites lie within 400m and 5km of internationally protected heathland, of primary concern is Warmwell Heath and Winfrith Heath SSSI part of Dorset Heaths SAC, Dorset Heathlands SPA & Ramsar site. They confirmed that a Habitats Regulations Assesment (HRA) is required to assess the impacts of additional housing on these internationally protected sites. Any proposals for housing should be accompanied by plans for SANGs to mitigate the impacts of increased recreational pressure on nearby heathland in line with the Dorset Heathland Planning Framework Supplementary Planning Document (DHPF SPD).

- 8.4 The general public raised a number of general infrastructure concerns relating to school places, local services (dentists), open space, bus service and increased traffic on the road network. It was argued that the railway cannot be considered a transport hub, as trains run approximately every hour and the railway station is a good 20 Minutes walk from sites in Crossways.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.5 To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces, including SANGs.
- 8.6 The County Council's preferred approach for the delivery of new school places is through contributions towards Middle School Extensions in Dorchester/ Puddletown and Upper School in Dorchester.
- 8.7 The Clinical Commissioning Group (CCG) advises that the scale of growth proposed would require contributions towards enhancements of healthcare facilities in the Crossways area.
- 8.8 The need for improvements to the highway network is acknowledged. New sites will also be expected to contribute towards walking and public transport improvements. Pedestrian / cycle access to the railway station along the B3390 should also be enhanced.

RESPONSES ON SITE:

OPTION CR₁ – WEST CROSSWAYS

- 8.9 Natural England had no objection to Option Cr₁, but any development above the typical 49 units threshold would require the provision of a SANG that adjoins, or is in easy access, of the developed area. Crossways Parish Council does not support this site option.
- 8.10 The general public raised a number of transport related issues including concerns of increased traffic and highway safety. Site Cr₁ land is divorced from the main area of Crossways and local services by the Link Road which is a very busy road and would involve crossing either the Link Road or the B3390. The current road network is poor and would need drastic improvement to provide better road links. Impact on wildlife was also raised.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.11 The need for improvements to the highway network is acknowledged. New sites will also be expected to contribute towards walking and public transport

improvements and a new road linking the road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing.

- 8.12 Development should secure net gains for biodiversity, especially where opportunities exist to incorporate and enhance biodiversity in and around developments, and to connect into and improve wider ecological networks.

RESPONSES ON SITE:

SITE CR₂ - WARMWELL AIRFIELD QUARRY

- 8.13 Natural England responded that Option Cr₂ is a disused quarry site that supports considerable ecological interests, including nesting Woodlark, an Annex 1 bird species and qualifying feature of the Dorset Heathlands Special Protection Area (SPA). Based on the information available, including ecological assessments completed in support of the Silverlake proposals, it is in their view highly unlikely that the option could be developed without significant adverse ecological impacts. Further, the option would restrict the very high potential the site has for further restoration of priority habitats. Natural England therefore objected to the allocation of the site until an ecological assessment has been completed to allow a full evaluation of the extent of the wildlife interests on site, the scope for mitigating adverse impacts and for providing appropriate ecological enhancements. Other comments were received highlighting ecology and environmental harm and the conservation by Silverlake. Crossways Parish Council does not support this site option.
- 8.14 The general public identified heritage and transport concerns. The nearby historic and vital fighter station is well revered in the area suggesting a Museum or memorial may be worth active consideration. The site is divided from the main area of Crossways (and local services) by the Link Road which is a very busy road and would involve crossing either the Link Road or the B3390.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.15 Due to the issues with access, remediation work required on the site and the availability of more suitable sites in Crossways this site has not be taken forward at this time.
- 8.16 This option is on the western side of the West Link Road and therefore separated from the village. A new junction, crossing points and speed restrictions would be necessary to enable any development on this site to connect to the existing settlement and railway station. This would change the nature and function of the link road.

- 8.17 The option forms part of former RAF Warmwell World War II airfield. The site has most recently been subject to sand and gravel extraction which currently would be prioritised over development in this location.
- 8.18 The area is not subject to fluvial flooding however there are a number of ponds associated with the recent sand and gravel extraction on the site which would require remediation.

RESPONSES ON SITE:

OPTION CR₃ – WOODSFORD FIELDS

- 8.19 Natural England had no objection to the Option Cr₃ subject to securing the necessary heathland mitigation measures. In relation to impacts on the international heathlands option Cr₃ is likely to be least sensitive site of the Crossway options. Other comments received noted a variety of wildlife on the site (deer, owls, foxes, hedgehogs, birds, butterflies, moths).
- 8.20 Crossways Parish Council does not support this option as they are more supportive of the Redbridge / Moreton Station area in the Purbeck Local Plan Review. The Parish Council also noted that the land slopes down from the school to the railway line. It is flat land and any development would have a significant visual impact from the far side of the River Frome Valley. A Site of Alternative Natural Greenspace would need to be provided.
- 8.21 Crossways Parish Council also raised a series of transport related concerns. All traffic would be required to go along Frome Valley Road and then from here it goes into School Drive and services seven further roads. They were concerned about having another access onto Dick O' the Banks Road and the impact it would have on existing traffic.
- 8.22 A member of the public suggested that Site Cr₃ at Woodsford Fields would appear to provide the most suitable site noting the site's location near the railway station and quoting the previous local plan inspector's view that the site warrants further consideration. It was also suggested that a buffer zone and screening behind the school should be provided. Similarly, housing would not want to back onto the railway so a landscaped buffer would be welcomed here.
- 8.23 The general public also expressed transport concerns noting the Woodsford Fields site is boxed in by the railway line and access to the site at the junction of Frome Valley Road and School Drive would make those roads even more dangerous and congested. The possible addition of another entrance onto Dick O' the Banks Road, near the school, would cause other problems. There would be noise from the railway line.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.24 To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces, including SANGs.
- 8.25 To inform the selection of preferred options, evidence has been gathered to identify the sensitivity to development of the historic environment and the landscape. More detail on the results of this evidence assessment, and the need for further detailed assessments, are included in Section 9 of this paper.
- 8.26 The northern boundary of the site includes an area of plantation woodland adjacent to the railway line. There is also a small wooded area to the eastern side of the site. These features should be retained to provide screening in the wider landscape and to maximise biodiversity opportunities, including a wildlife corridor adjacent to the railway line.
- 8.27 Development should secure net gains for biodiversity, especially where opportunities exist to incorporate and enhance biodiversity in and around developments, and to connect into and improve wider ecological networks.
- 8.28 The main vehicular access should be provided from Dick O' Th' Banks Road. Pedestrian / cycle access should be provided to the first school and the recreation ground and link into existing residential areas. Pedestrian / cycle access to the railway station along the B3390 should also be enhanced.

