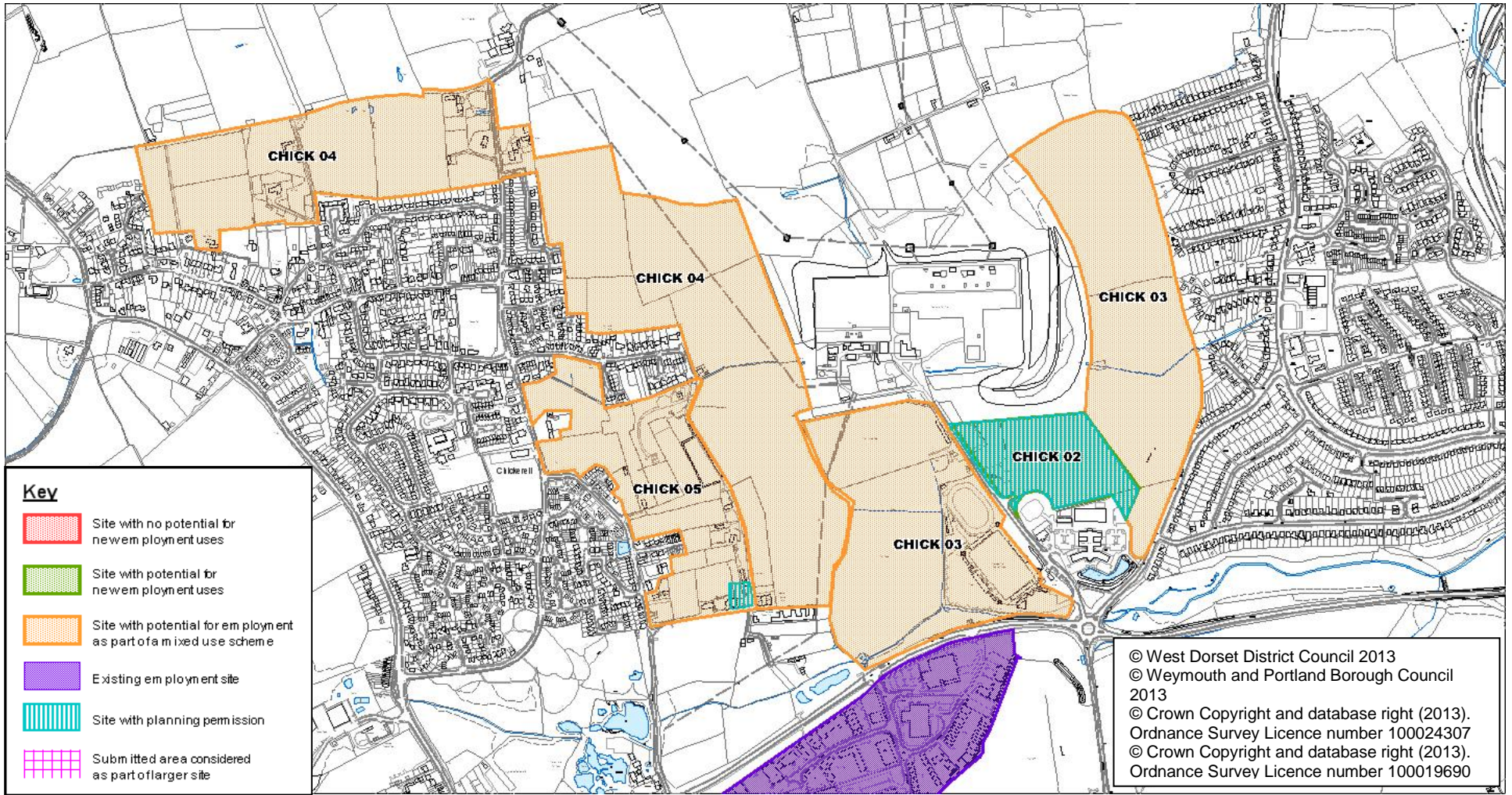
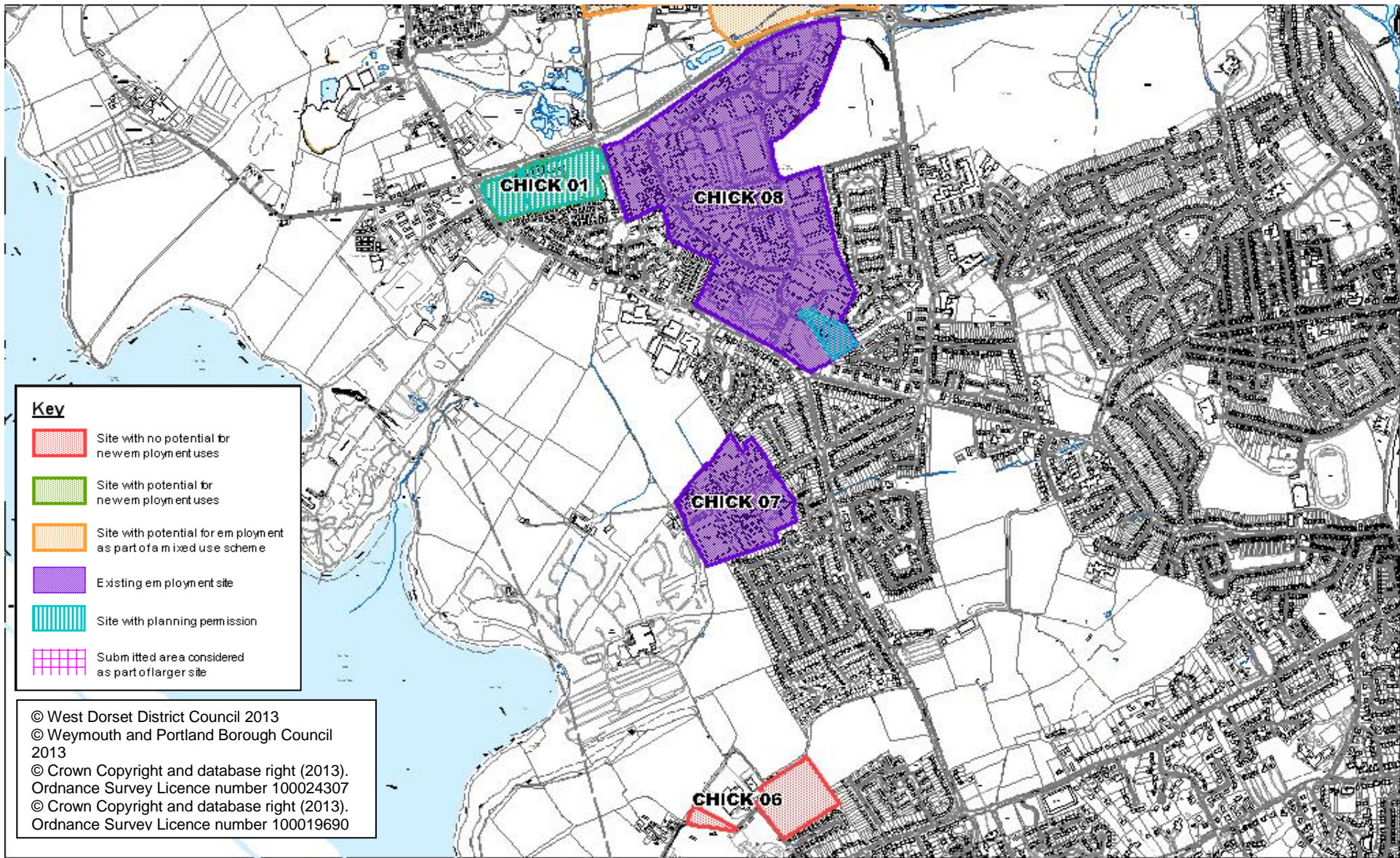

Weymouth Area

Weymouth, Portland, Littlemoor
and Chickerell

Chickerell





Sites with Potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
CHICK 01	2006 Local Plan Allocation	Putton Lane	3.88	Yes	The site has good access and is close proximity to established employment areas. It offers significant potential for new employment uses.
CHICK 02	2006 Local Plan Allocation	Radipole Lane (Chafeys Lake site), Chickerell	4.17	Yes	Site offers significant potential for employment uses.

Sites with Potential for Some Employment Uses as Part of a Mixed Use Development

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
CHICK 03	Officer Identified	Land adjoining Radipole Lane	28.16	Yes	Inspector supported retention of LLLI / green wedge
CHICK 04	Officer Identified	Land to the North of Chickerell	34.14	Yes	Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development
CHICK 05	2006 Local Plan allocation	Putton Lane (mixed use)	10.20	Yes	Site has the potential to deliver some employment uses as part of a mixed use development. Unlikely to deliver a significant amount of floorspace.

Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
CHICK 06	Submitted Site	Land at	3.09	Yes	Landscape and access issues make this site unsuitable for

Mandeville Road

development.

Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
CHICK 07	Littlesea Industrial Estate	7.07	Yes	<p>The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.</p> <p>Located in the DDB the site could be attractive for a variety of uses and may be subject to development pressure for non employment uses.</p>
CHICK08	Granby Industrial Estate	34.31	Yes	<p>The Granby is an important existing employment site that provides not only for demand from West Dorset but also Weymouth's needs. There may be opportunity to intensify development at this site either through the provision of additional units or through its redevelopment.</p>

Sites with Permission for Employment Uses

Address	Area	Comments	Under Construction
Junction of Chickerell Road and Chickerell Link Road	1.12	<p>Not started.</p> <p>Part on Allocated Employment Site CHICK CS 001</p>	
Tecan Products, Tecan Way	0.90	<p>Not started</p> <p>Part of existing employment site (Site Ref 17)</p>	
Land adj Chickerell Link Road	2.76	Not Started	
Land off	0.19	Not Started	

Putton Lane			
Radipole Lane	4.20	Not Started	

No picture available	Site ref no:	CHICK 01
	Site area (ha):	3.88
	Site Address:	Land at Putton Lane, Chickerell
	Site description and location:	The site is currently used to graze small animals, and is split into two by hedgerow. The Chickerell Link Road forms the northern boundary

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	No buildings on site
Noise and other pollutants:	Very noisy site due to the proximity of the Chickerell Link Road. No other obvious pollutants
State of external area and public realm:	Site currently used to graze small animals, not particularly high quality. Some mature hedgerows on site.
Parking, internal circulation and servicing:	None

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	The site is allocated for B1/B2 employment uses in the Local Plan under policy EA7(II). The allocation was carried forward from the previous local plan. The site assessed also includes land to the west of the allocation. This land was not included in the original allocation as it was safeguarded for the Western Relief Road. This Relief Road policy was subsequently deleted but the land was not re-designated.
Development viability:	Potentially viable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	One owner
% of long lease:	N/A
Ransom strips / other ownership constraints:	No restrictions known

Sustainability Factors

Strategic Access

Ease of access to main road network:	Has good access to the main road network 2.11km to an A road
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Proximity to rail/sea/air freight:	None
Quality of Wider Environment	
Adjacent Land uses:	Adjoining the site to the south is the Cerne Villa mobile home residential park, though the site is large enough to put distance between any development and the adjacent mobile home park. A scrap yard and other employment uses are situated in close proximity of the site, separated by a single carriageway road. This adjacent site is now being redeveloped for employment uses 'Oxford Court'. On the opposite side of the road to the west, is a row of two storey dwellings fronting on to the Chickerell Road along with the parade ground of the Ministry of Defence Camp. The neighbouring industrial estate and scrap yard, and the ability to put space between any development and the neighbouring mobile home park give more scope as far as potential employment use classes are considered. Though the nearby residential properties have extensive views of the site and of open countryside beyond.
Wider environmental quality:	The environment is not of good quality and the land is adjacent to the road, though it should be noted that the site is located in relatively close proximity to the 'heritage coast' designation.
Local Facilities:	There are a good selection of facilities available nearby for the workforce
Subject to flood risk:	Not in floodzone
Site Development Constraints	
Site access:	Good site access, already partially exists. New Chickerell Relief Road has been constructed and opened. Developers of the site will have to provide necessary infrastructure.
Topography and shape:	Flat site of a regular rectangular shape
Utilities:	Would need to be investigated
On site environmental, nature conservation, cultural heritage, trees and landscape:	The site is located in a partly rural setting, with far reaching views out of the site to the surrounding countryside. The development therefore needs to be designed in a manner which is sensitive to this location. The southern boundary will need landscape buffer planting to provide adequate screening to the mobile home park. Ensuring the protection of the watercourses leading to the Radipole Lake SSSI must be a key environmental priority.
Contamination, land stability and on site structures:	No structures on site, or any obvious contamination or stability issues
Accessibility	
Workforce:	The workforce for the site is expected to originate from Chickerell and the surrounding communities. <ul style="list-style-type: none"> Overall Population; 5,515

	<ul style="list-style-type: none"> • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There is nearby access to several Bus Transit Links from the site providing links to the local area.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban
Previously Developed Land:	Greenfield
Located within a protected employment area:	The site is formally allocated in the development plan for employment uses.
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.
Deprivation in local communities:	E01020515 Charlestown, IMD County - 96 (out of 247), Employment County - 68 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
Policy considerations:	<ul style="list-style-type: none"> • SS1; Within the Defined Development Boundary. • SA3; Within the South Dorset Ridge and Vale Landscape Character Area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	
Additional comments:	The site has good access and is close proximity to established employment areas. It offers significant potential for new employment uses.
Recommendation:	Site has potential for future employment uses.

No picture available	Site ref no:	CHICK 02
	Site area (ha):	4.17
	Site Address:	Radipole Lane (Chafeys Lake site), Chickerell
	Site description and location:	A fairly flat, large open unused Greenfield site located adjacent to the police station.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	No buildings on site
Noise and other pollutants:	No obvious pollutants
State of external area and public realm:	The environmental quality is okay
Parking, internal circulation and servicing:	None

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	The site is allocated for employment in the Local Plan under policy EA7(l). The allocation was carried forward from the previous local plan.
Development viability:	Potentially viable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	Multiple owners
% of long lease:	N/A
Ransom strips / other ownership constraints:	No restrictions known

Sustainability Factors

Strategic Access

Ease of access to main road network:	short drive to the A354 1.33km
Proximity to rail/sea/air freight:	none

Quality of Wider Environment

Adjacent Land uses:	The site is adjacent to a police station and a football stadium. It is also visible from a nearby housing development separated from the site by
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	an area of open grassland and a road B2 uses may be possible on this site given its location, however there may be potential conflict given the open nature of the location and its visibility from nearby residential properties
Wider environmental quality:	Nothing particularly noteworthy of the natural environment, open grassland used informally by some for dog walking etc. A small portion of the site closest to the road is used for scrap storage which is very unsightly
Local Facilities:	A number of facilities available in Chickerell
Subject to flood risk:	not in floodzone
Site Development Constraints	
Site access:	Site access already in place from the existing access road to the electricity substation
Topography and shape:	Flat site with a regular shape
Utilities:	Would need to be investigated
On site environmental, nature conservation, cultural heritage, trees and landscape:	Ensuring the protection of the watercourses leading to the Radipole Lake SSSI should be a key environmental priority. The integrity and identity of the settlements of Chickerell and Southill should be safeguarded.
Contamination, land stability and on site structures:	No structural, stability or contamination problems. Some large storage containers, but these are not permanent structures.
Accessibility	
Workforce:	The workforce for the site is expected to originate from Chickerell and the surrounding communities. <ul style="list-style-type: none"> • Overall Population; 5,515 • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There is nearby access to several Bus Transit Links from the site; providing links to the local area. Services run from the police HQ and the bottom of the Rise Chafeys Avenue
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban edge
Previously Developed Land:	Greenfield site
Located within a protected employment area:	Yes, the site is formally allocated in the development plan
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.