RESPONSES ON SITE:

OPTION CR₄ - REDBRIDGE ROAD QUARRY AND LANDFILL

- 8.29 Natural England stated that they would prefer to focus development away from the international heathlands and is concerned that the Option Cr₄ would be more accessible to the international heathlands than the other Crossway options. Any proposals at this location would be expected to provide a high quality SANG adjoining the development site. Any option in this location would also have to consider impacts on any ecological interests that may have become established under the existing use as a solar farm. Other comments received noted an impact on wildlife.
- 8.30 Crossways Parish Council noted that this land is currently used as a solar farm with the licence due to expire in 2036. Cr₄ is not supported by the parish council who would like to see the solar farm continue after expiry of the licence or for the site to be returned to agricultural land.

- 8.31 Dorset County Council responded that traffic would have to exit Redbridge Road via the junction known as 'Five Ways Junction' – this joins with the B3390, Moreton Road and Dick O' the Banks Road. At peak times this would be a bottleneck and bad at other times. The impact of quarry and landfill movements on the local road network needs to be taken into account alongside that of traffic generated by this development.
- 8.32 The general public noted that the area around Crossways and Moreton is used for recreational and holiday pursuits, particularly walking and cycling. Loss of caravan sites in the area would impact on the tourist trade and local employment opportunities.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.33 Currently this option is in use as a solar farm the consent for which expires in 2036. The site is also segregated from the main settlement. As there are other more suitable sites in Crossways and with the lease on the site until 2036 this site has not been taken forward at this time.

13-i Crossways has grown at an average rate of 14 dwellings a year over the last 5 years with the development rate expected to rise to around 60 dwellings per year as the current allocation is built. Should we plan for a lower level of growth than the 60 dwellings per year, maintain that level of growth or should a strategic longer term view for the growth of the village be planned?

RESPONSES ON QUESTION 13-I:

- 8.34 Purbeck District Council is currently reviewing its local plan review strategy and believes that the councils and other stakeholders should work together to take a strategic longer term view, should any development be proposed in this area. Crossways and Moreton are in such close proximity that any potential development in either or both settlements would give rise to cross-boundary issues. Pre-submission of the Purbeck Local Plan Review is planned for February 2018. By this time, all councils should know what their proposed strategies will be and this could provide an opportunity for complementary policies to be written in both plans to make clear the commitment to joint working and the production of a masterplan, should it be necessary.
- 8.35 The general public made a number of observations in respect of the local economy, existing and planned growth. It was suggested that houses need to be built in accessible locations where employment, shops and other facilities are located. Future growth needs to be based on a combination of needs and land availability, taking account of the comments from the adopted local plan inspector, but also the

infrastructure requirements / constraints and the protection of features such as AONB. It was noted that there is already planning permission for 500 properties south of Warmwell road and 85 houses off Frome Valley Road.

- 8.36 Highways England was concerned more with the overall level of planned growth as opposed to annual build out rates. However, they considered that taking a strategic long term view is likely to enable better planning of the infrastructure needs of the overall planned growth. Highways England indicated that they were developing a model of the Strategic Road Network (SRN) around Dorchester and would continue to work collaboratively with the Local Planning Authority (LPA). The general public raised concerns about the level of residential, quarry and tourist traffic, querying the layout of pavements for pedestrians.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.37 The Plan's development strategy identifies the village of Crossways as a focus for future development. West Dorset District Council will work with Purbeck District Council and Dorset County Council on masterplanning to address both the strategic cross-boundary and local issues for the wider Crossways area. Masterplanning will aim to co-ordinate the provision of housing, employment and associated infrastructure to ensure that over the long term, the most appropriate solutions are provided.
- 8.38 Crossways is located approximately 6.5km to the east of Dorchester and sits on the Weymouth to London (Waterloo) railway line served by a railway station at Moreton Station, just to the north east in Purbeck District. It is acknowledged that Crossways lacks a defined centre but has a range of local services, dispersed around the village. The provision of a local centre to meet the future retail needs of Crossways is a matter to be addressed through masterplanning work to be jointly undertaken with Purbeck District Council and Dorset County Council.
- 8.39 The need for improvements to the highway network is acknowledged. New sites will also be expected to contribute towards walking and public transport improvements and a new road linking the road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing.

13-ii Are there any additional issues related to the development of any of the site options?

RESPONSES ON QUESTION 13-II:

- 8.40 Natural England advised that Crossways lies within 5 km of the International Heathlands and so all new development will need to contribute appropriate heathland mitigation. They also noted that the Tadnoll Nature Reserve to the south east of Crossways is the most sensitive heathland sites in the locality, while

sensitive sites also occur to the south east and east of the village. In general, therefore, they would favour options for growth towards the north of the settlement, rather than the sites in the south. Others commented that the use of SANGs to maintain wildlife and the environment is not an 'opportunity'. Rather it is a counter measure to address the removal of the natural habitat caused by development in the first place. Dorset Local Nature Partnership added that there are opportunities for improved formal and informal recreation.

- 8.41 A strategic long-term approach to Crossways should be adopted working with Purbeck District Council. Purbeck District Council believes that there should be a clear emphasis to plan holistically across boundaries, to ensure the right balance of housing, employment, retail and SANGs are deliverable. This approach should reflect other activities such as quarrying.
- 8.42 Home Builders Federation advise that when allocating sites the Councils should be mindful that to maximize housing supply the widest possible range of sites, by size and market location are required so that house builders of all types and sizes have access to suitable land in order to offer the widest range of products. The key to increased housing supply is the number of sales outlets. The maximum delivery is achieved not just because there are more sales outlets but because the widest range of products and locations are available to meet the widest range of demand.
- 8.43 Some responses suggested that there were a lack of jobs and employment opportunities in the location, conversely, the Dorset Enterprise Zone at Winfrith has continued to invest and expand with another twenty new employment units (around 2,000 jobs) being recently announced. It was also recognised by some respondents that providing housing in this area, e.g. along the A352 to Wareham and Sandford, and north to Crossways, Tolpuddle, and Bere Regis, would help lessen the gravitational pull of all resources to Dorchester.
- 8.44 Many responses had concerns over the lack of service and facilities in the area to support new development, such as utility infrastructure including water, gas, sewage, electricity and broadband. It was noted that the opening hours of the local post office are limited and that the library and youth centre are run by volunteers. It was considered that the Co-op supermarket might need to expand to cope with the increased population. There were also concerns about the adequacy of services, such as schools, doctors and retail and the limited car parking at the village hall.
- 8.45 Two general comments were that this housing development was disproportionate to the scale of the settlement and that all the options are within the sand and gravel Mineral Safeguarding Area.
- 8.46 Several responses mentioned the lack of adequate transport infrastructure linking to the outside area and highlighted the need to complete the West Stafford Bypass. One comment suggested better links to Morton Station or even its