Deprivation in local communities:	E01020514 Chickerell Environs, IMD County - 178 (out of 247), Employment County - 166 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Site may be suitable for consideration for mixed uses as part of a wider comprehensive strategic extension
Policy considerations:	<ul style="list-style-type: none"> • SS3; Outside the Defined Development Boundary. • SA3; South Dorset Ridge and Vale Landscape Character Area.
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site is adjacent to the local authority boundary between West Dorset and Weymouth. It has a very open feel about it and is in a location important to separating the built up areas of Weymouth and Chickerell. • The site is in multiple ownership which could act as a barrier to bringing it forward for development. • Adjacent land to the north is designated LLLI
Additional comments:	Site offers significant potential for employment uses.
Recommendation:	Site has potential for future employment uses

No picture available	Site ref no:	CHICK 03
	Site area (ha):	28.16
	Site Address:	Land adjoining Radipole Lane Radipole Lane
	Site description and location:	The site comprises a number of fields at the local authority boundary between West Dorset and Weymouth at the village of Chickerell.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	None
Noise and other pollutants:	
State of external area and public realm:	
Parking, internal circulation and servicing:	None

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	The site is not identified in the current development plan
Development viability:	Potentially viable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	Multiple owners
% of long lease:	N/A
Ransom strips / other ownership constraints:	No restrictions known

Sustainability Factors

Strategic Access

Ease of access to main road network:	1.24km from and A road. Well connected by Radipole Lane to the Chickerell Link Road
Proximity to rail/sea/air freight:	No proximity to rail or air freight. Possibility of sea freight? – Portland port relatively close

Quality of Wider Environment

Adjacent Land uses:	The amenity of neighbouring residential uses will be a consideration. Adjacent to an existing 2006 local plan employment allocation (EA7(I))The open nature of the location and its visibility from the nearby residential properties will have to be considered
Wider environmental quality:	
Local Facilities:	Facilities in Chickerell village
Subject to flood risk:	Negligible - not in floodzone
Site Development Constraints	
Site access:	Potential. See Urban Extension Study
Topography and shape:	Area at south is level. Fields adjacent to houses rise steeply
Utilities:	Would need to be investigated
On site environmental, nature conservation, cultural heritage, trees and landscape:	Landscape Officer Comments: The site is highly visible from the wider landscape and occupies an important green gap between Southill and the electricity sub station. It is felt that the northern portion of the site would benefit from remaining undeveloped, whereas the southern, flatter portion, below the stream line might be deemed acceptable as it is less visible and would be viewed in context with the existing development. Natural England Comments: Ensuring the protection of the watercourses leading to the Radipole Lake SSSI must be a key environmental priority.
Contamination, land stability and on site structures:	Environmental Health Officer Comments: due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
Accessibility	
Workforce:	The workforce for the site is expected to originate from Chickerell and the surrounding communities. <ul style="list-style-type: none"> • Overall Population; 5,515 • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There is nearby access to several Bus Transit Links directly adjacent to the site; providing links to the local area.

Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	urban extension
Previously Developed Land:	Greenfield
Located within a protected employment area:	No, the site is afforded no policy protection for employment use
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.
Deprivation in local communities:	E01020514 – Chickerell Environs, IMD County - 178 (out of 247), Employment County - 166 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Very Limited - Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	N/A
Policy considerations:	<ul style="list-style-type: none"> • SA6; Area of Local Landscape Interest • Outside the DDB • SA3; South Dorset Ridge and Vale landscape character area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • Site on the edge of the local authority boundary • ROW - footpaths through the site • See Urban Extension Study. Would probably only come forward as part of a mixed use development. • Highways Authority Comments: There are capacity issues at the roundabout. Improvements would be expensive. Development here would be subject to the upgrading.
Additional comments:	Inspector supported retention of LLLI / green wedge
Recommendation:	Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development

No picture available	Site ref no:	CHICK 04
	Site area (ha):	34.14
	Site Address:	Land to the North of Chickerell Village
	Site description and location:	This site comprises several fields to the east and north of Chickerell village

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Some farm houses, stables and other agricultural buildings on the northern part of the site
Noise and other pollutants:	None
State of external area and public realm:	Greenfield land
Parking, internal circulation and servicing:	None

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	The site is not identified in the 2006 West Dorset District Local Plan.
Development viability:	Potentially viable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	Multiple Owners
% of long lease:	N/A
Ransom strips / other ownership constraints:	No restrictions known

Sustainability Factors

Strategic Access

Ease of access to main road network:	3.91km to an A road
Proximity to rail/sea/air freight:	None

Quality of Wider Environment

Adjacent Land uses:	Adjoining uses are predominantly residential. The amenity of the adjacent residential properties would have to be respected which may limit the uses acceptable. Agricultural to the north.
Wider environmental quality:	
Local Facilities:	Facilities in Chickerell village including pub and post office
Subject to flood risk:	Not in floodzone
Site Development Constraints	
Site access:	A new vehicular access onto the Chickerell Link Road is required.
Topography and shape:	Northern part of the site, and land east of Barr Lane, are particularly elevated.
Utilities:	Would need to be investigated
On site environmental, nature conservation, cultural heritage, trees and landscape:	<p>Primarily in agricultural use the site forms part of an important green gap between the southern and eastern edge of the town and Southill. There are strong hedgerow boundaries along the northern and eastern boundaries of the site, as well as historic trackways and boundary features. Although the site is not within the Dorset AONB, it does rise up to a ridge to the north. There is the potential for localised views of the northern edge of the site, in which development would appear isolated from existing development at Chickerell. The remainder of the site would be seen in close association with the existing urban area at Chickerell.</p> <p>Ensuring the protection of the watercourses leading to the Radipole Lake SSSI must be a key environmental priority.</p>
Contamination, land stability and on site structures:	<p>The area at Lower Putton Lane is within a historic landfill buffer zone. Overhead cable cross the part of the site in the east</p> <p>Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions</p>
Accessibility	
Workforce:	<p>The workforce for the site is expected to originate from Chickerell and the surrounding communities.</p> <ul style="list-style-type: none"> • Overall Population; 5,515

	<ul style="list-style-type: none"> • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There is nearby access to several Bus Transit Links from the site; providing links to the local area.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	urban edge
Previously Developed Land:	Mostly Greenfield
Located within a protected employment area:	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.
Deprivation in local communities:	E01020514 Chickerell Environs IMD County - 178 (out of 247), Employment County - 166 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	N/A
Policy considerations:	<ul style="list-style-type: none"> • SA6; Area of Local Landscape Importance • SS3; Outside the DDB • SA3; South Dorset Ridge and Vale landscape character area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • ROW - Some footpaths across the site
Additional comments:	Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development
Recommendation:	The site has potential for employment uses as part of a mixed use scheme.

No picture available	Site ref no:	CHICK 05
	Site area (ha):	10.20
	Site Address:	Putton Lane Area
	Site description and location:	The land is located on the Eastern side of Chickerell, and abuts Putton Lane.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	
Noise and other pollutants:	Potential contamination from the historic landfill use
State of external area and public realm:	
Parking, internal circulation and servicing:	Very little internal circulation. Green Lane runs along the southern and eastern boundaries but would need improvement.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	Site is identified for mixed uses by policy EA6 of the Local Plan. Employment workspace to include some B1 floorspace should be provided.
Development viability:	Potentially viable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	N/A
Ransom strips / other ownership constraints:	No restrictions known

Sustainability Factors

Strategic Access

Ease of access to main road network:	2.32km from an A road
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Proximity to rail/sea/air freight:	None
Quality of Wider Environment	
Adjacent Land uses:	Residential development to the West and North. Vacant land to the East and South. As part of a mixed use development consideration will have to be given to the amenity of the adjacent residential properties.
Wider environmental quality:	
Local Facilities:	Selection of facilities available nearby in Chickerell
Subject to flood risk:	Not in floodzone
Site Development Constraints	
Site access:	Additional traffic through the village could cause problems for residents. Green Lane can be accessed from the Link Road.
Topography and shape:	Mainly level. Comprises many parcels of land, most divided by hedges.
Utilities:	Would need to be investigated
On site environmental, nature conservation, cultural heritage, trees and landscape:	Some trees and hedgerows on site at field boundaries Like all the sites in Chickerell, ensuring the protection of the watercourses leading to the Radipole Lake SSSI must be a key environmental priority green field site which includes a field pattern that is likely to predate the Enclosure Acts. Appropriate advice will be needed regarding the historic significance of the field systems affected. Provision of significant areas of enhanced green open space is likely to be required
Contamination, land stability and on site structures:	Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
Accessibility	
Workforce:	The workforce for the site is expected to originate from Chickerell and the surrounding communities. <ul style="list-style-type: none"> • Overall Population; 5,515 • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There is nearby access to several Bus Transit Links directly adjacent to the site; providing links to the local area.
Sequential Test and Brownfield/Greenfield	

Urban/urban edge/rural:	Urban edge
Previously Developed Land:	Brownfield
Located within a protected employment area:	Yes, the site is formally allocated in the development plan
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.
Deprivation in local communities:	E01020514 Chickerell Environs, IMD County - 178 (out of 247), Employment County - 166 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Site is suitable for a mix of uses including residential
Policy considerations:	<ul style="list-style-type: none"> • EA6; mixed use development. • SS1; Mostly within the DDB • SA3; South Dorset Ridge and Vale landscape character area • Historic landfill buffer zone • Historic landfill site
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • ROW - some paths through the site
Additional comments:	The site is suitable for employment uses but is unlikely to deliver a significant amount of floorspace.
Recommendation:	The site has potential for employment uses as part of a mixed use scheme.

No picture available	Site ref no:	CHICK 06
	Site area (ha):	3.09
	Site Address:	Land at Mandeville Road
	Site description and location:	The site comprises two fields on the edge of Weymouth adjoining a discount store development.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	No buildings on site
Noise and other pollutants:	No obvious pollutants
State of external area and public realm:	Average quality greenfield site
Parking, internal circulation and servicing:	None

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	The site is not identified in the 2006 West Dorset District Local Plan
Development viability:	Unviable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	Majority in one ownership
% of long lease:	Unknown
Ransom strips / other ownership constraints:	No restrictions known

Sustainability Factors

Strategic Access

Ease of access to main road network:	The site is 3.77km from an A road. There are existing traffic problems along camp road
Proximity to rail/sea/air freight:	None

Quality of Wider Environment

Adjacent Land uses:	A former military tented camp (now vacant) is located to the south. Residential properties to south east
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Wider environmental quality:	Good quality natural environment- heritage coast and a wildlife corridor. Local built environment of average quality.
Local Facilities:	No immediately local facilities
Subject to flood risk:	Not in floodzone
Site Development Constraints	
Site access:	There are insurmountable highways issues at this site and questions with regard to sustainability. Any improvements that could be made would be unviable in cost terms.
Topography and shape:	Site slopes down towards the coast
Utilities:	Would need to be investigated
On site environmental, nature conservation, cultural heritage, trees and landscape:	From the coast, the site is viewed as a significant ribbon of large scale development along the horizon and is of adverse impact upon the wild character of the Fleet and the undeveloped coastline. It is felt that the site would be unsuitable for employment and would benefit from remaining open as it provides an important break or edge to development along the ridgeline.
Contamination, land stability and on site structures:	No obvious contamination or stability issues.
Accessibility	
Workforce:	<p>The workforce for the site is expected to originate from Chickerell and the surrounding communities.</p> <ul style="list-style-type: none"> • Overall Population; 5,515 • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There is nearby access to several Bus Transit Links from the site; providing links to the local area.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban edge
Previously Developed Land:	Greenfield
Located within a protected employment area:	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.
Deprivation in local communities:	E01020516 Chickerell Handborough & Littlesea:

	IMD County - 111 (out of 247), Employment County - 70 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	N/A
Policy considerations:	<ul style="list-style-type: none"> • SS1; Development Boundary • SA3; South Dorset Ridge and Vale landscape character area • Heritage Coast
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • Site has also been submitted to SHLAA, the owner may therefore have aspirations for residential development
Additional comments:	Landscape and access issues make this site unsuitable for development.
Recommendation:	Site has no potential for future employment uses

No picture available	Site ref no:	CHICK 07
	Site area (ha):	7.07
	Site Address:	LITTLESEA (LYNCH LANE) INDUSTRIAL ESTATE DT4 9DW
	Site description and location:	Located close to the coastline, Littlesea Industrial Estate is an edge of development site, adjoining a large residential development on the outskirts of Weymouth.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The site has a mix of both new and older development, some of a good condition and others in a very poor state of repair.
Noise and other pollutants:	Noise generated by the existing onsite activities
State of external area and public realm:	<p>The external site areas generally appear to be in a good condition and well maintained.</p> <p>The public realm appears to be of a sufficient quality and condition to deal with pedestrian access through the site.</p>
Parking, internal circulation and servicing:	<p>Parking appears to be insufficient, with many vehicles parked along the roadway; highlighting a possible deficit in the available parking provision. However, the road is wide enough to allow for the free flow of traffic despite the parked cars..</p> <p>The site is well accessible and easily serviceable due to sizable roadways and close links to the major road network.</p>

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	<p>The site is not identified in the 2006 West Dorset District Local Plan.</p> <p>The site is in current occupation by a variety of industrial and trading business uses, with some units vacant at present.</p>
Development viability:	Unknown

Is site being actively marketed:	The site is actively marketed, with several vacant units on the site.
Ownership and Constraints on Development	
Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	No restrictions known
Sustainability Factors	
Strategic Access	
Ease of access to main road network:	The site has good links to the larger road network in the area
Proximity to rail/sea/air freight:	None
Quality of Wider Environment	
Adjacent Land uses:	Land to the East of the site is predominantly used for residential development, with land to the West taking the form of open Greenfield land and a holiday caravan park.
Wider environmental quality:	The local environment is of a high quality due to its proximity to the heritage coastline and the SSSI of the Chesil Coastline and Bank.
Local Facilities:	Limited facilities in the immediate area, but a wider range of facilities and services are available in Weymouth town centre.
Subject to flood risk:	The site is not in a flood risk zone.
Site Development Constraints	
Site access:	Access to and throughout the site is of a good standard, causing no issues for any vehicle type.
Topography and shape:	The site topography is, in general, on a gentle slope towards the coast; from East to West across the site. However, this is very minimal.
Utilities:	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
On site environmental, nature conservation, cultural heritage, trees and landscape:	No on site environmental concerns, though development should seek to minimise its prominence in wider views.
Contamination, land stability and on site structures:	The site may have contamination issues which will need to be investigated.
Accessibility	
Workforce:	<p>The workforce for the site is expected to originate from Chickerell and the surrounding communities.</p> <ul style="list-style-type: none"> • Overall Population; 5,515 • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There are several public bus transit links to the Western side of the site, servicing the local area.

Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban edge/Rural
Previously Developed Land:	Brownfield
Located within a protected employment area:	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.
Deprivation in local communities:	E01020516 Chickerell Handborough & Littlesea: IMD County – 111 (out of 247) Employment County – 70 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	No funding currently available.
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
Policy considerations:	<ul style="list-style-type: none"> • SS1; Development Boundary • SA3; South Dorset Ridge and Vale landscape character area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	
Additional comments:	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities. Located in the DDB the site could be attractive for a variety of uses and may be subject to development pressure for non employment uses.
Recommendation:	Site should be protected for employment uses.

No picture available	Site ref no:	CHICK 08
	Site area (ha):	34.31
	Site Address:	The Granby
	Site description and location:	The Granby is an extensive existing employment site on the edge of Chickerell that also serves Weymouth's demand. There could be the opportunity to provide additional employment at this site through its reorganisation/redevelopment.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Varies throughout site. Some older buildings that could use upgrading. Some modern high quality units. Variety of ages, sizes and types
Noise and other pollutants:	Noise from traffic and existing employment uses
State of external area and public realm:	Varies throughout the site. Some areas are in need of improvement
Parking, internal circulation and servicing:	Hampshire Rd and Cumberland Drive are the main through-roads with a number of other cul-de-sacs. Parking is generally provided off road.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Chickerell are likely to be relatively high. Anticipated demand for finished units ranging from 1,000-5,000 sq ft of varying specification with both freehold and leasehold appeal. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	As an existing employment site this location is protected from change of use to non employment uses by policy ET1 of the 2006 adopted Local Plan.
Development viability:	Potentially viable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	Majority in one ownership
% of long lease:	Unknown
Ransom strips / other ownership constraints:	No restrictions known

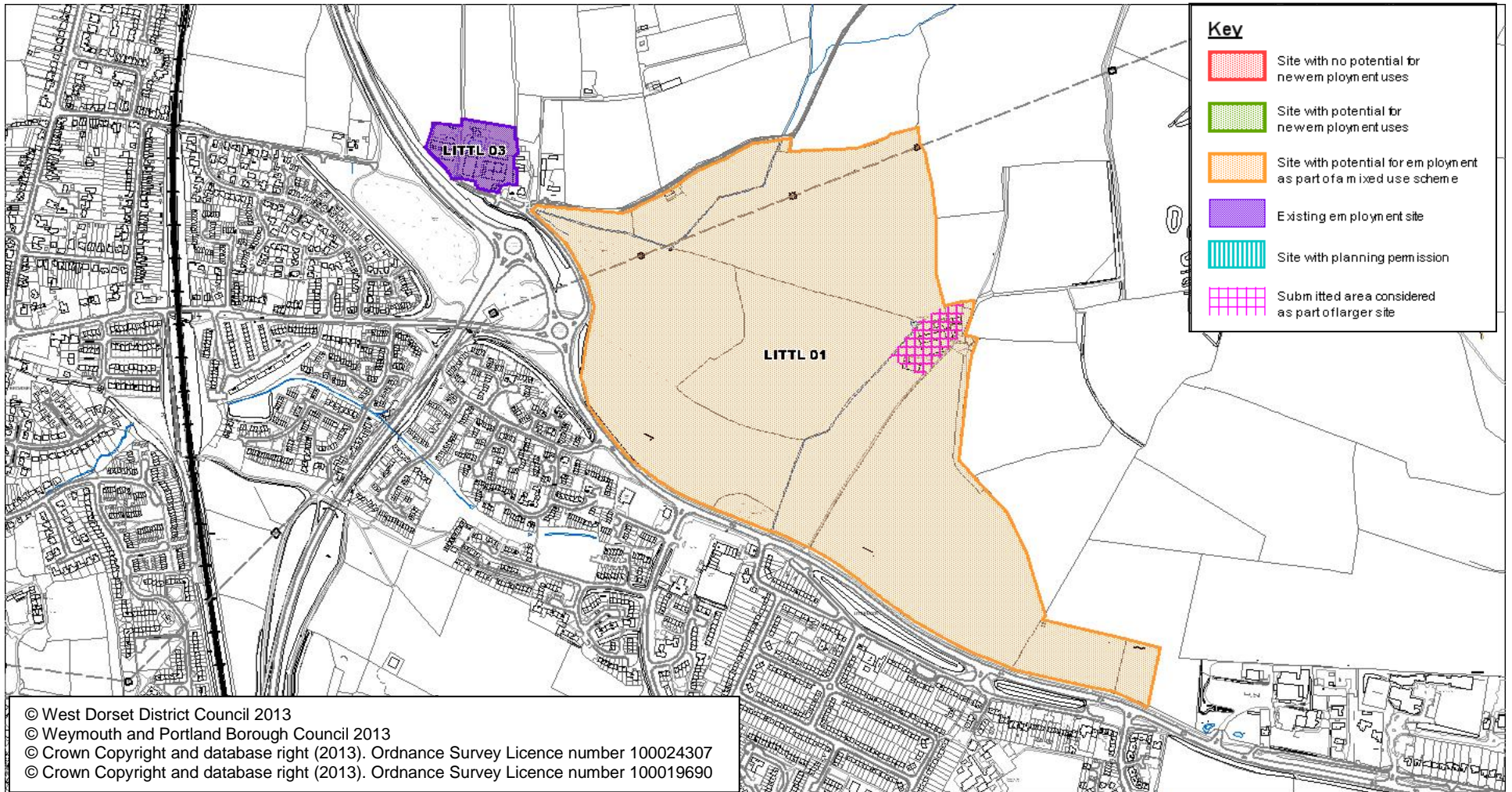
Sustainability Factors

Strategic Access

Ease of access to main road network:	Good access. 1.79km to an A road
Proximity to rail/sea/air freight:	None
Quality of Wider Environment	
Adjacent Land uses:	Adjacent uses residential, including a park home site. Current employment allocation to the west Amenity of adjacent residential properties will have to be considered although there are a large number of existing employment uses already on site that generate
Wider environmental quality:	
Local Facilities:	Some facilities on site, others close by in Chickerell village and Charlestown
Subject to flood risk:	Not in floodzone
Site Development Constraints	
Site access:	Existing - from the B3157 Chickerell link road in the north, and from the B3156 Chickerell Road in the south. No highways issues
Topography and shape:	Generally level
Utilities:	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
On site environmental, nature conservation, cultural heritage, trees and landscape:	Little in the way of on site environmental concerns. Like all the sites in Chickerell, ensuring the protection of the watercourses leading to the Radipole Lake SSSI must be a key environmental priority. Development should seek to minimise its prominence in wider views.
Contamination, land stability and on site structures:	As a previously developed site there are many existing buildings etc on site and the potential of contamination from previous uses Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
Accessibility	
Workforce:	The workforce for the site is expected to originate from Chickerell and the surrounding communities: <ul style="list-style-type: none"> • Overall Population; 5,515 • Of a Working Age; 3,917 (71%) • Economically Active; 2,748 (70%)
Access by public transport:	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area.

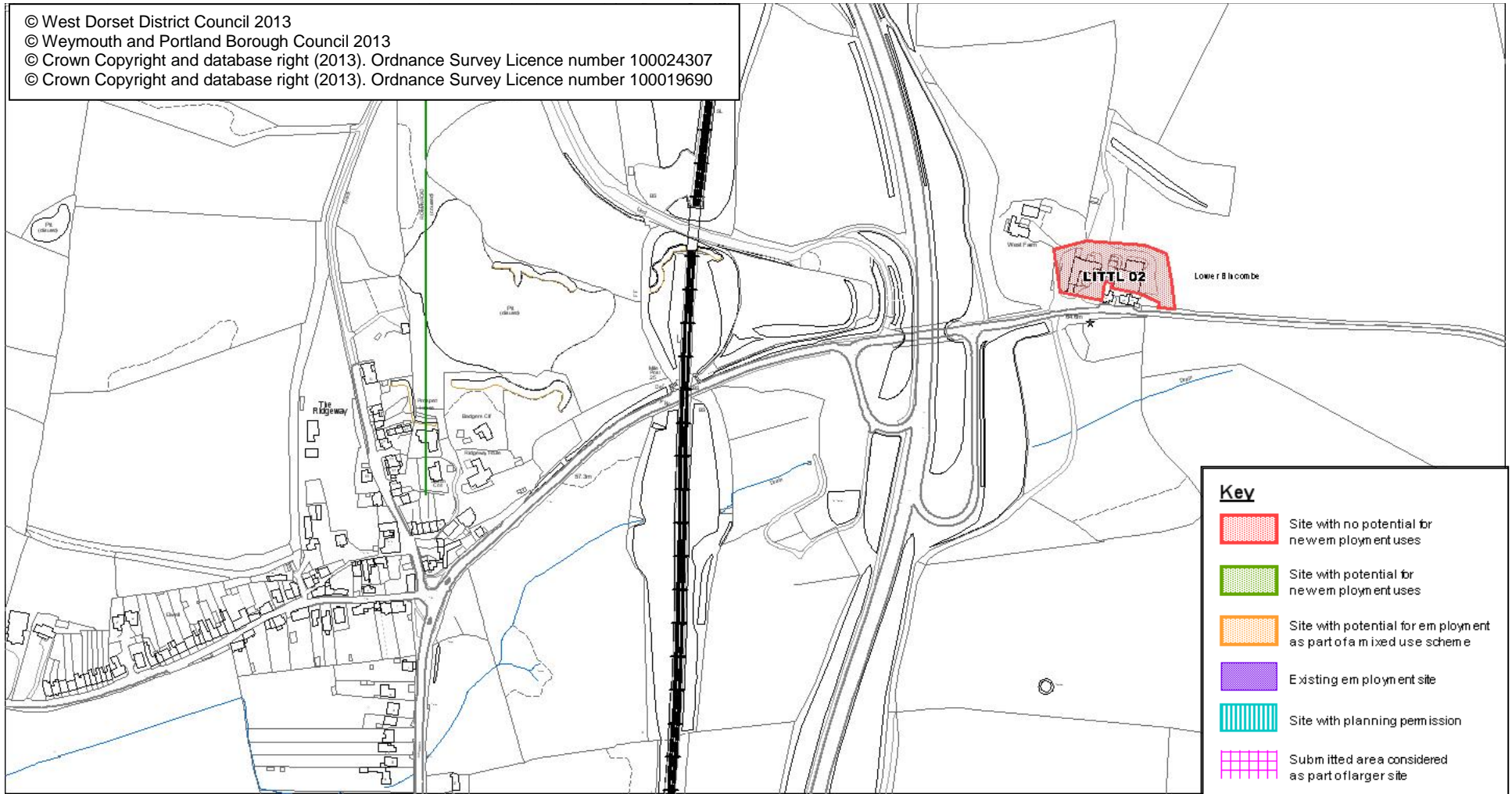
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban
Previously Developed Land:	Previously developed
Located within a protected employment area:	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are 300 firms (excluding the self employed) and 5000 people who work in the town.
Deprivation in local communities:	E01020514 – Chickerell Environs, IMD County - 178 (out of 247), Employment County - 166 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	N/A
Policy considerations:	<ul style="list-style-type: none"> • SS1; Development Boundary • SA3; Ridge and Vale landscape character area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • ROW - footpath through the site Some of the southern part of the site is along the local authority boundary
Additional comments:	The Granby is an important existing employment site that provides not only for demand from West Dorset but also Weymouth's needs. There may be opportunity to intensify development at this site either through the provision of additional units or through its redevelopment.
Recommendation:	The site should be protected for employment uses.

Littlemoor



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Sites with Potential for Some Employment Uses as Part of a Mixed Use Development

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
LITTL 01	Officer Identified	Land to the North of Litlemoor	41.92	Yes	<p>Development at this site could provide opportunities for visual enhancements to the AONB if of a sufficient quality. The provision of landscape improvements could help create a positive gateway to Weymouth.</p> <p>The site is extensive and if considered suitable for development it could offer the opportunity for a mixed use scheme at this broad location including employment uses.</p>

Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
LITTL	Submitted Site	Buildings at West Farm	0.42	No	Does not meet locational criteria

Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
LITTL 03	Icen Farm	1.29	Yes	Now that the relief road has been completed the site occupies a very prominent position at the gateway to Weymouth, this is not reflected in the sites current appearance. Development here could help to rationalise the existing site and create a more positive image.

No picture available	Site ref no:	LITTL 01
	Site area (ha):	41.92
	Site Address:	Land adjoining Littlemoor Road, Upwey Littlemoor Road
	Site description and location:	Agricultural field to the north of Littlemoor.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	No existing employment buildings on site.
Noise and other pollutants:	Some road noise
State of external area and public realm:	Good quality natural environment
Parking, internal circulation and servicing:	

Market Conditions/Perceptions/Demand

Market appraisal:	Littlemoor is located on the new relief road between Weymouth and Dorchester. Due to these highway improvements, it is likely that demand for units in the location would be high, especially if any employment land was prominently located. The site would offer potential for a number of employment uses, including quasis uses, retail/trade counter units, a hotel and petrol station. It is anticipated that there would be demand for units ranging from 1,000-5,000 sq ft. There would be limited demand for offices.
Current site status:	The site is not identified in the 2006 West Dorset District Local Plan or the 2006 Weymouth and Portland Borough Local Plan. The site is currently in full occupation by a variety of businesses.
Development viability:	Potentially viable
Is site being actively marketed:	Unknown

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	N/A
Ransom strips / other ownership constraints:	No restrictions known

Sustainability Factors

Strategic Access

Ease of access to main road network:	Good access to main road network and the A353 Littlemoor Road and the A354 Weymouth Relief Road.
Proximity to rail/sea/air freight:	None

Quality of Wider Environment

Adjacent Land uses:	Agriculture
Wider environmental quality:	Located within the Dorset AONB the natural environment is good quality though the current urban interface with the existing development could be improved.
Local Facilities:	Good selection of facilities in the existing service centre directly to the south.
Subject to flood risk:	Not in a flood risk zone
Site Development Constraints	
Site access:	Good access to the Weymouth Relief Road and the wider highway network.
Topography and shape:	The land on the Weymouth side of boundary is flat but the site rises in the West Dorset area and slopes significantly further north.
Utilities:	Would need to be investigated
On site environmental, nature conservation, cultural heritage, trees and landscape:	<p>The site is located within the attractive countryside that is important to the setting of the existing settlement. However land to the south west, approx.170m deep and parallel to Littlemoor Road, may be appropriate for development as it is less visible and has a better relationship with the existing development. There are opportunities to provide visual enhancements to the AONB. There is potential for views of the site from the west which would view the site without seeing it alongside the existing urban form at Littlemoor. This is as a result of the elevated nature of the north eastern portions of the site. The remainder of the site would be seen alongside the existing urban area at Littlemoor.</p> <p>The existing field network has mature hedgerow boundaries and provides important north/south wildlife corridor and good footpath links to the countryside. There are several watercourses running through or adjacent to the site.</p>
Contamination, land stability and on site structures:	<p>Overhead pylons cross the site.</p> <p>Due to the historical use of the site there is a potential for ground contamination. This would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.</p>
Accessibility	
Workforce:	<p>The workforce for the site is expected to originate from Weymouth and the surrounding communities:</p> <ul style="list-style-type: none"> • Overall Population; 52323

	<ul style="list-style-type: none"> • Of a Working Age; 38211 (73%) • Economically Active; 25765 (67%)
Access by public transport:	There are several bus transit links adjacent to the site providing good links to the local area with frequent bus services.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban Extension
Previously Developed Land:	Greenfield
Located within a protected employment area:	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan or the 2005 Weymouth and Portland Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are 1430 firms (excluding the self employed) and 15,400 people who work in Weymouth. Although there are several business/ industrial park locations within the Weymouth locale which offers employment opportunities there few within the Littlemoor area.
Deprivation in local communities:	E01020549 Winterborne St. Martin: IMD County Rank – 119 (out of 247) Employment Deprivation County Rank – 146 (out of 247) E01020551 Littlemoor East: IMD County Rank– 30 (out of 247) Employment Deprivation County Rank– 32 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	N/A
Policy considerations:	<ul style="list-style-type: none"> • SA1; AONB. • SS3; Outside DDB • SA3; Osmington Ridge and Vale landscape character area • N11; AONB Policy Area • AH9; Part floodzone 2&3 (west) • T13; Weymouth Relief Road
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site is within two local authority areas. • There is a risk that Littlemoor road could segregate development from the existing settlement but this could be addressed in the

	design and layout of development.
Additional comments:	<p>Development at this site could provide opportunities for visual enhancements to the AONB if of a sufficient quality. The provision of landscape improvements could help create a positive gateway to Weymouth.</p> <p>The site is extensive and if considered suitable for development it could offer the opportunity for a mixed use scheme at this broad location including employment uses.</p>
Recommendation:	<p>The site has potential for employment uses as part of a mixed use scheme.</p>

No picture available	Site ref no:	LITTL 03
	Site area (ha):	1.29
	Site Address:	ICEN FARM DT3 5PY
	Site description and location:	The site is located adjacent to the A354 Weymouth Relief Road.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Buildings on site appear to be in a deteriorating condition, many of which are former farm buildings now in industrial use.
Noise and other pollutants:	Site noise is not of a level that would cause concern. The on site industrial based activities result in a high probability of other pollutant sources.
State of external area and public realm:	The external site area appears to be in a fairly poor condition due to a lack of general maintenance. There is little public realm.
Parking, internal circulation and servicing:	Parking does not appear to be to any specifically designated areas but is provided alongside each unit. As a result of the parking, circulation through the site is difficult for larger vehicles.

Market Conditions/Perceptions/Demand

Market appraisal:	Littlemoor is located on the new relief road between Weymouth and Dorchester. Due to these highway improvements, it is likely that demand for units in the location would be high, especially if any employment land was prominently located.
Current site status:	The site is currently in use by a variety of business/industrial uses.
Development viability:	Unknown, though as the site is currently in employment use further development is likely to be viable.
Is site being actively marketed:	No active site marketing at present.

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	No restrictions known.