relocation. Others had concerns that bus services are unable to cope and that young people could not access services often located in nearby Dorchester. There was considered to be a need to ease the parking on the roads throughout the village.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.47 To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces, including SANGs.
- 8.48 Development proposals to the north and east of the village are being taken forward away from Tadnoll Nature Reserve.
- 8.49 In order to maximise housing supply a range of sites are being taken forward including Land South of Warmwell Road, Land adjacent to Oaklands Park, Land to the West of Frome Valley Road, Land at Woodford Field and Land to the West of Crossways.
- 8.50 West Dorset District Council will work with Purbeck District Council and Dorset County Council on masterplanning to address both the strategic cross-boundary and local issues for the wider Crossways area. Masterplanning will aim to co-ordinate the provision of housing, employment and associated infrastructure to ensure that over the long term, the most appropriate solutions are provided.
- 8.51 It is acknowledged that Crossways lacks a defined centre but has a range of local services, dispersed around the village. The provision of a local centre to meet the future retail needs of Crossways is a matter to be addressed through masterplanning work to be jointly undertaken with Purbeck District Council and Dorset County Council.
- 8.52 The County Councils preferred approach for the delivery of new school places is through contributions towards Middle School Extensions in Dorchester / Puddletown and Upper School in Dorchester.
- 8.53 The CCG advises that the scale of growth proposed would require contributions towards enhancements of healthcare facilities in the Crossways area.
- 8.54 Where sand and gravel is present, the Mineral Planning Authority would expect an assessment of the mineral resource on the site. Depending on the outcome of this assessment, the Mineral Planning Authority may seek an agreed level of prior extraction of this resource before a site is developed.
- 8.55 The need for improvements to the highway network is acknowledged. New sites will also be expected to contribute towards walking and public transport

improvements as well as a new road linking the road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing.

- 8.56 Pedestrian / cycle access to the railway station along the B3390 should also be enhanced.

13-iii What are the infrastructure requirements for the development of the site options, individually or in combination with others?

RESPONSES ON QUESTION 13-III:

- 8.57 Highways England confirmed that they were developing a microsimulation model of the SRN junctions around Dorchester, which would be used to help inform the infrastructure requirements. Given that there are issues already present on the SRN, Highways England's view was that it is likely that significant levels of growth would require major upgrades to the junctions around Dorchester, especially given the likelihood of growth coming forward at Dorchester in addition to Crossways.
- 8.58 Dorset County Council agreed that it is likely that development at this location will generate significant numbers of commuter movements to Dorchester in particular, but also Weymouth and potentially the Dorset Innovation Park at Winfrith. There is limited capacity on the D road and Lewell Railway Bridge signals and Max Gate. Higher frequency and higher quality bus and train services will be required to encourage commuters to choose these modes. The impact of all developments on the local road network would need to be assessed, and all sites will need to provide good pedestrian and cycle links to connect with rail services. Dorset County Council added that all sites are technically deliverable but the cumulative impact of traffic arising from this amount of development plus the Purbeck development needs a comprehensive treatment through a masterplan. In general, extensions to settlements which offer the most potential for self-containment are preferable to dormitory settlements.
- 8.59 The general public commented that transport links are poor, there is a need to complete the West Stafford bypass and cycle tracks are essential. Moreton Parish Council noted that Moreton Station is situated half a mile away from the Crossways boundary on Warmwell Road (B3390). A review of the adequacy of the road system and other infrastructure (schools, medical facilities, etc.) must be a vital part of the decision making process.
- 8.60 Dorset County Council indicated that through the emerging Waste Plan, needs for a new household recycling centre, waste transfer facility and depot to serve Dorchester and surrounding areas had been identified. Their view was that a larger, more modern household recycling centre would be required to replace the existing facility at Loudsmill, Dorchester and serve the expanding population. However,

subsequently this view changed with an expansion of the Loudsmill facility being proposed. DCC also identified a need for a new waste transfer facility to bulk waste and recyclates collected from households, before they are transferred onwards to treatment facilities. It was noted that waste treatment and recycling plants should be built in industrial areas on main roads with easy access to the surrounding area and that further development around Crossways would add to this need for which developer contributions should be made.

- 8.61 Natural England advocated a strategic approach to both development and SANG provision within the Crossways area, with a co-ordinated approach to developing high quality areas of natural green space, particularly to the west and south of the town.
- 8.62 Purbeck District Council suggested a masterplan may be the best vehicle for identifying the best opportunities, once it is known whether any growth is proposed in the area.
- 8.63 Woodsford Farms as a local land owner are promoting four sites; Land west of Frome Valley Road (Omission Site with part PP for 85 dwg), Woodford Fields (Cr₃), Land west of Crossways (Cr₁) & Upper Woodford (Omission site – long term site option north of the railway line). They confirmed that a significant amount of technical work has been conducted to demonstrate all three sites promoted at Crossways are sustainable options for development. All options have been discussed with stakeholders Natural England, Network Rail and County Highways. Further technical work in terms of transport, ecology and hydrology were supplied to Woodsford Fields. As a reasonable alternative, land north of the railway line at 'Upper Woodsford' is also put forward for consideration.
- 8.64 The general public again highlighted the inadequacy of local facilities to cope with planned development. Existing facilities of post office, two village stores, school, church, pharmacy, village hall, community centre, bus service, playing fields need to be retained and enhanced. There is a need for a larger supermarket than existing Co-op.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.65 The need for improvements to the highway network is acknowledged. New sites will also be expected to contribute towards walking and public transport improvements and a new road linking the road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing. Pedestrian / cycle access to the railway station along the B3390 should also be enhanced.
- 8.66 Dorset County Council confirm a larger, more modern household recycling centre is required to replace the existing facility at Dorchester and that there is a need for a

new waste transfer facility to bulk waste and recyclates collected from households, before they are transferred onwards to treatment facilities. Dorset County Council confirm that funding for new waste infrastructure can be funding from developer contributions.

- 8.67 To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces, including SANGs.
- 8.68 West Dorset District Council will work with Purbeck District Council and Dorset County Council on masterplanning to address both the strategic cross-boundary and local issues for the wider Crossways area. Masterplanning will aim to co-ordinate the provision of housing, employment and associated infrastructure to ensure that over the long term, the most appropriate solutions are provided.
- 8.69 The Upper Woodford Farm site has an approximate site capacity of some 4,000 homes. The site is situated north of the railway line and would involve the creation of a new settlement. The site is set away from the main settlement of Crossways, and would require significant investments in infrastructure to enable safe access for the increased population. The Local Plan is focussing development on larger settlements with services, and amenities already in situ therefore development of this scale in Crossways would not fit with this objective. For these reasons the site has not be taken forwards at this time.
- 8.70 It is acknowledged that Crossways lacks a defined centre but has a range of local services, dispersed around the village. The provision of a local centre to meet the future retail needs of Crossways is a matter to be addressed through masterplanning work to be jointly undertaken with Purbeck District Council and Dorset County Council.

OTHER

- 8.71 Dorset Local Nature Partnership suggested more opportunities for enhancing biodiversity should be incorporated within the area-based sections. Purbeck District Council welcomes the acknowledgement at paragraph 1.7 for the need for cross-boundary cooperation with the Crossways/ Moreton area. The Council is committed to on-going discussions with all stakeholders to ensure that, should any development be allocated in the Crossways / Moreton area, it is planned holistically.

HOW THESE ISSUES HAVE BEEN ADDRESSED

- 8.72 Development should secure net gains for biodiversity, especially where opportunities exist to incorporate and enhance biodiversity in and around developments, and to connect into and improve wider ecological networks.
- 8.73 West Dorset District Council will work with Purbeck District Council and Dorset County Council on masterplanning to address both the strategic cross-boundary and local issues for the wider Crossways area. Masterplanning will aim to co-ordinate the provision of housing, employment and associated infrastructure to ensure that over the long term, the most appropriate solutions are provided.

9. Developing Preferred Options

SUPPORTING EVIDENCE

- 9.1 To support the Local Plan Review the Councils commissioned a series of studies and consulted statutory infrastructure providers to gather evidence to help underpin policy formulation. The following sections draw out the main findings from these studies and infrastructure provider expectations in respect of future Development at Crossways by topic.

RETAIL STUDY

- 9.2 This study provides a robust evidence base to inform plan-making and decision taking. It provides an assessment of the need for new retail floorspace at the strategic level to help inform the likely scale, type, location and phasing of new retail development over the next 15 years.
- 9.3 The study concludes that Crossways does not currently fulfil the definition of a local centre as the amenities in the village are dispersed throughout the settlement and are of purely neighbourhood significance.
- 9.4 Proposals for enhanced retail provision in Crossways to serve the village would generally be supported to allow the settlement to become more self-sufficient. However, any proposal would need to be sequentially tested and assessed in relation to the scale of the existing settlement, taking into account proposals for housing growth in the wider Crossways area.
- 9.5 The provision of a local centre to meet the future retail needs of Crossways is a matter to be addressed through masterplanning work to be jointly undertaken with Purbeck District Council and Dorset County Council.

LANDSCAPE AND HERITAGE ASSESSMENT

- 9.6 A joint landscape and heritage assessment has been prepared which appraises the sensitivity of the land at the main centres of growth to the effects of development. The assessment is formed of two stages, stage one is an independent review of the landscape / heritage constraints considered at Issues and Options stage. This stage also recommends which broad areas of search should be scoped in or out of a further detailed 'level two assessment, the findings of which are summarised below.
- 9.7 Stage one recommended the following areas of search be scoped out on landscape and heritage grounds:
- C: Land between Moreton Road and Redbridge Road - The whole of this area is scoped out from Stage 2 assessment as it is currently under use as a solar farm.

- D: Land south of Existing allocation - The whole of this area is scoped out from Stage 2 assessment as part of a SANG
- E: Land west of Warmwell Road allocation - The whole of this area is scoped out from Stage 2 assessment as part of a SANG

9.8 The broad areas taken forward to stage two included:

- **Crossways 1: Land at Woodsford Fields** – The Stage two assessment notes that the landscape sensitivity is low - moderate and the heritage sensitivity is low. In areas subject to extractive activity any potential earlier archaeological deposits will have been truncated / removed.
- **Crossways 2: Land to the west of the link road, west of Crossways** - The Stage two assessment notes that the landscape sensitivity is low-moderate and the heritage sensitivity is low. In areas subject to extractive activity any potential earlier archaeological deposits will have been truncated / removed.
- **Crossways 3: Higher Woodsford** - The Stage two assessment notes that the landscape sensitivity is moderate and the heritage sensitivity is moderate-high. There is a potential for setting impacts to a number of designated assets. However the extent to which the wider rural landscape and views to and from it contribute to the importance of these assets, is not necessarily significant.

STRATEGIC FLOOD RISK ASSESSMENT

- 9.9 A Level 1 Strategic Flood Risk Assessment (SFRA) has been prepared which replaces the previous Level 1 assessments for West Dorset and Weymouth & Portland. The updated SFRA provides up to date guidance on flood risk taking into account the latest flood risk information, it identifies the requirements for site-specific flood risk assessments and the application of Sustainable Drainage Systems (SUDS). It provides a basis for applying the flood risk Sequential and Exception Tests. A comprehensive set of maps accompanies the Level 1 assessment.
- 9.10 There are two recorded flood events in Crossways, one event is noted to have been caused by Tadnoll Brook but the exact details of the event are unknown. Fluvial flood risk to Crossways is considered to be low with the settlement located in Flood Zone 1. There is a risk of surface water flooding in Crossways, notably as a result of isolated areas of pooling. There is limited potential for groundwater flooding across Crossways.
- 9.11 The study recommends that development should preferably be located outside of areas shown to be at current or future risk of flooding where possible. Development in areas where surface water flooding occurs could provide an opportunity to reduce risk through reduction in impermeable surfaces and the use

of SuDS. Further investigation into groundwater issues may be required to assist in locating development away from areas at risk.