Sustainability Factors

Strategic Access

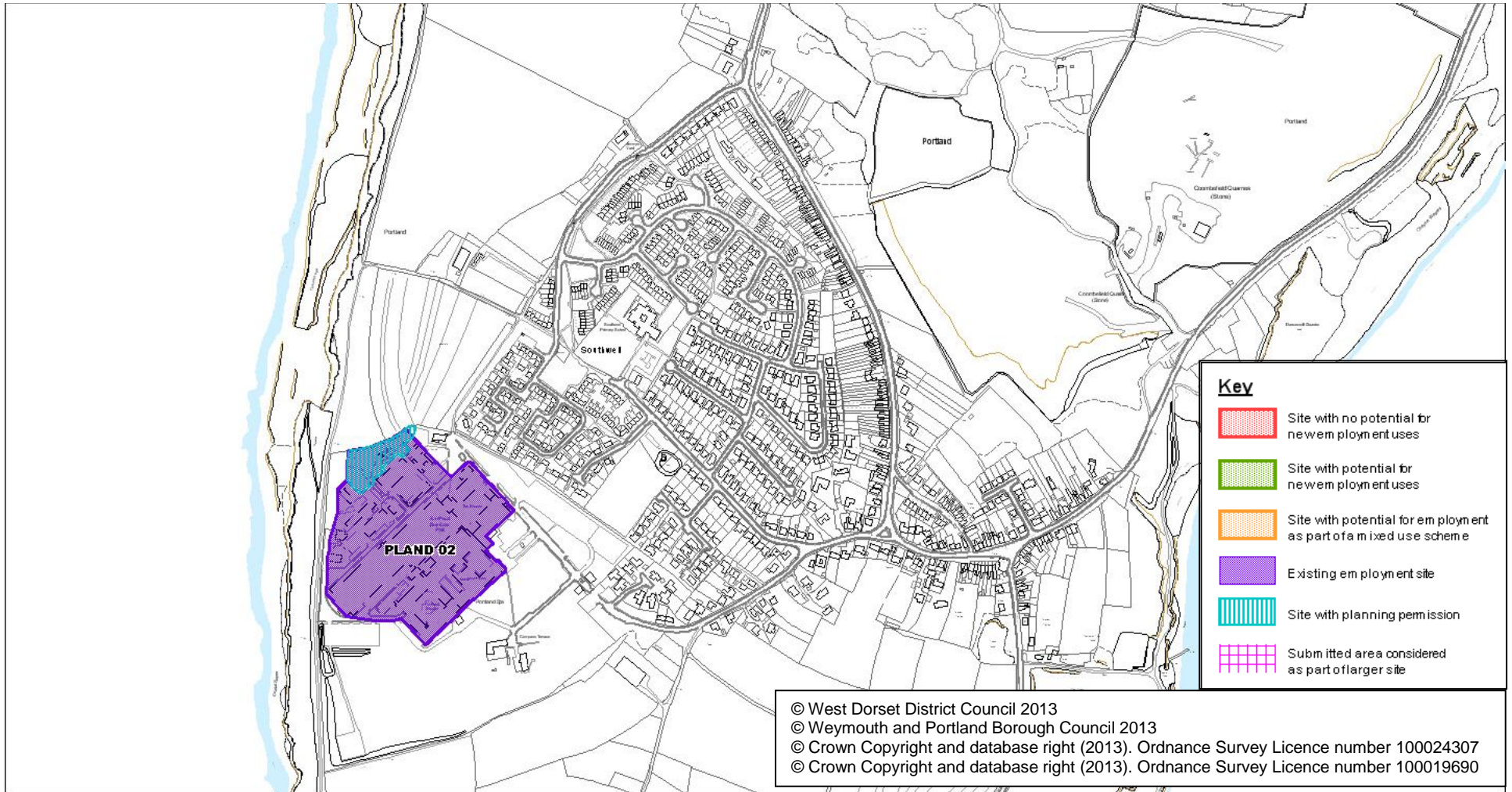
Ease of access to main road network:	The site is within a very close proximity of the A354 Weymouth Relief Road, which runs alongside the Western edge of the site. Access is via a small country lane.
Proximity to rail/sea/air freight:	None.

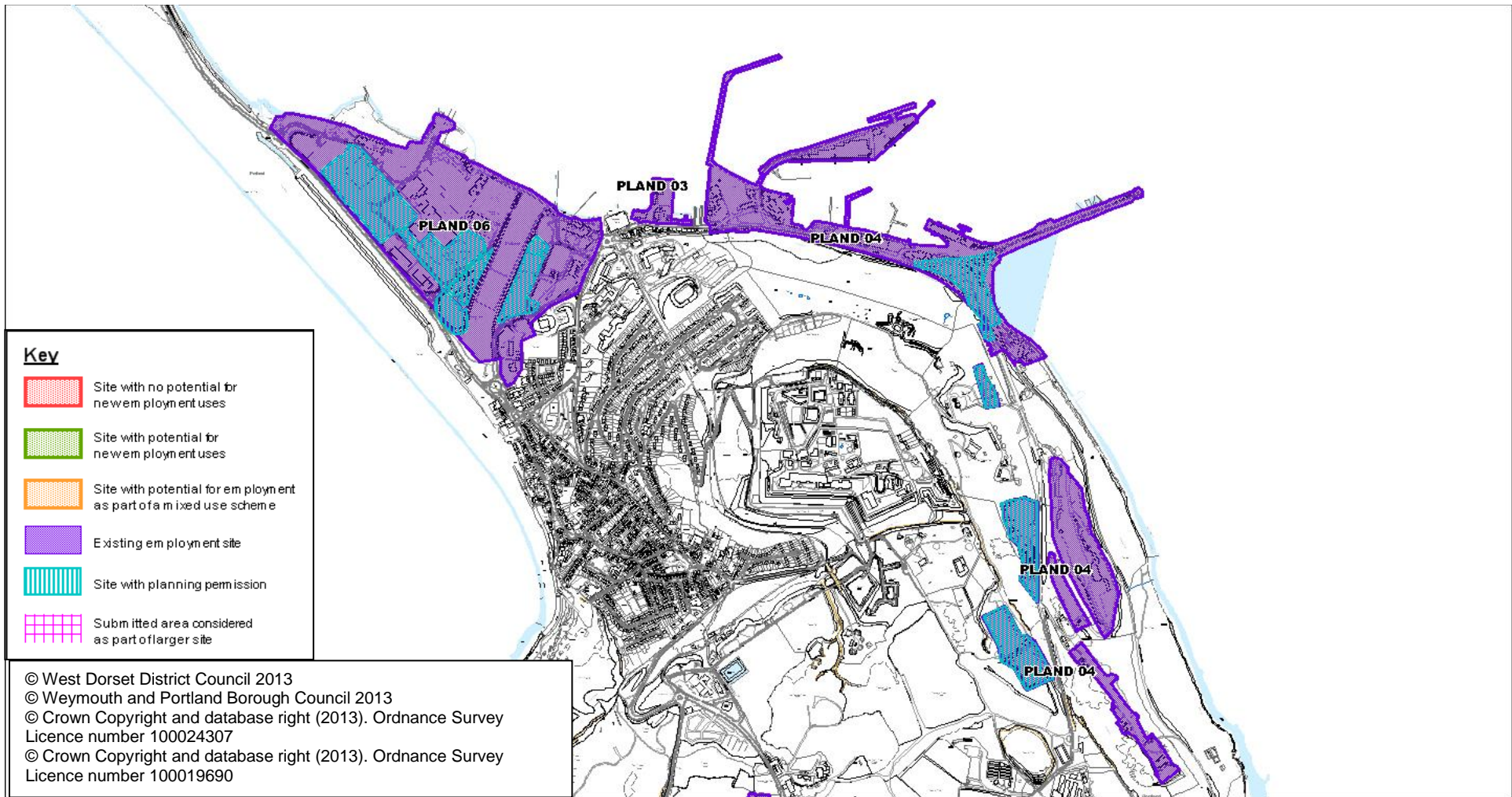
Quality of Wider Environment

Adjacent Land uses:	The site has few immediate neighbours though the amenity of a residential property to the east needs to be considered.
Wider environmental quality:	The local environment is of a high quality, due to the position of the site within the Dorset AONB.
Local Facilities:	There are few provisions within the immediate area. However, there are local facilities within the nearby Littlemoor centre to the south.
Subject to flood risk:	The site is not within a flood risk zone.
Site Development Constraints	
Site access:	Access to the site is from Icen Lane, a small country road.
Topography and shape:	The site appears to be predominantly level, sloping gently up to the North.
Utilities:	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
On site environmental, nature conservation, cultural heritage, trees and landscape:	Since the completion of the relief road the site occupies a very prominent position at the gateway to Weymouth.
Contamination, land stability and on site structures:	There are no contamination or land stability concerns to note.
Accessibility	
Workforce:	The workforce for the site is expected to originate from Weymouth and the surrounding communities: <ul style="list-style-type: none"> • Overall Population; 52323 • Of a Working Age; 38211 (73%) • Economically Active; 25765 (67%)
Access by public transport:	There are no public transport links within a very close proximity of the site. However, there are several bus transit links further afield on Littlemoor Road.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Rural/Urban Edge
Previously Developed Land:	Brownfield.
Located within a protected employment area:	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are 1430 firms (excluding the self employed) and 15,400 people who work in Weymouth. There are several business/ industrial park locations within the Weymouth locale which offers similar employment opportunities though few within the Littlemoor area.
Deprivation in local communities:	E01020549 Winterborne St. Martin: IMD County Rank - 119 (out of 247), Employment Deprivation County Rank - 146 (out of 247)







Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The prominent position of the site within a close proximity of the main road network make the site ideally suited for employment use or quasi employment use.
Policy considerations:	<ul style="list-style-type: none"> • SA1; Area of Outstanding Natural Beauty • SA3; Landscape Character Assessment Area • T13; Weymouth Relief Road • SS3; Outside the DDB
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • There are a number of enforcement issues associated with the site.
Additional comments:	Now that the relief road has been completed the site occupies a very prominent position at the gateway to Weymouth, this is not reflected in the sites current appearance. Development here could help to rationalise the existing site and create a more positive image.
Recommendation:	The site should be protected for employment uses.

Portland

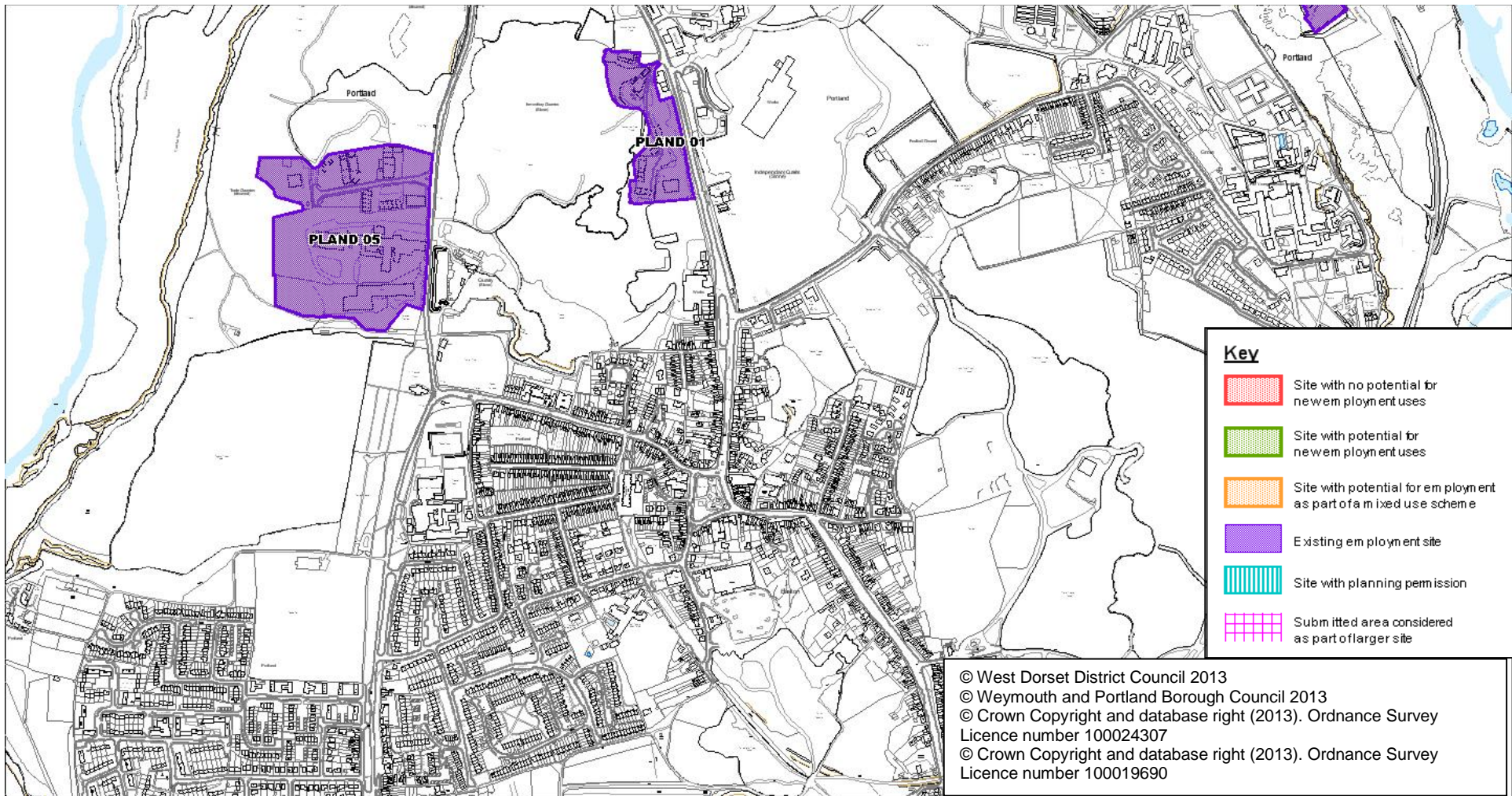




Key

-  Site with no potential for new employment uses
-  Site with potential for new employment uses
-  Site with potential for employment as part of a mixed use scheme
-  Existing employment site
-  Site with planning permission
-  Submitted area considered as part of larger site

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Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
PLAND 01	Inmosthay Industrial Estate	2.21	Yes	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.
PLAND 02	Southwell Business Park	5.23	Yes	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.
PLAND 03	Castletown Pier	1.15	Yes	Site is suitable for continued employment use, though there is limited potential for redevelopment or intensification.
PLAND 04	Portland Port	31.16	Yes	The site has capacity to provide additional development and is suitable for continued use and provides valuable local employment opportunities.
PLAND 05	Tradecroft Industrial Estate	8.06	Yes	The site has capacity to provide additional development and is suitable for continued use and provides valuable local employment opportunities.
PLAND 06	Osprey Quay	35.85	Yes	The site has capacity to provide significant additional development and is suitable for continued use and provides valuable local employment opportunities.

Sites with Permission for Employment Uses

Address	Area	Comments	Under Construction
Portland Port, Balaclava Bay, East Weare Battery, Sports Fields and Nicodemus Knob	0.7	5.2ha site 0.7ha unstarted	
Portland Port, Castletown	2.33	Not started	

Osprey Quay, Site E, Coode Way	0.84	Not started	
Osprey Quay, Boat Builders Yard, Coode Way	2.31	Not started	
Osprey Quay, Land adj Osprey Quay and Mere Tank Farm	4.04	Not started	
Osprey Quay, Buildings T1-T3, Q, K, and R, Castle Court Development, Mulberry Av	1.41	Not started	
Osprey Quay, Plot F, Mereside	0.12	0.76ha site 0.12 unstarted	
Coastal Sea School, 3 Cliff Way, Southwell Business Park	0.39	Not started	

No picture available	Site ref no:	PLAND 01
	Site area (ha):	2.21
	Site Address:	IMMOSTHAY INDUSTRIAL ESTATE DT5 1BW
	Site description and location:	A purpose built industrial estate located in the centre of the island. The site is located between quarries to the east and west. Access to the site is directly off of the A354.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Buildings appear to be in a relatively good state of repair, mainly comprising industrial type sheds, brick and rolled steel. Built originally in the early 1990s.
Noise and other pollutants:	There is potential for noise pollution from the adjacent uses.
State of external area and public realm:	The surrounding area is dominated by the two quarry excavations, with smaller areas of green space neighbouring these. To the north and south of the site, there is additional employment land.
Parking, internal circulation and servicing:	There is parking provision for each individual business unit. There is no additional provision for public or other use.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Portland are likely to be reasonable. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	Site is currently in occupation by a number of business uses.
Development viability:	Unknown but in a current use so likely to be viable
Is site being actively marketed:	No current active marketing.