SPORT & LEISURE FACILITIES NEEDS ASSESSMENT

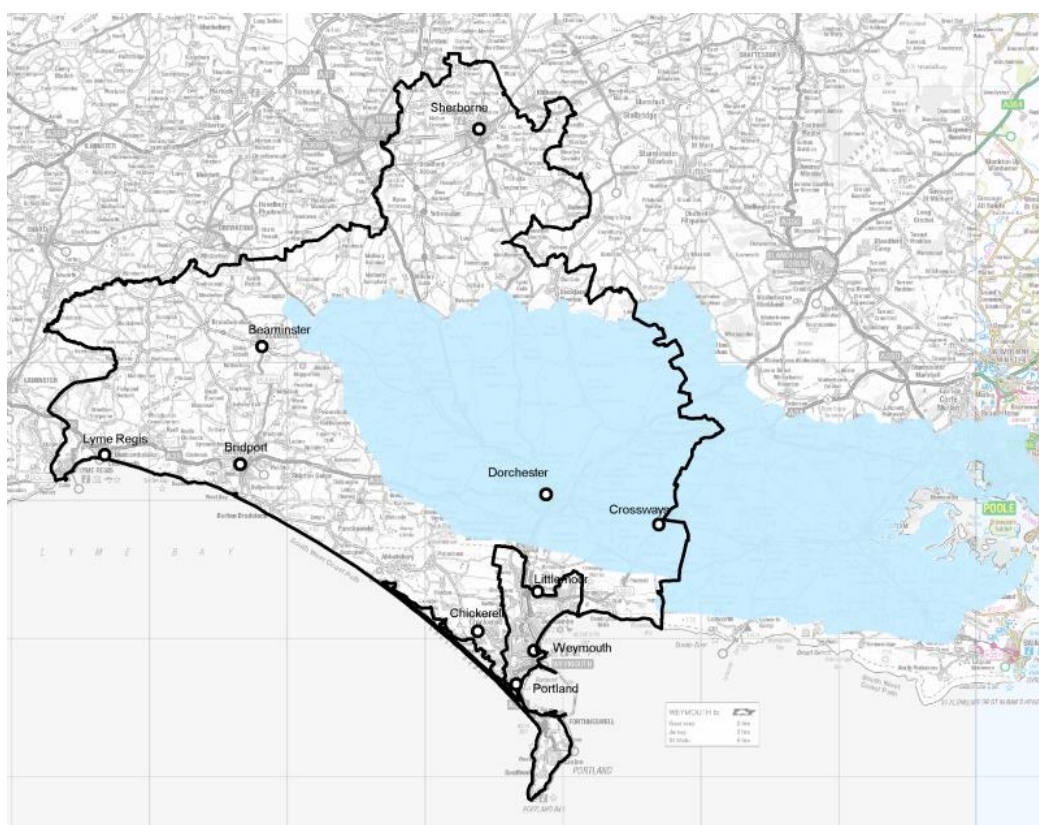
- 9.12 This study provides a detailed assessment of the current provision of indoor and built sports facilities for West Dorset identifying needs and gaps in provision. It also provides detail as to what exists in the district, its condition, location, availability and overall quality and considers demand for facilities based on population distribution, planned growth etc.
- 9.13 The evidence underpinning the assessment will be used to both identify and justify the provision of developer contributions.
- 9.14 Key strategic recommendations from the assessment include:
- For Town Councils to actively work with key partners, including leisure providers, to ensure the sports offer addresses the needs of the whole community, particularly around an aging population.
 - To encourage all state schools in the District to develop a joint use agreement which will ensure additional funding to individual schools from the Department of Education. This funding will assist with the upgrade of sports facilities.
 - To identify ongoing investment, maintenance and refurbishment requirements to protect and improve existing sports facilities.
 - Work with key partners to support workforce development and volunteer recruitment across the club network within the District.
 - Work with management on education sites and local Sports Trust to encourage more community use for local clubs, which could increase local participation rates across certain sports.
- 9.15 Where appropriate, this evidence has and will be used to help identify possible planning obligations or on-site provision on development options.

POOLE HARBOUR CATCHMENT INITIATIVE CATCHMENT PLAN (UPDATE) (2014) AND THE NITROGEN REDUCTION IN POOLE HARBOUR SPD

- 9.16 The **Poole Harbour Catchment Initiative Catchment Plan (update) (2014)** intends to deliver improvements to Poole Harbour, for the environment and for wildlife as well as other receptors, with the aim of achieving: improvements to biodiversity habitats both in the form of naturally functioning rivers, floodplains and wetlands and appropriately located woodland and low-input grassland.
- 9.17 Poole Harbour is a natural harbour that is designated a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site for its nature conservation importance.

- 9.18 Scientific evidence suggests that high concentrations of nitrogen in the harbour are encouraging the growth of wide spread algal mats through the process of eutrophication. These mats restrict the availability of invertebrates, which are an important food source for wading birds and affect other important features and processes within the harbour. The extent of the algal mats has increased since the 1960s, expanding from Holes Bay to become widespread across the harbour.
- 9.19 The majority (~85%) of nitrogen entering Poole Harbour from land sources is generated by agriculture within the Poole Harbour catchment which occupies an area of 820km² and comprise the rivers and streams which drain into Poole Harbour, as shown in Figure 2.4. However, a proportion (~15%) of the nitrogen entering Poole Harbour is from human sewage discharged within the Poole Harbour catchment, since the Sewage Treatment Works remove only part of the nitrogen from human waste. Figure 2.4 shows that Crossways is located within the catchment.
- 9.20 In response to this problem, the local authorities which occupy the Poole Harbour Catchment have developed and adopted a Supplementary Planning Document (SPD). **The Nitrogen Reduction in Poole Harbour SPD** was adopted by West Dorset District Council in April 2017. The objective of the SPD is to militate against the potential impacts of future development upon the Poole Harbour international site by ensuring that new development within the catchment does not result in an increase in nitrogen entering Poole Harbour (and is therefore 'nitrogen neutral'). This is a requirement for any site in and around Crossways. Reference to the SPD is made in the supporting text to Policy ENV3 in the preferred options for the local plan review.

Figure 9.1: The location and extent of the Poole Harbour catchment area

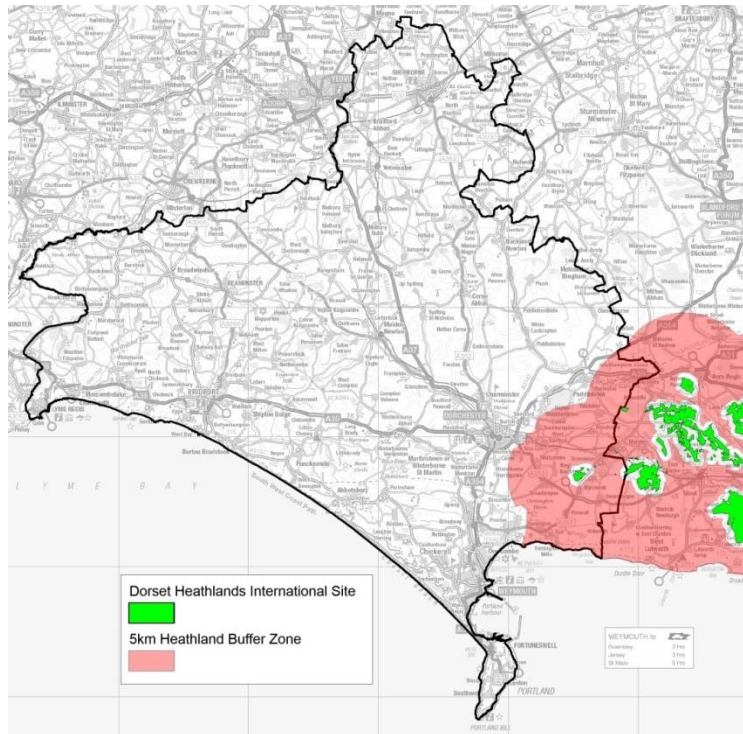


DORSET HEATHLANDS PLANNING FRAMEWORK 2015-2020 (2015)

- 9.21 **The Dorset Heathlands Planning Framework 2015-2020 (2015)** retains as its guiding principle that there is no net increase in urban pressures on internationally important heathland as a result of additional development, and intends to protect the integrity of the Dorset Heaths by:
- Improving the quality of habitat;
 - Reducing the effects of fragmentation and isolation by linking and securing sympathetic land use; and
 - Implementing heathland avoidance elements of the green infrastructure.
- 9.22 The Dorset Heathlands SAC, SPA and Ramsar sites, the location of which is presented in Figure 9.2 below, are sensitive to additional recreational pressure and so any development involving a net increase in local residents or staying visitors could be detrimental if not mitigated.
- 9.23 The Framework, which establishes the mitigation required within a 5 kilometre buffer zone, to protect the Dorset Heathlands was adopted as SPD by neighbouring councils in the eastern part of the county. The SPD was not adopted in West Dorset, but the approach to mitigation set out in the Framework (primarily the provision of SANGs) is reflected in Policy ENV2 (and supporting text) of the

current local plan. This approach is also taken forward in Policy ENV3 (and supporting text) of the local plan review.

Figure 9.2: The Dorset Heathlands international site and 5km buffer zone



10. Preferred Options Consultation

- 10.1 The responses to the Issues and Options consultation along with the evidence gathered have helped to establish two new development options for the Local Plan Review which are subject to consultation at Preferred Options stage.

SITE OPTIONS

- 10.2 The Issues and Options consultation considered four possible development options for future development. As an outcome of public consultation an additional fifth option has been put forward by Woodsford Farms.
- 10.3 This section sets out both the Preferred Options and excluded options. Alongside each option is an explanation why the option has or has not been taken forward.

Table 10.1: Preferred Options

PREFERRED OPTIONS	REASONS
Cr1 West Crossways	SANG required - Impact on road network - detached from settlement due to link road
Cr3 Woodsford Fields	SANG required - Impact on road network - Enclosed between settlement and railway - Provision of links to railway station

Table 10.2: Excluded Options

EXCLUDED OPTIONS	REASONS
Cr2 Warmwell Airfield Quarry	<p>This option is on the western side of the West Link Road and therefore separated from the village. A new junction, crossing points and speed restrictions would be necessary to enable any development on this site to connect to the existing settlement and railway station. This would change the nature and function of the link road.</p> <p>The option forms part of former RAF Warmwell World War II airfield. The site has most recently been subject to sand and gravel extraction which currently would be prioritised over development in this location.</p> <p>The area is not subject to fluvial flooding however there are a number of ponds associated with the recent sand and gravel extraction on the site which would require remediation. Due to the issues with access, remediation work required on the site and the availability of more suitable sites in Crossways this site has not be taken forward at this time.</p>

EXCLUDED OPTIONS	REASONS
Cr4 Redbridge Road Quarry and Landfill	Currently this option is in use as a solar farm the consent for which expires in 2036. The site is also segregated from the main settlement. As there are other more suitable sites in Crossways and with the lease on the site until 2036 this site has not be taken forwards at this time.
Higher Woodford, Crossways (Omission Site)	The site is situated north of the railway line and would involve the creation of a new settlement of approximately 4,000 homes. The site is set away from the main settlement, and would require significant investments in infrastructure to enable safe access for the increased population. The Local Plan is focussing development on larger settlement with services, and amenities already in situ therefore development of this scale in Crossways would not fit with this objective. The whole of this site is within 5km of Warmwell Heath SSSI which forms part of the internationally protected Dorset Heathlands SPA / SAC / Ramsar site, therefore SANGS provision would be required. For these reasons the site has not be taken forwards at this time.

PREFERRED OPTIONS

- 10.4 The Preferred Options consultation document takes forward the existing allocations from the current plan and identifies a number of new sites for housing and employment development. As explained in Table 10.1 there are two new Preferred Options for Crossways. In addition, two sites with planning permission have also been identified as Preferred Options (i.e. CRS3: Land adjacent Oakland Park and CRS4: Land to the west of Frome Valley Road). A full list of site-specific development policies for Crossways is provided in Table 10.3.

Table 10.3: Full list of site specific development policies at Crossways

POLICY	SITE
CRS1	Masterplanning for the wider crossways area
CRS2	Land south of Warmwell Road
CRS3	Land adjacent Oakland Park (PO)
CRS4	Land to the west of Frome Valley Road (PO)
CRS5	Land at Woodsford Fields (PO)
CRS6	Land to the West of Crossways (PO)

KEY CHANGES SINCE THE ADOPTED PLAN

- 10.5 The existing site-specific policies and supporting text have been updated where necessary as part of the Preferred Options consultation.
- The policy for the masterplanning of the wider Crossways area has been updated to reflect planned joint working arrangements between West Dorset District Council, Purbeck District Council and Dorset County Council.
 - Land South of Warmwell Road has been updated to reflect its progress towards the granting of permission.
 - Land adjacent to Oaklands Park (Preferred Option) has planning permission for 49 new homes.
 - Land to the West of Frome Valley road (Preferred Option) has been included as an allocation reflecting the grant of outline permission for 85 dwellings and associated infrastructure. A subsequent application has been received increasing the density of the proposal up to 140 new homes.
 - Land at Woodfords Fields and Land to the West of Crossways have been identified as future locations for development (Preferred Options).
- 10.6 The remainder of this background paper will look more closely at the two additional Preferred Options for Crossways setting out in detail the proposed approach to development.