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Access to the site is via a single route off of the A354. Direct access to the A354.
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Proximity to rail/sea/air freight:	No relevant proximity to alternatives to road freight.
Quality of Wider Environment	
Adjacent Land uses:	Quarry sites and additional employment land.
Wider environmental quality:	High quality natural environment due to its position upon the Portland Headland.
Local Facilities:	Local facilities are located at nearby Easton and Weston, more substantial facilities located at Portland.
Subject to flood risk:	Within Flood Risk Zone 1
Site Development Constraints	
Site access:	Site is accessed from the A354, no alternative access. The access road is of sufficient quality for the designated uses.
Topography and shape:	The site topography slopes on a downhill gradient from north to south.
Utilities:	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	The site directly borders the SSSI for Portland; it is also located north of two designated areas of conservation. Located near to an SNCI designation on Victoria Place Withdrawn PD rights on land at Easton Lane.
Contamination, land stability and on site structures:	The site is bordered by two quarries.
Accessibility	
Workforce:	The workforce catchment for the site originates in the surrounding communities of Weston and Easton, Fortuneswell and the larger towns of Weymouth. <ul style="list-style-type: none"> • Overall Population; 12,844 • Of a Working Age; 9,660 (75%) • Economically Active; 6,338 (66%)
Access by public transport:	Several bus transit links close to the site, no alternative transit options.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban edge/rural
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	Other similar industrial (business parks located locally), larger employment centres at Weymouth and Portland

	Port.
Deprivation in local communities:	E01020563 - Tophill East Grove Road, IMD County – 34 (out of 247) Employment County – 117 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Ability to support particular economic development priority:	Potential for employment growth upon this site.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Proximity of site to the existing neighbouring uses renders the site at present, only suitable for business or industrial use. This could change if the neighbouring sites change use.
Policy considerations:	<ul style="list-style-type: none"> • D1; Easton Lane Portland development boundary • N15; SSSI Isle of Portland • B4; Site of Local Archaeological importance • E1b; Inmosthay Industrial Estate
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site border two quarries and land designated as SSSI.
Additional comments:	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.
Recommendation:	The site should be protected for employment uses.

No picture available	Site ref no:	PLAND 02
	Site area (ha):	5.23
	Site Address:	SOUTHWELL BUSINESS PARK DT5 2NJ
	Site description and location:	Business/light industrial park located off existing residential estate; good quality road access and transit road links.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Buildings in a good state of repair, built in its original form in the 1950s. Also comprises of 'The Venue Hotel and Spa'.
Noise and other pollutants:	There is the potential for noise issues arising from industrial uses on the site impacting upon the business uses on site. There is also noted presence of potential pollutant sources within the industrial area of the site.
State of external area and public realm:	Surrounding area currently comprises open undeveloped greenspace and agricultural with additional adjacent residential estates. Public realm is of sufficient quality and in good condition.
Parking, internal circulation and servicing:	Good volume of public parking, in addition to private business parking.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Portland are likely to be reasonable. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	Site is currently in use, resided by a variety of businesses.
Development viability:	Unknown but in a current use so likely to be viable
Is site being actively marketed:	No current active marketing.

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Good access to the A354
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Proximity to rail/sea/air freight:	No relevant proximity to alternatives to road freight.
Quality of Wider Environment	
Adjacent Land uses:	Residential and agricultural land adjacent.
Wider environmental quality:	High quality natural environment due to its position upon the Portland headland.
Local Facilities:	Local facilities located within a 4 mile radius at Portland.
Subject to flood risk:	Site is within Flood Risk Zone 1.
Site Development Constraints	
Site access:	No issues regarding site access.
Topography and shape:	Site slopes towards the north west corner of the site approximately.
Utilities:	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	No notable conservation issues on site, bordering Portland SAC & SSSI. SNCI located in several areas bordering the site.
Contamination, land stability and on site structures:	Potential issues regarding its coastal position with relation to the cliff top stability.
Accessibility	
Workforce:	Workforce catchment originates from Portland, Weymouth and the surrounding small communities within the district. <ul style="list-style-type: none"> • Overall Population; 12,844 • Of a Working Age; 9,660 (75%) • Economically Active; 6,338 (66%)
Access by public transport:	Local bus transit link just outside the site. No alternate transit options.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban edge/rural
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	Local volume employment area, other similar industrial/business complexes nearby.
Deprivation in local communities:	E01020566 - Southwell and Portland Bill, IMD County – 130 (out of 247) Employment County – 88 (out of 247)
Priority regeneration designation:	The site has not been identified at present for

	regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Ability to support particular economic development priority:	The site is virtually at development capacity within the current confines of the site boundary; however, there are neighbouring areas of open greenspace within the gated region of the business park.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Land is ideal for employment use, however if an alternative proposal were necessary, given the current neighbouring development, residential use would be most applicable.
Policy considerations:	<ul style="list-style-type: none"> • N16; SSCI • B4; Site of Local Archaeological Importance • D2; Important Open Gap, Weston and Southwell • N13; Heritage Coastline, Portland Coastline • N12; Area of Local Landscape Importance, Portland Coastline & Portland • D1; Southwell Business Park development boundary • E1a; Southwell Business Park employment allocation
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site borders land designated as SAC and SSSI. Stability issues need further investigation.
Additional comments:	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.
Recommendation:	The site should be protected for employment uses.

No picture available	Site ref no:	PLAND 03
	Site area (ha):	1.15
	Site Address:	CASTLETOWN PIER DT5 1BD
	Site description and location:	Historic pier area, located off of Castletown townscape; access via Main Road leading to small internal access road through the centre of the site.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Aging local buildings, possibly in need of thorough modernisation or replacement.
Noise and other pollutants:	No significant local noise pollution sources.
State of external area and public realm:	Aging local public realm and roadways, need for modernisation as part of any proposed redevelopment.
Parking, internal circulation and servicing:	Part of the site currently provides some local car parking; parking for the site is primarily to the northern end. Circulation throughout the site is unrestricted, currently running diagonally across the site.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Portland are likely to be reasonable. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	Site is currently in use, primarily by the centrally located hotel, and the public car park, boat builders to the north. North of the site features less activity, development opportunity.
Development viability:	Unknown but in a current use so likely to be viable
Is site being actively marketed:	No active site marketing.

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Access to the site itself quite constrained; however the local Main Road leads directly to the A354.
Proximity to rail/sea/air freight:	No relevant proximity to alternative freight options to road freight.

Quality of Wider Environment

Adjacent Land uses:	The site is a part of the Castletown main parade, mainly comprising hotel and retail base establishments, in addition to this is the Grade II listed 'Royal Breakwater' hotel, which faces directly on to the pier. To the East of the site is primarily industrial marine based activity.
Wider environmental quality:	There is potential to exploit the Coastal position of the site, which is currently hidden away; the present development bears a poor contextual relationship with the Coast.
Local Facilities:	Relatively close to local facilities, more significant sources at Weymouth and Portland. Nearby Sports Centre.
Subject to flood risk:	Site is within Flood Risk Zone 2.

Site Development Constraints

Site access:	The site is not suitable for regular access by larger vehicles including goods vehicles due to the nature of the access road to the site.
Topography and shape:	The site can be considered flat in topographical terms. It is restricted in its developable area by its water boundaries to three sides (all but the southern access aspect).
Utilities:	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	The site is located directly within a conservation area.
Contamination, land stability and on site structures:	A survey of the site may be necessary regarding new development. Neighbouring the site is a plot where industrial spray painting is being performed, potentially affecting the use of the site.

Accessibility

Workforce:	<p>The potential workforce for the site is likely to originate within the small surrounding communities.</p> <ul style="list-style-type: none"> • Overall Population; 12,844 • Of a Working Age; 9,660 (75%) • Economically Active; 6,338 (66%)
Access by public transport:	The nearest local bus transit links are located at Portland Castle. There are no alternate links via any other transit forms.

Sequential Test and Brownfield/Greenfield

Urban/urban edge/rural:	Urban-edge/rural
Previously Developed Land:	All of site previously developed land.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan

Social and Regeneration Policy

Availability of other jobs locally:	There are many other local employment sites within the locality.
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Deprivation in local communities:	E01020569 - Fortuneswell North, IMD County – 3 (out of 247) Employment County – 7 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Ability to support particular economic development priority:	Not necessarily suitable to provide any substantial economical development.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The site may be more applicable as a public service location; due to the proximity of the local hotel facilities. A use which will respond to the local natural context.
Policy considerations:	<ul style="list-style-type: none"> • B8; Conservation Area, Underhill • C3; Water Sport Facility Area, Castletown • D1; Development Boundary, Underhill
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • Access to the site constrained. Site is within Flood Risk Zone 2 and Conservation Area.
Additional comments:	Site is suitable for continued employment use, though there is limited potential for redevelopment or intensification.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	Site ref no:	PLAND 04
	Site area (ha):	31.16
	Site Address:	Portland Port DT5 1PP
	Site description and location:	The former MoD and Royal Navy site, which is now a private business estate is located upon the protected SSSI heritage coastline of the Weymouth and Portland area. Many undeveloped areas of the site that could be effectively redeveloped.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The units on site which are currently in use are of a good standard and state of repair. Some of the existing buildings on site are disused and would benefit from redevelopment. Many of these units, particularly those in proximity of the Breakwaters, are listed requiring permission before any material change is performed.
Noise and other pollutants:	The nature of the activities occurring on site gives rise to extensive noise pollution; however this is to be expected and the isolated nature of the site mitigates any potential problems that may be associated with this noise in respect of local residents. There are likely to be traces across the site of heavy engineering related pollutants pertaining to current and former activities which occur on site.
State of external area and public realm:	The used portion of the site is in a good state; although there is a lack of public realm due to the private and past/present heavy industry nature of the site. The external area is in poor condition in the unused parts of the site, negligible public realm infrastructure or landscaping in these areas. Potential for large scale public realm improvements to areas of the site likely to be used by the cruise related trade and visitors for excursions.
Parking, internal circulation and servicing:	Small designated parking area pertaining primarily to the port authority building; little dedicated parking elsewhere on site. Circulation throughout the site is good, however many routes are likely to need fairly significant improvement, including the introduction of new roadways, alongside any new or re-development. The site has excellent serviceability potential, both via road and water, allowing for easy goods access and potential redevelopment opportunities.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Portland are likely to be reasonable. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	The site is at present in partial use. There is increasing activity levels in the currently occupied areas of the site, due to the rise in business that is being generated. Several of the currently undeveloped plots are in the planning and conception stages of new use and building works, further enhancing the current economic potential of the site.
Development viability:	Unknown but in a current use so likely to be viable
Is site being actively marketed:	The site is currently marketed as a potential site for new marina related business uses.
Ownership and Constraints on Development	
Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	Unknown
Sustainability Factors	
Strategic Access	
Ease of access to main road network:	There is nearby access to Castletown Road, which leads directly on to the A354 Portland Beach Road; the main through route in the area.
Proximity to rail/sea/air freight:	High potential for both road and sea freight, both of which are currently employed extensively on site.
Quality of Wider Environment	
Adjacent Land uses:	The site borders the small development of Castletown, alongside which extensive redevelopment is currently underway in relation to the recent Osprey Quay developments. The site also borders greenfield land, predominantly to the west, and beyond that Portland Prison and nearby residential estates.
Wider environmental quality:	The local environment is of a very high quality given the local conservation and heritage sites and designations.
Local Facilities:	Local facilities are relatively scattered, with provisions located in several of the local small communities as well as more extensively so in the main town centre of Portland.
Subject to flood risk:	Site is within Flood Risk Zone 2.
Site Development Constraints	
Site access:	The site is in general very accessible, both by road and water; the far reaching areas to the south east of the site however, are much less so, given their raised level and inland location. Potential for further access

	to these sites to be introduced from the surrounding road network.
Topography and shape:	The site has a very variable topography; from flat at dock level to the northern end of the site, to very steep to the south eastern end as the roadway scales up the cliff side. The current used portion of the site is fairly closely grouped, however proposed development sites are very separated from this current grouping in many situations.
Utilities:	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	There are several natural development constraints across the site; varying in each specific plot location. SNCI, SAC, SSSI designations are the primary considerations across, and neighbouring, the current and potential development plots.
Contamination, land stability and on site structures:	Potential contamination and stability issues may require future investigation. There are onsite buildings and structures which are likely to need removal as part of new development plans due to their poor current condition and state of disuse.
Accessibility	
Workforce:	The workforce catchment for the site is likely to cover a large local area due to the specialised nature of the industry and employment opportunities on site.
Access by public transport:	The site is not, at present, particularly well serviced by the local public transport network.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban edge/rural.
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are similar job opportunities available in the nearby Osprey Quay industrial and business estates.
Deprivation in local communities:	E01020563 - Tophill East Grove Road, IMD County – 34 (out of 247) Employment County – 117 (out of 247) E01020569 - Fortuneswell North, IMD County – 3 (out of 247) Employment County – 7 (out of 247)

Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Ability to support particular economic development priority:	There is a potential for increasing the current scope of the site in terms of its ability to support the local economic development. The proposed new plans are set to double the workforce from ~350 at present to around ~700, with future opportunities to increase this further still.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The site is unsuitable for any alternative development allocations beyond employment or industrial use, due to the current activities occurring on site.
Policy considerations:	<ul style="list-style-type: none"> • N13; Heritage Coast, and Portland Coastline • N12; Area of Local Landscape Importance • N15; SSSI Isle of Portland • N16; SNCI • B4; Site of Local Archaeological Importance • D1; Development Boundary, Underhill
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • Several nature designations affect the site including SNCI, SAC and SSSI. The site is within Flood Risk Zone 2.
Additional comments:	The site has capacity to provide additional development and is suitable for continued use and provides valuable local employment opportunities.
Recommendation:	The site should be protected for employment uses.

No picture available	Site ref no:	PLAND 05
	Site area (ha):	8.06
	Site Address:	TRADECROFT INDUSTRIAL ESTATE DT5 2LN
	Site description and location:	Industrial park located off of a primary spur of the A354, excellent local transit and road links.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Buildings in a relatively good state of repair, industrial style brick and rolled steel sheds, mostly newer units, one or two of poorer quality. Built in the 1990s.
Noise and other pollutants:	Potential noise generated by industrial activity, no significant evidence of pollutant sources.
State of external area and public realm:	Public realm is minimal due to industrial nature of the site and its position off of a main road. Surrounding landscape comprising undeveloped greenfield land. Possible contaminated land to the west of the site, being used as a location for 'refuse'.
Parking, internal circulation and servicing:	On road parking, in addition to private parking related to individual units. No issues posed regarding site access.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Portland are likely to be reasonable. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	Site is currently in use, resided by a mix of light industrial and office based businesses.
Development viability:	Unknown but in a current use so likely to be viable
Is site being actively marketed:	No current active marketing, no evidence of vacant units.

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Good access to the A354
Proximity to rail/sea/air freight:	No relevant proximity to alternatives to road freight.

Quality of Wider Environment

Adjacent Land uses:	Adjacent greenfield and quarrying land, not highly suitable for development. Relative proximity to graveyard and residential development to the south.
Wider environmental quality:	Headland position relates to high quality natural environment.
Local Facilities:	Local facilities nearby at Easton and Weston, more significant sources within a mile at Portland.
Subject to flood risk:	Site is within Flood Risk Zone 1.
Site Development Constraints	
Site access:	No issues regarding access to the site.
Topography and shape:	Site topography is majorly flat, minimal sloping from south to north.
Utilities:	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	No notable site conservation issues; however there are designated public footpaths bordering the site, alongside the protected Coastline. Site closely borders SSSI to the West, SAC adjacent to this.
Contamination, land stability and on site structures:	Potential issues regarding the coastal positioning with relation to future cliff top stability. Site lies within 250m methane exclusion zone due to former landfill site. Site lies within 50m landfill site material consideration zone.
Accessibility	
Workforce:	Workforce catchment originates from Portland, Weymouth and the surrounding small communities within the district. <ul style="list-style-type: none"> • Overall Population; 12,844 • Of a Working Age; 9,660 (75%) • Economically Active; 6,338 (66%)
Access by public transport:	Local bus transit links close to the site, no alternative transit options.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban-edge/rural
Previously Developed Land:	Site is previously developed
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	Other similar industrial/business park sites located within the area, within a close proximity of Portland Harbour.

Deprivation in local communities:	E01020564 - Weston West, IMD County – 17 (out of 247) Employment County – 27 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Ability to support particular economic development priority:	The site is reaching the limits of its developmental capacity; however, the current businesses on site offer a good volume of employment for the local community, and as such, are considered to be a valuable local resource.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Due to the environmental implications upon the site it would be difficult to suggest that any use allocation other than heavy industry be deemed applicable.
Policy considerations:	<ul style="list-style-type: none"> • D1; Development Boundary • E1c; Tradecroft Industrial Estate employment allocation • N15; SSSI Isle of Portland • T09; Portland Quarry and Stone Centre tourism area.
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site borders land designated as SSSI. Stability issues need further investigation
Additional comments:	The site has capacity to provide additional development and is suitable for continued use and provides valuable local employment opportunities.
Recommendation:	The site should be protected for employment uses.