SITE ANALYSIS - LAND AT WOODSFORD FIELDS

- 10.7 Land at Woodford Fields is located between the existing built form of Crossways and the railway line. It adjoins Frome Valley First School, a recreation ground on Dick O' Th' Banks Road and an area of woodland on the eastern edge. The site is currently in agricultural use. It could deliver about 275 new homes together with an extension to the existing first school and areas of informal open space, which would be best located adjoining the existing recreational area and the woodland edge.

DEVELOPMENT STRATEGY - LAND AT WOODSFORD FIELDS

- 10.8 Policy CRS5 of the Preferred Options consultation document provides criteria for consideration should this site be adopted. The policy as drafted (below) and the accompanying supporting text are subject to consultation.
- 10.9 The cumulative scale of development at Crossways will require the provision of accommodation for an additional 2 forms of entry in the first school. This need should be met through the extension of the existing first school onto this allocated site.
- 10.10 To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal

recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces.

- 10.11 A co-ordinated masterplanning approach between developers, the local planning authorities and Natural England will be required to ensure that an adequate level of SANG provision can be secured in the Crossways area. Current guidelines seek a minimum of 8 hectares per 1,000 population. An informal recreational area, which will not count towards the SANG requirement, will be provided on this site, together with the provision of SANGs elsewhere in the Crossways area; most likely in association with sites CRS₄ and CRS₆, which are also in the same land ownership.
- 10.12 The development will need to be 'nitrogen neutral', in accordance with the Nitrogen Reduction in Poole Harbour SPD, to avoid impacts on Poole Harbour.
- 10.13 The site is within the minerals safeguarding zone. The location and concentration of any sand and gravel deposits would need to be assessed to clarify whether any mineral extraction would be necessary prior to the development of the site.
- 10.14 The northern boundary of the site includes an area of plantation woodland adjacent to the railway line. There is also a small wooded area to the eastern side of the site. These features should be retained to provide screening in the wider landscape and to maximise biodiversity opportunities, including a wildlife corridor adjacent to the railway line.
- 10.15 There are two areas of surface water flood risk on the site, which will be a factor in site design. Built development should seek to avoid these areas and provide attenuation (if required) as part of any scheme.
- 10.16 The main vehicular access should be provided from Dick O' Th' Banks Road. Pedestrian / cycle access should be provided to the first school and the recreation ground and link into existing residential areas. Pedestrian / cycle access to the railway station along the B3390 should also be enhanced.
- 10.17 Any on and off-site provision and contributions to community infrastructure will be sought in line with Policy COM₁ and secured through a legal agreement. This will include (but will not be limited to) contributions towards:
- extensions to middle schools in Dorchester/ Puddletown and the upper school in Dorchester;
 - improved pedestrian / cycle links to Moreton railway station; and
 - a new road linking to road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing.

CRS5. LAND AT WOODSFORD FIELDS (PREFERRED OPTION)

- i) Land at Woodsford Fields, as shown on the policies map, is allocated for housing development, with associated formal and informal open space provision, and an expanded primary school.
- ii) The development will be required to mitigate any adverse effects upon internationally designated heathlands. This will require the provision of informal open space on-site and the provision of sufficient areas of Suitable Areas of Natural Greenspace in association with other sites allocated at Crossways in the local plan review.
- iii) The development will be required to incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional nutrient loading upon the Poole Harbour internationally designated sites.
- iv) The development should retain and enhance existing areas of woodland, trees and hedgerows as part of the proposals.
- v) Sustainable drainage methods are required to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.
- vi) The site will be required to provide pedestrian access to link to the existing network of footpaths to enable residents to access facilities and services in the village.

MITIGATION MEASURES - LAND AT WOODSFORD FIELDS

10.18 Mitigation measures have been identified and are set out below. These measures would be necessary to support the grant of planning permission and, as this site would be excluded from a CIL charge (as stated in paragraph 6.2.6 of the Preferred Options document) would be secured through a S106 legal agreement.

	CRS5: LAND AT WOODSFORD FIELDS
Flooding	To incorporate surface water mitigation measures within the development.
Transport	Pedestrian access to link to the existing network of footpaths, especially to the station. Public transport provision to service the development.
Biodiversity	In order to mitigate impacts on internationally designated heathlands. Provision of informal open space on-site and the provision of sufficient areas of Suitable Areas of Natural Greenspace. Incorporate measures to secure effective avoidance and mitigation of any

	CRS₅: LAND AT WOODSFORD FIELDS
	potential adverse effect of additional nutrient loading upon the Poole Harbour internationally designated sites Retain and enhance existing areas of woodland, trees and hedgerows.
Health	Contributions will be sought towards enhancements of healthcare facilities in the Crossways area.
Education	Contributions towards Middle School Extension in Dorchester/ Puddletown and Upper School in Dorchester.
Waste	A new / improved household recycling centre, waste transfer facility and depot to serve Dorchester and surrounding area.
Water	Significant network improvements required

SITE ANALYSIS - LAND TO THE WEST OF CROSSWAYS

- 10.19 Land to the West of Crossways is located west of the road to Dorchester and north of Warmwell Road. It is fairly close to facilities in the village, including the local shop, and will be close to the proposed new village hall and doctor's surgery as part of the CRS₂ allocation. The capacity of the site is likely to be determined by the strategic need for SANGs associated with other sites allocated for housing at Crossways in the local plan review. It is estimated that the site has the capacity for about 150 new homes, with associated SANG provision.

DEVELOPMENT STRATEGY - LAND TO THE WEST OF CROSSWAYS

- 10.20 To avoid adverse impacts from additional recreational pressure on internationally protected heathlands in the surrounding area, sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces.
- 10.21 A co-ordinated masterplanning approach between developers, the local planning authorities and Natural England will be required to ensure that an adequate level of SANG provision is secured in the Crossways area. Current guidelines seek a minimum of 8 hectares per 1,000 population. SANG provision on this site may need to militate against adverse effects from both this site and other sites allocated for housing in the Crossways area; most notably sites CRS₄ and CRS₅, which are in the same land ownership.
- 10.22 The development will need to be 'nitrogen neutral', in accordance with the Nitrogen Reduction in Poole Harbour SPD, to avoid impacts on Poole Harbour.