No picture available	Site ref no:	PLAND 06
	Site area (ha):	35.85
	Site Address:	OSPREY QUAY DT5 1SA
	Site description and location:	Coastal site, prime development location with huge potential for future development. Access to Portland Marina.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Buildings upon the site are of a good quality and state of repair. Primarily industrial and office business premises. Recent re-development to Portland Marina, very high quality finish, enhancing development potential of subsequent sites. Sunseeker and other marine related uses located here.
Noise and other pollutants:	Minimum noise pollution present from surrounding uses, strict control of pollutants due to coastal location.
State of external area and public realm:	A very high quality public realm, allowing for pedestrian access throughout the site. The general area is of a high quality where development has been completed.
Parking, internal circulation and servicing:	Parking provisions for the site are generously allocated to the individual business units, as well as an adequate public car parking facility to the North of the site, in close proximity of the marina. Circulation throughout the site is of a high quality.

Market Conditions/Perceptions/Demand

Market appraisal:	Demand for employment land and finished units in Portland are likely to be reasonable. Unlikely to attract significant inward investment due to its location, however demand may increase following recent strategic access improvements and the Olympics.
Current site status:	Site is currently in use, potential for further development upon vacant plots. High state of development currently occurring on site, primarily business and industrial pace. Planned development for an extensive leisure and tourism complex.
Development viability:	Unknown but in a current use so likely to be viable
Is site being actively marketed:	Site is currently very actively marketed.

Ownership and Constraints on Development

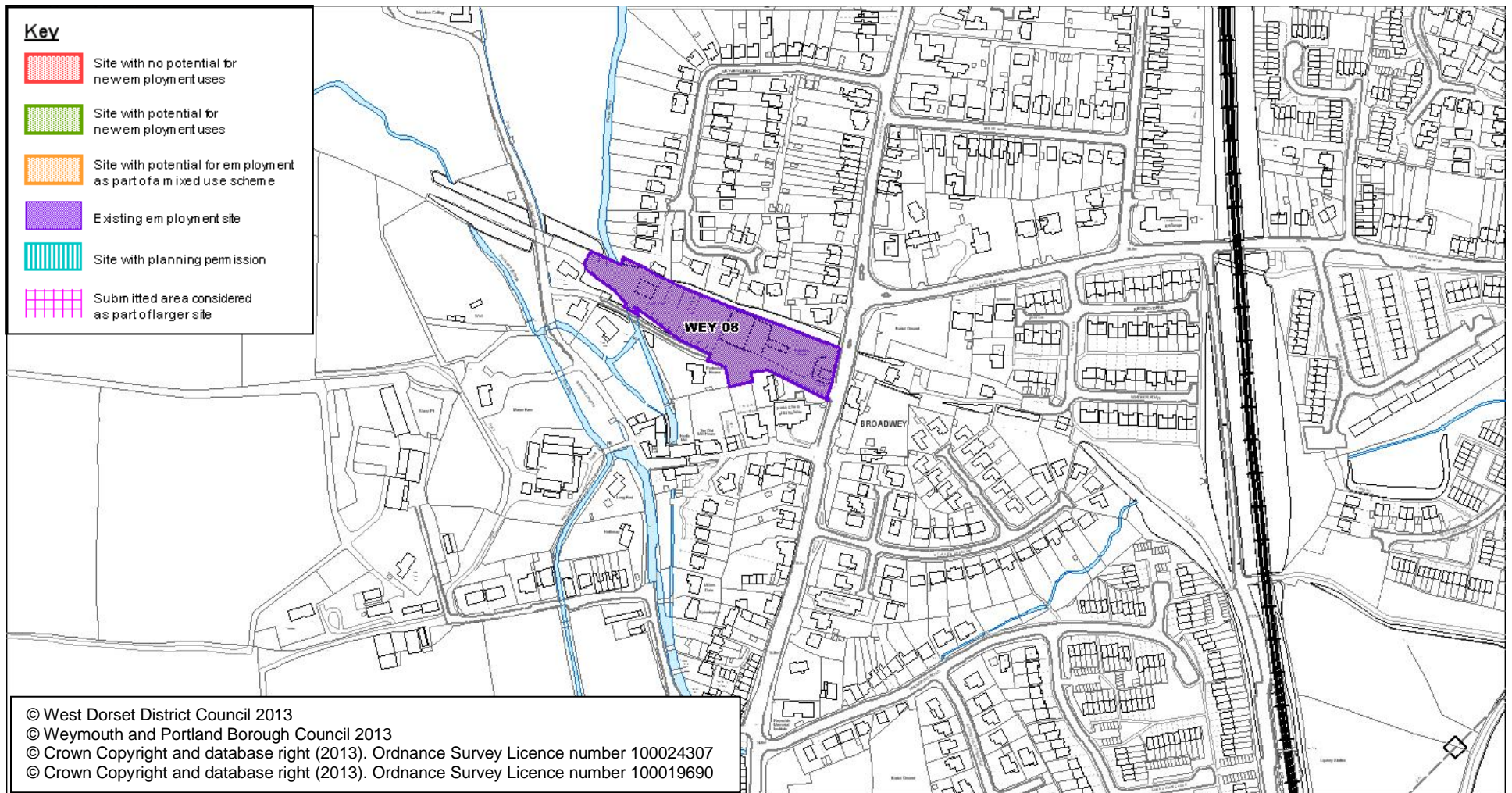
Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	Unknown

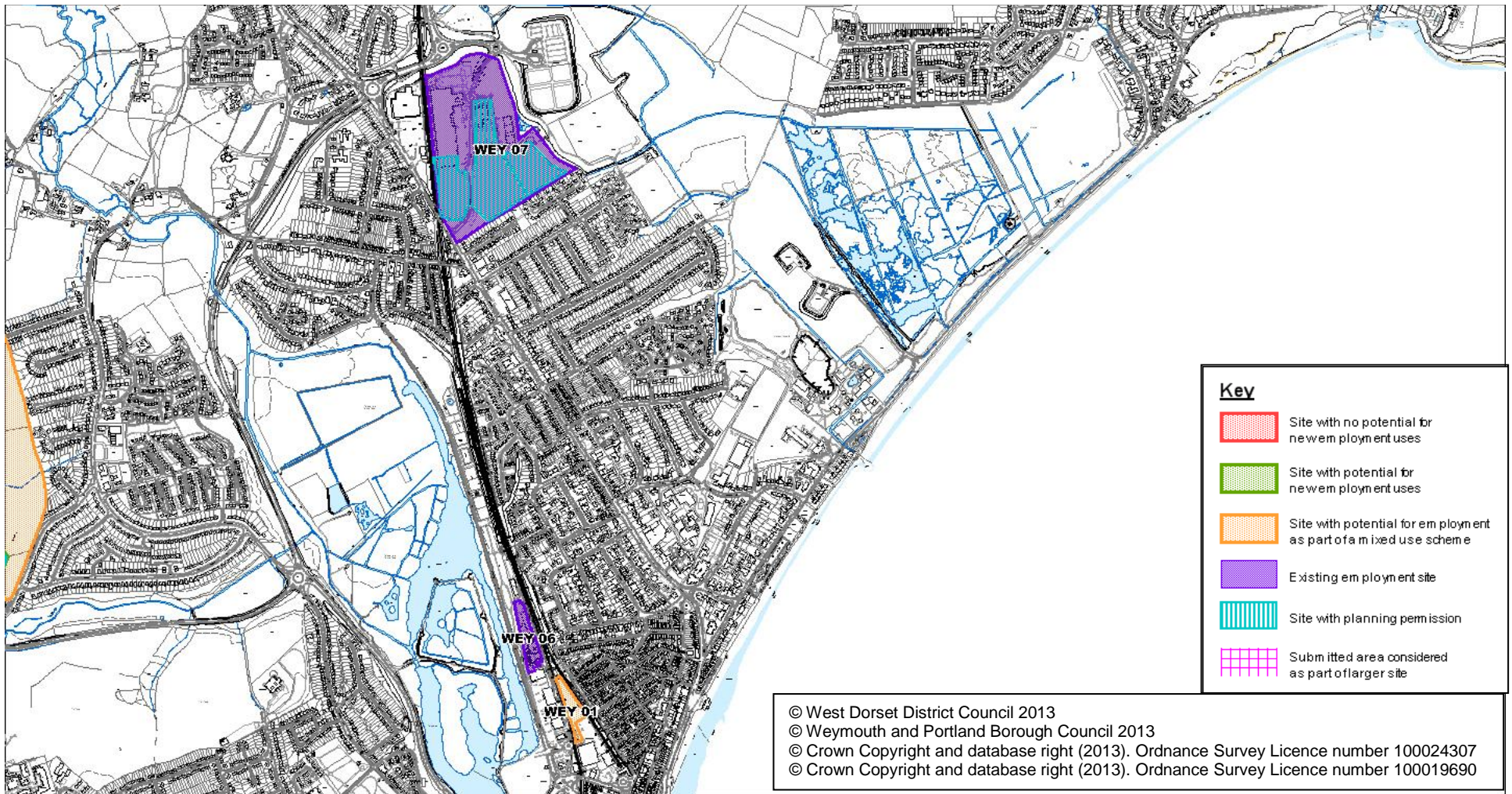
Sustainability Factors







Strategic Access	
Ease of access to main road network:	Excellent access to the main road network, direct access to the A354.
Proximity to rail/sea/air freight:	No access to alternative to road freight.
Quality of Wider Environment	
Adjacent Land uses:	Very high quality surrounding environment, current adjacent land uses include further office/industrial business space; mainly marine based industries, marina and sailing academy, Coastguard facilities, Portland Hospital and Castle, and a new high quality retail development to the south east of the site.
Wider environmental quality:	The site is located in an area of extremely high environmental quality, given its central position.
Local Facilities:	Good local facilities, located in the immediate area and further provision at Portland and at Weymouth. Further facilities are likely to be introduced alongside the current high volume of development.
Subject to flood risk:	Within Flood Risk Zone 3.
Site Development Constraints	
Site access:	Excellent access to the site from the main road network and via the internal road system.
Topography and shape:	Land topography can be considered to be flat; there is no distinct change in level across the site.
Utilities:	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	A small part of the site is within a Conservation Area. The site borders upon its south west side, both and SAC and a SSSI.
Contamination, land stability and on site structures:	No issues regarding land stability or land contamination.
Accessibility	
Workforce:	<p>The catchment for the potential workforce originates from the small surrounding communities and from Weymouth and Portland.</p> <ul style="list-style-type: none"> • Overall Population; 12,844 • Of a Working Age; 9,660 (75%) • Economically Active; 6,338 (66%)
Access by public transport:	Numerous bus links across the site, providing links to the surrounding communities. No alternative transit options. Cycle lanes present across the site.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban fringe/rural
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2

	of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	Current employers present within Osprey Quay and in the surrounding area. Proposed leisure and tourism complex suggested to bring a further 1500 jobs to the >500 at present.
Deprivation in local communities:	IMD County – (out of 247) Employment County – (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Ability to support particular economic development priority:	Area is currently having a significant impact on the local economy, with the future planned development this likely to become an employment centre.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Potential, due to the coastal location, for high quality residential and retail development to compliment the existing neighbouring developments. Highly desirable area for luxury housing due to marina proximity.
Policy considerations:	<ul style="list-style-type: none"> • T4; Cycleway proposal • T1; Footway Proposal • T05; Major Tourism Proposal • D1; Development Boundary • N12; Area of Local landscape Importance • N13; Heritage Coast and Portland Coastline • N15; SSSI Isle of Portland • B8; Conservation Area • C9; Proposed Open Space • T15; Castletown Relief Road
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site is within Flood Risk Zone 3. The site is partly within a Conservation Area and adjacent to land designated as SSSI and SAC.
Additional comments:	The site has capacity to provide significant additional development and is suitable for continued use and provides valuable local employment opportunities.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

Weymouth

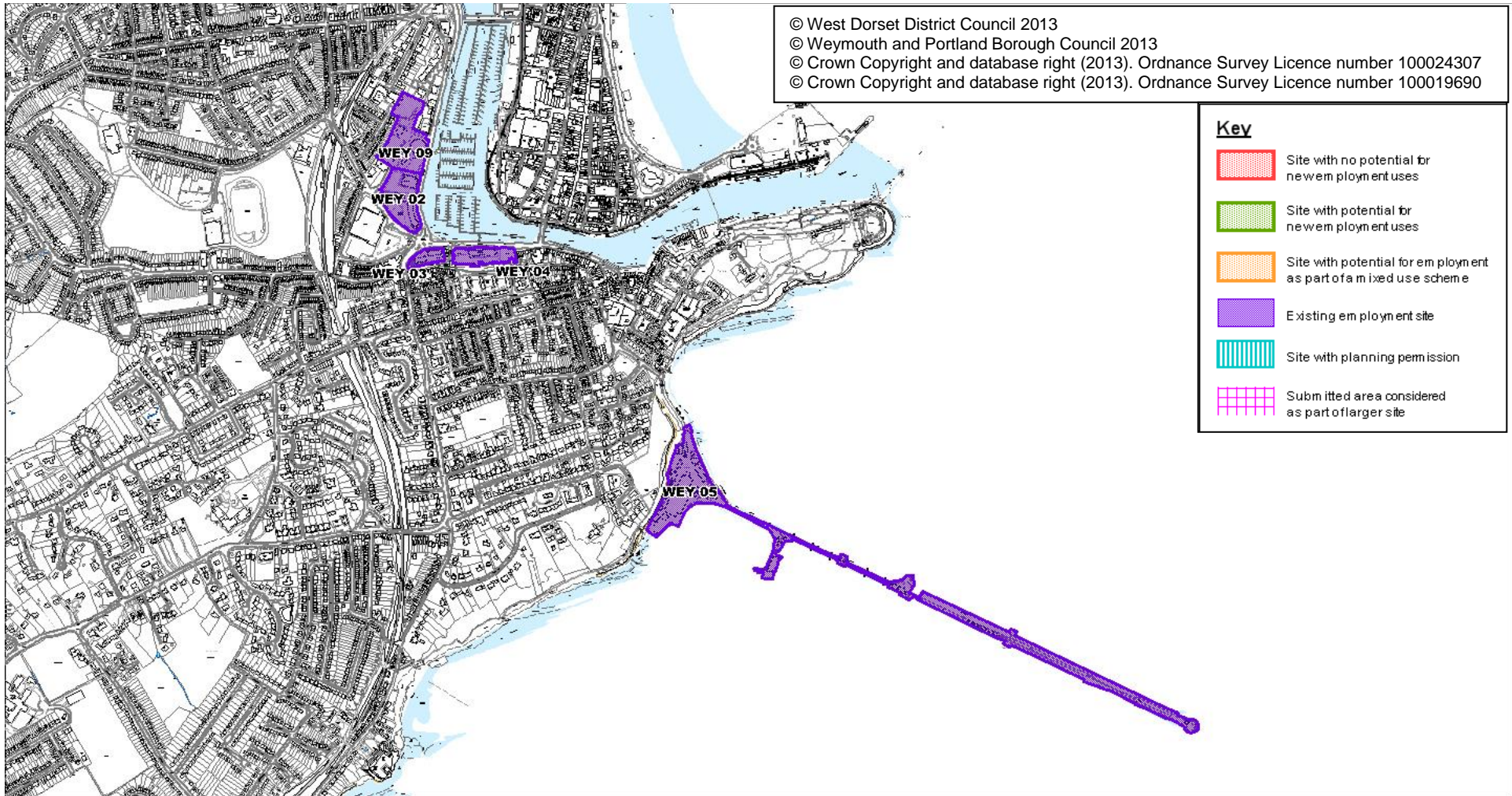




Key	
	Site with no potential for new employment uses
	Site with potential for new employment uses
	Site with potential for employment as part of a mixed use scheme
	Existing employment site
	Site with planning permission
	Submitted area considered as part of larger site

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Sites with Potential for Some Employment Uses as Part of a Mixed Use Development


Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
WEY 01	Officer identified	Jubilee Sidings	0.64	Yes	The site is currently underused. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan.

Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
WEY 02	Westwey House/Law Courts	1.11	Yes	The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan. Weymouth Town Centre is an important location for economic development. Development in this location would help support the local economy, providing further employment opportunities.
WEY 03	Fire Station	0.28	Yes	Weymouth Town Centre is an important location for economic development. The site is prime for redevelopment and its good access to local links highlight its potential to provide employment opportunities. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan.
WEY 04	North Quay Council Offices	0.58	Yes	Weymouth Town Centre is an important location for economic development. The site is prime for redevelopment and its good access to local links highlight its potential to provide employment opportunities. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan.

WEY 05	Qinetiq, Bingleaves	4.78	Yes	Weymouth Town Centre is an important location for economic development. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan. The site is not being used extensively at present.
WEY 06	Jubilee Business Centre	0.80	Yes	Weymouth Town Centre is an important location for economic development. Development in this location would help support the local economy, providing further employment opportunities.
WEY 07	Mount Pleasant	15.05	Yes	High quality new development on site, excellent public realm and access through the site, and to neighbouring areas.
WEY 08	Buildrite, Dorchester Road	0.67	Yes	The site is limited in its scale and as a result, would be unlikely to have a hugely beneficial effect upon the surrounding economy.
WEY 09	Gasholder site	1.46	Yes	The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan. Weymouth Town Centre is an important location for economic development. Development in this location would help support the local economy, providing further employment opportunities.

Sites with Permission for Employment Uses

Address	Area	Comments	Under Construction
Mount Pleasant, New Look Site (office zone)	2.49	Not started	
Mount Pleasant, New Look Site (enterprise/employment zone)	1.54	Not started	
Mount Pleasant, New Look Site (enterprise/employment zone)	1.70	Not started	
Mount Pleasant, New Look	0.90	Under construction	

No picture available	Site ref no:	WEY 01
	Site area (ha):	0.63
	Site Address:	JUBILEE SIDINGS DT4 7BG
	Site description and location:	The site is located between a series of railway lines; at present it is a Brownfield development site, primarily vacant with a small area of car parking to the southern end which services the local retail businesses.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	There are currently no buildings on site.
Noise and other pollutants:	The railway line to the east of the site is active and is a source of noise pollution. Nearby light industrial activity may also have an effect upon site noise levels.
State of external area and public realm:	The site itself it completely surfaced with tarmac with perimeter fencing and minimal landscaping; there is little other notable development to the site.
Parking, internal circulation and servicing:	Public car parking is the dominant site use, and could be rationalised as part of redevelopment. There is one access point to the site from Jubilee close, which is intersected by a rail crossing at the entrance to the site.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is currently safeguarded for future rail services in the Weymouth & Portland Adopted Local Plan. The site is currently used for car parking.
Development viability:	Unknown
Is site being actively marketed:	The site is not currently marketed.

Ownership and Constraints on Development

Ownership:	Unknown
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	The site is in close proximity to the A354 Weymouth Way.
Proximity to rail/sea/air freight:	Close proximity to Weymouth rail station and potential for possible rail link. Within town centre location, close to Weymouth to Channel Island ferry service.

Quality of Wider Environment

Adjacent Land uses:	The site is within a built-up area. Adjacent land to the south is used for retail and ancillary parking. Residential development lies to the east beyond the railway line. There is also a large SSSI designation Radipole Nature Reserve beyond the retail complex to the West.
Wider environmental quality:	Within the existing urban area of Weymouth Town Centre which contains contrasting land uses and qualities.
Local Facilities:	Adequate local services present within the vicinity and additionally within the Weymouth Town Centre.
Subject to flood risk:	The site is within a future flood zone.

Site Development Constraints

Site access:	Single point of access from Jubilee Close, this is due to the restrictions of the surrounding railway lines.
Topography and shape:	The site is generally level.
Utilities:	The sites urban location is within proximity to the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	Minimal landscaping on site.
Contamination, land stability and on site structures:	No evidence of previous or current site contamination or stability issues, may require further investigation.

Accessibility

Workforce:	<p>The workforce for the site is expected to originate from Weymouth and the surrounding communities.</p> <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	The site is within close proximity to bus services along Radipole Park Drive and Weymouth Train Station.

Sequential Test and Brownfield/Greenfield

Urban/urban edge/rural:	Urban
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	The non-developed nature of the site results in no protection of the site for employment use.

Social and Regeneration Policy

Availability of other jobs locally:	The site adjoins an existing employment area.
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Deprivation in local communities:	E01020554 - Melcombe Regis Town Centre, IMD County – 1 (out of 247) Employment County – 2 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Ability to support particular economic development priority:	The site is ideally located in terms of public transport and local amenities to be considered as an employment land site.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The site could have potential for more intensive built use.
Policy considerations:	<ul style="list-style-type: none"> • T8; Land safeguarded for future rail services • D1; Weymouth Urban Area development boundary • H6; Melcombe Regis family housing area • N15; SSSI Radipole Lake
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • There is the potential for high future flood risk. • The adjoining railway line could restrict the nature of uses. • It would be important to determine the effect of further development on the local highway network.
Additional comments:	The site is currently underused. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan.
Recommendation:	The site has potential for employment uses as part of a mixed use scheme.

No picture available	Site ref no:	WEY 02
	Site area (ha):	1.02
	Site Address:	WESTWAY HOUSE/LAW COURTS DT4 8BS
	Site description and location:	The site is located adjacent to the Weymouth Harbour, enjoying prime frontage, and views over the attractive Conservation area.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Westwey House is a relatively modern building which appears to be in good condition externally. The Magistrates Court is an older building.
Noise and other pollutants:	The site is adjacent to the A354 Westwey Road. Road noise and other pollutants may be present.
State of external area and public realm:	The site has limited landscaping within its external area fronting the highway. Weymouth Harbour adjoins with localised public crossings and attractive landscaping.
Parking, internal circulation and servicing:	On-site parking is located behind the two buildings. There is good circulation throughout the site allowing access to all areas of both buildings. The large open parking areas behind the buildings provide an excellent access in terms of the serviceability and potential for development of the site.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is not identified for development in the Adopted Local Plan but is within the Development Boundary. The site is currently in use as Public Sector Services, providing the Magistrates Court and Combined Court Centre at Westwey House.
Development viability:	N/A
Is site being actively marketed:	The site is not currently marketed.

Ownership and Constraints on Development

Ownership:	Multiple ownership
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Immediate access to the A354 Westwey Road via Newstead Road.
Proximity to rail/sea/air freight:	The site is within Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.

Quality of Wider Environment

Adjacent Land uses:	There are additional local services and employment sites located to the North, South and West.
Wider environmental quality:	The site is adjacent to the Weymouth Town Centre Conservation area to the East. The high quality environment of the Harbourside is a positive aspect for this site.
Local Facilities:	The site is located within the Weymouth Town Centre area, providing a good access to local services and facilities.
Subject to flood risk:	The site is within an area of high flood risk (EA Zone 2).

Site Development Constraints

Site access:	Good vehicle access to the existing road network via Newstead Road.
Topography and shape:	The site is predominantly flat, with a slight slope from East to West across the site.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	No environmental considerations to note.
Contamination, land stability and on site structures:	Ground conditions unknown and may limit development potential. Potential contamination from adjacent land uses.

Accessibility

Workforce:	The workforce for the site is expected to originate from Weymouth and the surrounding communities. <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	Bus stops on Westwey Road and Newstead Road. Located within walking distance to Weymouth Railway Station.

Sequential Test and Brownfield/Greenfield

Urban/urban edge/rural:	Urban
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.

Social and Regeneration Policy	
Availability of other jobs locally:	Weymouth Town Centre contains many other employment opportunities.
Deprivation in local communities:	E01020573 - Westham East Knightsdale Road, IMD County – 8 (out of 247) Employment County – 10 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very Limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The harbourside location gives potential for residential development.
Policy considerations:	<ul style="list-style-type: none"> • D1; Weymouth Urban Area development boundary
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site is within an area of high flood risk (EA Zone 2).
Additional comments:	The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan. Weymouth Town Centre is an important location for economic development. Development in this location would help support the local economy, providing further employment opportunities.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	Site ref no:	WEY 03
	Site area (ha):	0.3
	Site Address:	FIRE STATION SITE/NORTH QUAY DT4 8SZ
	Site description and location:	Located adjacent to the Weymouth Harbour and the Borough Council Offices. Former site of the Dorset Fire and Rescue Service, Weymouth.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The Fire Station building is a solid brick construction circa 1930s. The house to the East of the site is currently occupied and displays an aging front façade.
Noise and other pollutants:	The site is adjacent to the A354 Westwey Road. Road noise and other pollutants including air quality may be present.
State of external area and public realm:	The surrounding public realm is of a good quality however the site itself is in need of redevelopment.
Parking, internal circulation and servicing:	Parking within the site is limited and located behind the main fire station building. There are two points of access to the site.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is not identified for development in the Adopted Local Plan but is within the Development Boundary. The site is predominantly disused, with the exception of the dwelling fronting North Quay and the 'The Boot Inn' to the Eastern side of the site.
Development viability:	Unknown
Is site being actively marketed:	The site is actively marketed for potential redevelopment.

Ownership and Constraints on Development

Ownership:	Single owner.
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Immediate access to the A354 Westwey Road via North Quay.
Proximity to rail/sea/air freight:	The site is within Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.
Quality of Wider Environment	
Adjacent Land uses:	The site is surrounded on all sides by a highway. To the west is a supermarket, to the east are the Offices for Weymouth & Portland Borough Council. Immediately adjacent the site is the 16th Century 'The Boot Inn' and a residential property fronting North Quay. Residential development is located to the south and west of the site.
Wider environmental quality:	The site is within the Weymouth Town Centre Conservation area. The high quality environment of the Harbourside is a positive aspect for this site.
Local Facilities:	The site is located within the Weymouth Town Centre area, providing a good access to local services and facilities.
Subject to flood risk:	The site is currently not within an area of high flood risk. But with an area of potential future flood risk.
Site Development Constraints	
Site access:	The current site access is from Trinity Road – North Quay Road, through the centre of the site, which limits the usable volume of the site. This is a combined pedestrian and vehicular access point.
Topography and shape:	The site is predominantly level; however, the site level changes significantly to the south where the site adjoins High Street. There is currently sloped access (pedestrian) to the south of the site to access the road (High W Street) behind.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network
On site environmental, nature conservation, cultural heritage, trees and landscape:	The site is within the Town Centre Conservation Area, and adjacent to a listed building.
Contamination, land stability and on site structures:	The site contains some distinctive structures including the training tower. There may be contamination issues which will need further investigation.
Accessibility	
Workforce:	The workforce for the site is expected to originate from Weymouth and the surrounding communities. <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	Good public transport links close to the site with a bus stop nearby on North Quay. Located within a comfortable walking distance of Weymouth Railway Station.
Sequential Test and Brownfield/Greenfield	

Urban/urban edge/rural:	Urban
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are many other employment sites within the local area.
Deprivation in local communities:	E01020582 - Rodwell and Chapelhay, IMD County – 7 (out of 247) Employment County – 8 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The site could be used alternatively to provide a high quality mixed use residential and employment or retail scheme.
Policy considerations:	<ul style="list-style-type: none"> • D1; Weymouth Urban Area development boundary • B8; Weymouth town centre Conservation Area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site is currently not within an area of high flood risk. But with an area of potential future flood risk. • Potential air quality issues. • Possible land contamination issues. • Possible conflict with adjacent road network.
Additional comments:	Weymouth Town Centre is an important location for economic development. The site is prime for redevelopment and its good access to local links highlight its potential to provide employment opportunities. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	Site ref no:	WEY 04
	Site area (ha):	0.64
	Site Address:	COUNCIL OFFICES/NORTH QUAY DT4 8TA
	Site description and location:	The site is located adjacent to Weymouth Harbour. To the south of the site a large retaining wall/bank which forms a boundary between the site and the residential development on top of the ridge.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The existing building is approximately 40 years old and in a generally poor condition. Temporary outbuildings have been removed from the site.
Noise and other pollutants:	The site is adjacent to North Quay where there is potential for road noise.
State of external area and public realm:	The site has limited existing landscaping. Improvements to the retaining wall to the south may provide public access. The public realm is dominated by car parking (except the north). The site has a positive front aspect with access to the wider public realm.
Parking, internal circulation and servicing:	The site is surrounded by car parking (except the north). The majority of car parking serves the Council Offices building but operates as public parking out of hours. The access around the building and site makes it very serviceable.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is not identified for development in the Adopted Local Plan but is within the Development Boundary. The site is currently in use as the offices for Weymouth and Portland Borough Council, with engineering works to the rear necessary to strengthen the retaining wall.
Development viability:	Unknown
Is site being actively marketed:	The site is not actively marketed. But there is an agreement to seek redevelopment.

Ownership and Constraints on Development

Ownership:	Single owner.
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Immediate access to the A354 Westwey Road via North Quay.
Proximity to rail/sea/air freight:	The site is within Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.

Quality of Wider Environment

Adjacent Land uses:	Weymouth Harbour to the north; residential development to the south in an elevated position. To the east is a terrace of residential properties with ground floor retail. To the west is the redundant Weymouth Fire Station building.
Wider environmental quality:	The site is within the Weymouth Town Centre Conservation area. The high quality environment of the Harbourside is a positive aspect for this site.
Local Facilities:	The site is located within the Weymouth Town Centre area, providing a good access to local services and facilities.
Subject to flood risk:	The site is currently not within an area of high flood risk. But with an area of potential future flood risk.

Site Development Constraints

Site access:	The site has a wide pedestrian frontage which provides good public access to the site. There is vehicular access off North Quay.
Topography and shape:	The site slopes up towards the South Western corner, representing an incline of 2.5m over a relatively short distance from North to South across the site.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network
On site environmental, nature conservation, cultural heritage, trees and landscape:	The site is within to the Weymouth Town Centre Conservation area.
Contamination, land stability and on site structures:	There are no known contamination issues, but this may need further investigation. The land to the south of the site is currently undergoing strengthening work.

Accessibility

Workforce:	<p>The workforce for the site is expected to originate from Weymouth and the surrounding communities.</p> <ul style="list-style-type: none"> ● Overall Population; 52,323 ● Of a Working Age; 38,211 (73%) ● Economically Active; 25,765 (67%)
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Access by public transport:	Good public transport links close to the site with a bus stop nearby on North Quay. Located within a comfortable walking distance of Weymouth Railway Station.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban.
Previously Developed Land:	The site is previously developed.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are a variety of other development opportunities locally due to the town centre location.
Deprivation in local communities:	E01020581 - Rodwell and the Nothe IMD County – 29 (out of 247) Employment County – 21 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very Limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The town centre and harbourside location would make the site attractive for high quality mixed use housing and retail development.
Policy considerations:	<ul style="list-style-type: none"> • C9; Local Open Space, Chapelhay Steps • B5; Area of high Archaeological Potential • D1; Weymouth Urban Area development boundary • B8; Weymouth Town Centre Conservation Area • H6; Melcombe Regis Family Housing Area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> • The site is currently not within an area of high flood risk. But with an area of potential future flood risk. • Possible land stability issues.
Additional comments:	Weymouth Town Centre is an important location for economic development. The site is prime for redevelopment and its good access to local links highlight its potential to provide employment opportunities. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	Site ref no:	WEY 05
	Site area (ha):	6.3
	Site Address:	QINETIQ, BINCLEAVES DT4 8UR
	Site description and location:	The QinetiQ site comprises the 1.3km Bincleaves Groyne, separating Newton's Cove from Portland Harbour. The site comprises approximately 1.9 hectares of reclaimed land. The site is approx 0.6km south of Weymouth Town Centre with access via Newton's Road.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The breakwaters are designated as Grade II listed structures. The age of buildings and structures varies, and some are considered to be of historic interest. The quality of some buildings is poor.
Noise and other pollutants:	The industrial nature of the previous use is likely to result in pollutants being evident throughout the site.
State of external area and public realm:	The site is private and not accessible to the public. The external area of the site is of a good quality, consisting mainly of concreted surfaces.
Parking, internal circulation and servicing:	There is no additional parking relating to the site besides that which is available to each of the individual units internally. The access through the site leads to the groyne.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is within the development boundary and identified for marine tourism and recreation purposes in the Adopted Local Plan. The operators of the site have vacated the facility, leaving limited employment on the rock groyne. The site had planning permission for 'B1' use; offices, research, development of light industry, but this permission has since lapsed.
Development viability:	Unknown
Is site being actively marketed:	The site is actively being marketed.

Ownership and Constraints on Development

Ownership:	Single owner.
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Access to the site is via Newton's Road, this is entirely vehicular access. From Newton's Road, access to Rodwell Avenue and subsequently the Rodwell Road section of the A354.
Proximity to rail/sea/air freight:	The site is within Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.

Quality of Wider Environment

Adjacent Land uses:	The site is surrounded on the landward side by residential development which lies beyond a separating band of greenspace. The site also has direct water based access to Portland Harbour and Newton's Cove.
Wider environmental quality:	The local natural environment is of a very high quality, with an adjacent SSSI to the west.
Local Facilities:	There are a number of local facilities within comfortable distance to Weymouth Town Centre.
Subject to flood risk:	The site is not currently within an area of high flood risk, but is in an identified area of future flood risk.

Site Development Constraints

Site access:	<p>The site is only accessible via Newton's Road, this is vehicular access; at present there is no pedestrian access.</p> <p>The main access from the A354 (Rodwell Avenue/Road).</p> <p>A concrete footbridge further down Newton's Road, which gives access from the South West Coastal Path to Newton's Cove restricts the access to the site of any vehicles more than 4m in height.</p>
Topography and shape:	The site slopes gently from North to South, levelling out around the centre of the site.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network
On site environmental, nature conservation, cultural heritage, trees and landscape:	The site encompasses part of the Portland SSSI. Buildings and features such as the breakwater are listed.
Contamination, land stability and on site structures:	The previous use is likely to have caused some localised contamination. This will require further investigation. On site where contamination is expected, an assessment of the potential remediation

	is necessary.
Accessibility	
Workforce:	<p>The workforce catchment is primarily from Weymouth and Portland. However, due to the highly skilled nature of the industry field, it is possible that people are coming from further afield.</p> <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	The nearest bus stops can be found along Rodwell Road.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban
Previously Developed Land:	The site is comprised entirely of Brownfield land.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	There are several local employment areas within a relatively close proximity of the site.
Deprivation in local communities:	E01020581 - Rodwell and the Nothe IMD County – 29 (out of 247) Employment County – 21 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very Limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The site has potential for a mixed use residential and leisure complex due to its attractive coastal location. Water sports and tourism is a designated potential use for the site.
Policy considerations:	<ul style="list-style-type: none"> • C9; Local Open Space, land at Bincleaves • D1; Weymouth Urban Area development boundary • N15; SSSI Portland Harbour Shore • C4; DERA Bincleaves Development Area
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	
Additional comments:	Weymouth Town Centre is an important location for economic development. The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan. The site is not being used

	extensively at present.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	Site ref no:	WEY 06
	Site area (ha):	0.79
	Site Address:	JUBILEE BUSINESS PARK DT4 7BG
	Site description and location:	The site is located adjacent to the SSSI designation of Radipole Nature Reserve. Currently used for primarily office and light industrial use.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The site comprises modern purpose built employment premises consisting of brick built offices and workshops. Other buildings on this site include the Weymouth and Portland Social Services building. All the buildings are in good condition and are well used at present.
Noise and other pollutants:	Potential noise concerns from the adjacent railway lines. No other pollution concerns
State of external area and public realm:	External public realm is of an adequate quality for the site's purpose.
Parking, internal circulation and servicing:	Parking is provided individually for each of the serviceable units, no public parking provision. Circulation across the site is via the adjoining road, Jubilee Close, which provides adequate access to all units.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is currently in use for the purpose of 'B1' related building use. There is potential for intensification of current uses upon some plots.
Development viability:	Unknown
Is site being actively marketed:	The site is actively marketed in the form of the leasable offices as part of 'Basepoint Business Centre'; which has several vacant units at present.

Ownership and Constraints on Development

Ownership:	Multiple owners.
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	Nearby access to the A354 Weymouth Way.
Proximity to rail/sea/air freight:	The site is within Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.

Quality of Wider Environment

Adjacent Land uses:	The site is adjacent to a Radipole Park Drive and the Radipole Nature Reserve to the West. To the east is an active railway line and residential development.
Wider environmental quality:	The local environment is of a high quality due to the proximity of the site to the SSSI Radipole Nature Reserve.
Local Facilities:	Good access to local facilities in Weymouth Town Centre.
Subject to flood risk:	The site is not currently within an area of high flood risk, but is in an identified area of future flood risk.

Site Development Constraints

Site access:	Access to the site, both vehicular and pedestrian is via Jubilee Close which runs along the Eastern edge of the site.
Topography and shape:	This is a level site.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network
On site environmental, nature conservation, cultural heritage, trees and landscape:	Close proximity to SSSI site (West). No other environmental development constraints.
Contamination, land stability and on site structures:	No identifiable sources of contamination or local land stability issues, but further investigation would be necessary.

Accessibility

Workforce:	<p>The workforce for the site is expected to originate from Weymouth and the surrounding communities.</p> <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	Highly accessible via public transport including railway and local bus routes.

Sequential Test and Brownfield/Greenfield

Urban/urban edge/rural:	Urban.
Previously Developed Land:	The site is comprised entirely of Brownfield land.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.

Social and Regeneration Policy	
Availability of other jobs locally:	Located within a local employment area.
Deprivation in local communities:	E01020554 - Melcombe Regis Town Centre, IMD County – 1(out of 247) Employment County – 2 (out of 247) E01020553 - Melcombe Regis Carlton Road, IMD County – 5 (out of 247) Employment County – 6 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very Limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Land is mostly applicable for potential reallocation of use as part of a local leisure or recreation scheme, or community provision, such as conference or civic space.
Policy considerations:	<ul style="list-style-type: none"> • C9; Local Open Space, Radipole Park Drive • D1; Weymouth Urban Area development boundary • H6; Melcombe Regis family housing area • N15; SSSI Radipole Lake
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	
Additional comments:	Weymouth Town Centre is an important location for economic development. Development in this location would help support the local economy, providing further employment opportunities. Current marketing of several units within business complex present on site.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	Site ref no:	WEY 07
	Site area (ha):	14.8
	Site Address:	MOUNT PLEASANT DT3 5HJ
	Site description and location:	Large business park located at the gateway to Weymouth via the Weymouth Relief Road.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The buildings within the site area of good quality, They mainly comprise large scale shed type buildings housing commercial uses. High quality new development on site, comprising; Industrial business units, hotel and restaurants and B1 office.
Noise and other pollutants:	The site is adjacent to the railway line.
State of external area and public realm:	Public realm is of a good quality where redevelopment has occurred. The surrounding area consisting of attractive natural landscape features and a network of footpath/cycleways and bridleways.
Parking, internal circulation and servicing:	There is extensive parking on site and a good road system with connectivity to the Weymouth Relief Road and park & ride.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is allocated for employment purposes in the Adopted Weymouth & Portland Local Plan. There is currently significant development occurring within the site, introduction of mixed uses.
Development viability:	There is potential for significant further development to the vacant are of land located to the Southern end of the site.
Is site being actively marketed:	Site is being actively marketed and developed.

Ownership and Constraints on Development

Ownership:	Multiple owners
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown.

Sustainability Factors

Strategic Access

Ease of access to main road network:	Immediate access to the road network (A354).
Proximity to rail/sea/air freight:	The site is on the edge of Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.
Quality of Wider Environment	
Adjacent Land uses:	Residential land to the south, Lorton Valley Nature Park to the east, further employment/retail land to the West.
Wider environmental quality:	High quality natural environment surrounding the Eastern side of the site.
Local Facilities:	Good local facilities due to location within Weymouth and existing provisions adjacent to the site.
Subject to flood risk:	Potential flood risk to the Eastern side of the site beyond Mercery Road.
Site Development Constraints	
Site access:	Access to the site from the A354 via Mercery Road.
Topography and shape:	Large and generally level site.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network
On site environmental, nature conservation, cultural heritage, trees and landscape:	No notable environmental constraints.
Contamination, land stability and on site structures:	No contamination or stability issues in general, but further investigation may be required.
Accessibility	
Workforce:	The workforce for the site is expected to originate from Weymouth and the surrounding communities. <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	There are bus routes through the site which serve the adjacent park & ride site to the north. Not within comfortable walking distance of railway stations (Weymouth Town Centre and Upwey).
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban-edge
Previously Developed Land:	The site is comprised entirely of Brownfield land.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	

Availability of other jobs locally:	Within reasonable commuting distance to employment opportunities in Weymouth and Dorchester
Deprivation in local communities:	E01020579 – Wey Valley and Nottingham Redlands, IMD County 148 (out of 247), Employment County 104 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very Limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	Land to the South of the site could provide residential development.
Policy considerations:	<ul style="list-style-type: none"> • E1d; Mount Pleasant business park • D1; Weymouth Urban Area development boundary • T13; Weymouth Relief Road • TO3; former Landfill site to the east of the site • T4; Cycleway Proposal, Greenway Road
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	
Additional comments:	High quality new development on site, excellent public realm and access through the site, and to neighbouring areas.
Recommendation:	The site should be protected for employment uses.

No picture available	Site ref no:	WEY 08
	Site area (ha):	0.69
	Site Address:	BUILDRITE DT3 5DZ
	Site description and location:	The site is in current use as a building supplies merchant; located within Broadway a suburb of Weymouth that consists of predominantly residential development.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	Buildings on site respect the character of the area and use local stone and traditional building materials. A large amount of the site is currently used for storage purposes, relating to the retail nature of the business on site.
Noise and other pollutants:	There are no relevant noise or other known pollutant sources.
State of external area and public realm:	The site is private and there are no provisions for public realm.
Parking, internal circulation and servicing:	The access road is in a poor state of repair Access to the site is via a small lane (Watery Lane) off of the B3159 Dorchester Road, there is a small customer parking area to the south of the main building. The narrow access to the site raises potential issues regarding its serviceability.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is not identified for development in the Adopted Local Plan and is outside the Development Boundary. The site is currently in use as a trading building materials supplier.
Development viability:	Unknown
Is site being actively marketed:	There is no current active marketing.

Ownership and Constraints on Development

Ownership:	Single owner.
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	The site has immediate access on to the B3159 Dorchester Road from where it is possible to join the A354 from a number of points.
Proximity to rail/sea/air freight:	The site is on the edge of Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.
Quality of Wider Environment	
Adjacent Land uses:	The site is located within areas of residential development. There is open countryside to the western end of the site.
Wider environmental quality:	The surrounding natural environment is of a high quality.
Local Facilities:	There are minimal local facilities in close proximity to the site; however there is good access to numerous services in Weymouth Town Centre.
Subject to flood risk:	The site is in an area of low flood risk.
Site Development Constraints	
Site access:	The site has one point of access off of the B1359 Dorchester Road.
Topography and shape:	The site lies on a light incline sloping from south to north across the entire site.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network
On site environmental, nature conservation, cultural heritage, trees and landscape:	No relevant proximity to any Natural or environmental considerations.
Contamination, land stability and on site structures:	No noted sources of contamination designated upon the site or within the surrounding locale. Further investigation may be required.
Accessibility	
Workforce:	The workforce for the site is expected to originate from Weymouth and the surrounding communities. <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	The B3159 provides local bus routes serving Weymouth and Dorchester. Upwey Railway Station is within walking distance of the site.
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban Edge
Previously Developed Land:	The site is comprised entirely of Brownfield land.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	
Availability of other jobs locally:	The site is located relatively close to several other employment areas in and around the Weymouth Town Centre.

Deprivation in local communities:	E01020559 – Preston, IMD County 227 (out of 247), Employment County 183 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very Limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	The isolated nature of the site within an existing area of residential development may led it to being converted to residential use.
Policy considerations:	No noted policy considerations with relation to the existing (2006) Local Plan
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	
Additional comments:	The site is limited in its scale and as a result, would be unlikely to have a hugely beneficial effect upon the surrounding economy.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	Site ref no:	WEY 09
	Site area (ha):	1.5
	Site Address:	GASHOLDER SITE DT4 8TE
	Site description and location:	Town centre site comprises a Gasometer storage and pumping facility located directly adjacent to the Weymouth Marina/Harbour.

Market Attractiveness

Quality of Existing Portfolio and Internal Environment

Age and quality of buildings:	The buildings and structures on site are of a varying age. Some are permanent and others are temporary. The majority of buildings are in a relatively poor condition.
Noise and other pollutants:	The site is adjacent to the A354 Westwey Road. Road noise and other pollutants may be present.
State of external area and public realm:	The site has limited landscaping within its external area fronting the highway. Weymouth Harbour adjoins with localised public crossings and attractive landscaping.
Parking, internal circulation and servicing:	Limited parking provision on site. Circulation within the site would potentially be good given its pedestrian frontage and dual vehicular access points off of Newstead Road and the A354 Westwey Road.

Market Conditions/Perceptions/Demand

Market appraisal:	Anticipate a high demand for both employment land and finished units in Weymouth. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links may attract inward investment. Demand may increase following recent strategic access improvements and the Olympics
Current site status:	The site is identified for development in the Adopted Local Plan and is within the Development Boundary. The site is currently is a relative state of disuse, with little day to day activity due to the self operating nature of the Gasometer.
Development viability:	Unknown
Is site being actively marketed:	The site is being marketed.

Ownership and Constraints on Development

Ownership:	Multiple ownership.
% of long lease:	N/A
Ransom strips / other ownership constraints:	Unknown

Sustainability Factors

Strategic Access

Ease of access to main road network:	The site is adjacent to the A354 Westwey Road, which is the main road corridor into Weymouth.
Proximity to rail/sea/air freight:	The site is within Weymouth Town Centre where there is potential for rail freight. The site is close to Weymouth and Portland Harbours where there is potential for sea freight.
Quality of Wider Environment	
Adjacent Land uses:	Land adjacent to the site (West) is a mixture of B1 and light industrial uses, with residential development further afield. There are residential uses to the north, and Weymouth Marina/Harbour to the east.
Wider environmental quality:	The local environment is of a high quality due to its position adjacent to the Weymouth Harbour conservation area and the town centre.
Local Facilities:	Good local facilities due to its position within Weymouth Town Centre.
Subject to flood risk:	A small part of the site is within EA Flood Zone 2. The majority of the site is also within a future flood zone.
Site Development Constraints	
Site access:	There are two vehicular points off Newstead Road and off Westwey Road. There is potential to improve these.
Topography and shape:	The site is generally level.
Utilities:	The current developed nature of the site highlights the presence of connectivity to the local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	There is minimal landscaping on site. There are no environmental conservation considerations to note.
Contamination, land stability and on site structures:	There are no known stability issues. There is potential land contamination as a result of the current use.
Accessibility	
Workforce:	<p>The workforce for the site is expected to originate from Weymouth and the surrounding communities.</p> <ul style="list-style-type: none"> • Overall Population; 52,323 • Of a Working Age; 38,211 (73%) • Economically Active; 25,765 (67%)
Access by public transport:	<p>There are good bus stops/routes along Newstead Road and Westwey Road.</p> <p>The site is within a comfortable walking distance to Weymouth Railway Station.</p>
Sequential Test and Brownfield/Greenfield	
Urban/urban edge/rural:	Urban
Previously Developed Land:	The site is comprised entirely of Brownfield land.
Located within a protected employment area:	As an existing employment site, the site is protected for the purpose of employment uses under policy E2 of the Adopted Local Plan.
Social and Regeneration Policy	

Availability of other jobs locally:	The site is located within Weymouth Town Centre, a local employment area.
Deprivation in local communities:	E01020573 - Westham East Knightsdale Road, IMD County – 8 (out of 247) Employment County – 10 (out of 247)
Priority regeneration designation:	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
Potential availability of 'gap' funding:	Very Limited potential – No funding currently available.
Other Policy Considerations	
Alternative uses if no longer allocated for employment:	As a site within the development boundary, it has potential for a wide variety of uses including residential development.
Policy considerations:	<ul style="list-style-type: none"> • H1d; Westwey Road (South) Housing Allocation • D1; Weymouth Urban Area development boundary
Recommendations	
Other Comments and Recommendation	
Known constraints /possible conflicts:	
Additional comments:	The town centre location makes it potentially attractive to a variety of uses and will be subject to detailed assessment as part of the Weymouth Town Centre Masterplan. Weymouth Town Centre is an important location for economic development. Development in this location would help support the local economy, providing further employment opportunities.
Recommendation:	The site is suitable for continued employment use but alternative uses could also be considered.