- 10.23 The site is within the minerals safeguarding zone and some extraction of sand and gravel has already taken place. The location and concentration of any remaining deposits would need to be assessed to clarify whether further mineral extraction would be necessary prior to the development of the site.
- 10.24 Features on the site include a thick hedgerow with some larger trees interspersed throughout on the northern boundary. Proposals on the site should seek to retain existing hedgerows and trees to maximise biodiversity opportunities.
- 10.25 There is an area of surface water flooding identified on the northern portion of the site, which will be a factor in site design. Built development should seek to avoid this area as part of any scheme.
- 10.26 Land to the West of Crossways is separated from the village by a road. The provision of pedestrian / cycle links, including to the first school on Dick O' Th' Banks Road, will be required. The site lies between Crossways and the Silverlake holiday home development. Opportunities to secure safe pedestrian and cycle links between the two communities should be explored through any design process. The site should also be designed to provide pedestrian / cycle links to the 'land adjacent to Oaklands Park' allocation (Policy CRS3) and SANGs in the area.
- 10.27 Any on and off-site provision and contributions to community infrastructure will be sought in line with Policy COM1 and secured through a legal agreement. This will include (but will not be limited to) contributions towards:
- extensions to middle schools in Dorchester/ Puddletown and the upper school in Dorchester;
 - improved pedestrian / cycle links to Moreton railway station; and
 - a new road linking the road west of Crossways (D21322) to the West Stafford bypass and the closure of the Woodsford No. 38 level crossing.

CRS6. LAND TO THE WEST OF CROSSWAYS (PREFERRED OPTION)

- i) Land to the west of Crossways, as shown on the policies map, is allocated for housing development with associated informal open space provision.**
- ii) The development will be required to mitigate any adverse effects upon internationally designated heathlands. Land to the west of Crossways should include the provision of an area of Suitable Alternative Natural Greenspace (SANG) to mitigate any adverse effects from this site and any unmitigated adverse effects from other sites allocated for housing at Crossways in the local plan review.**
- iii) The development will be required to incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional**

nutrient loading upon the Poole Harbour internationally designated sites.

- iv) The development should retain and enhance existing trees and hedgerows as part of the proposals.**
- v) Sustainable drainage methods are required to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.**
- vi) The site will be required to provide pedestrian access to link to the existing network of footpaths to enable residents to access facilities and services in the village.**

MITIGATION MEASURES - LAND TO THE WEST OF CROSSWAYS

10.28 Mitigation measures have been identified and are set out below. These measures would be necessary to support the grant of planning permission and, as this site would be excluded from a CIL charge (as stated in paragraph 6.2.6 of the Preferred Options document), would be secured through a S106 legal agreement.

	CRS6: LAND TO THE WEST OF CROSSWAYS
Flooding	To incorporate surface water mitigation measures within the development.
Transport	Pedestrian access to link to the existing network of footpaths. Public transport provision to service the development. There will need to be suitable crossing points and speed reduction on the link road.
Biodiversity	In order to mitigate impacts on internationally designated heathlands. Provision of informal open space on-site and the provision of sufficient areas of Suitable Areas of Natural Greenspace. Incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional nutrient loading upon the Poole Harbour internationally designated sites. Retain and enhance existing areas of woodland, trees and hedgerows.
Health	Contributions will be sought towards enhancements of healthcare facilities in the Crossways area.
Education	Contributions towards Middle School Extension in Dorchester/ Puddletown and Upper School in Dorchester.
Waste	A new / improved household recycling centre, waste transfer facility and depot to serve Dorchester and surrounding area.
Water	Significant network improvements required

INDICATIVE LAYOUT/CONCEPT PLAN – CROSSWAYS



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10.29 An indicative layout has been produced for each of the proposed new site allocations to give a visual representation of how development could take place. The layouts have been produced to help guide future site design work and show where the main policy requirements for each site could be located. The layouts will however act as a guide only and may be subject to change through the planning process.

CONSULTATION

- 10.30 The Preferred Options consultation provides an opportunity for stakeholders and the public to give their views on the preferred development options. The questions relating to Crossways are set out below. After the consultation process has ended, this background paper will be updated with a summary of the responses.
- 10.31 Former Policy CRS₂ (now Policy CRS₁) has been updated to give a firmer commitment to masterplanning of the wider Crossways area. The question seeks comments on this change.

12-i. Former Policy CRS₂ (now CRS₁) has been amended to give a firmer commitment to masterplanning in the wider Crossways area. It also sets out the key issues that should be addressed through master-planning. Do you have any comments on new Policy CRS₁?

- 10.32 Former Policy CRS₁ (now CRS₂) has been updated to reflect progress towards the grant of permission on land south of Warmwell Road. The question seeks comments on proposed criteria set out in a draft policy.

12-ii Former Policy CRS₁ (now CRS₂) has been updated to reflect its progress towards the grant of planning permission. Do you have any comments on new Policy CRS₂?

- 10.33 New Policy CRS₃ – land adjacent to Oaklands Park has been updated to reflect the grant of permission. This question seeks comments on proposed criteria set out in a draft policy.

12-iii New Policy CRS₃ reflects the grant of planning permission on this site. Do you have any comments on new Policy CRS₃?

- 10.34 New Policy CRS₄ – land west of Frome Valley Road has been updated to reflect the current planning permission and proposed increase in density. The question seeks comments on proposed criteria set out in a draft policy.

12-iv New Policy CRS₄ has been updated to reflect the grant of outline planning permission on this site for 85 homes and the proposed increase to 140 new homes. Do you have any comments on new Policy CRS₄?

- 10.35 The next question relates to Preferred Option CRS₅ – Land at Woodsford Fields. The question asks for comments on the principles for development as set out in the draft policy.

12-v New Policy CRS5 allocates this site for housing, informal open space provision and an extension to the adjacent first school. Do you have any comments on new Policy CRS5?

10.36 The final question relates to Preferred Option CRS6 – Land to the West of Crossways. This question asks for comments on the principles for development as set out in the draft policy

12-vi New Policy CRS6 allocates this site for housing and informal open space provision. Do you have any comments on new Policy CRS6?