

7. WEYMOUTH

7.1 INTRODUCTION

- 7.1.1 Weymouth is the largest town in the plan area. It is also a nationally important tourist and recreation destination attracting half a million staying visitors a year, as well as having a significant commercial and employment base.
- 7.1.2 The borough has an exceptionally high quality landscape, seascape and built heritage, which makes it an extremely attractive place to live and work. However it also contains areas of multiple deprivation (some areas within the top 10% of deprived areas in the country), has an economy too reliant on low paid service jobs and faces difficult challenges due to potential sea level rise and extreme weather events.
- 7.1.3 The town centre is the retail, commercial, and tourist heart of Weymouth, including a ferry terminal and fishing wharfs. In order to continue the town centre's important economic function for the area issues of flooding and regeneration need to be addressed.
- 7.1.4 The area's development has been strongly influenced by its peninsular location and topography. Consequently it has a close relationship with the sea, river valleys, escarpments and ridges. The areas surrounding the town centre are not continuously built up but are dissected by open spaces and landscape features, including large wetland nature reserves extending into the urban fabric. Much of the surrounding countryside is within the Dorset Area of Outstanding Natural Beauty and other parts of the borough include other national and international designations, which protect the environment but also restrict the amount of land available for future development. The high quality of life is a major attraction for people moving to the area, particularly to retire, and this ageing population places demands on health, housing and support services.
- 7.1.5 The administrative boundaries do not reflect the economic catchment and functionality of the borough. Much of the employment provision is in the adjoining settlement of Chickerell in West Dorset (the Granby and Lynch Lane industrial estates) and in Dorchester, so that there is a high level of out-commuting.

7.2 VISION FOR WEYMOUTH

- 7.2.1 In 2031 Weymouth will:
- Have a regenerated town centre and seafront with improved flood defences, a mix of uses to make it more interesting and viable, and accessible and attractive public spaces. It will be a vibrant place, appealing to a range of different people during the day and after dark.
 - Have a strong, diversified economy building on its advantages in advanced engineering, tourism and leisure, offering a range and choice of well paid jobs for its residents. Housing and employment premises will be built to support this growth and provide a better balance to reduce the amount of outward commuting.
 - Have kept and enhanced its outstanding built and natural environment. There will be better access to a network of green spaces of wildlife, landscape and amenity value.
 - Be a place that local residents can be proud of, where they feel safe and secure both day and night, and where people of all ages will get involved in their local communities.

MAIN DEVELOPMENT OPPORTUNITIES

7.2.2 The tight administrative boundaries and environmental constraints mean that the supply of housing and employment land in Weymouth is limited. There are a number of development opportunities both within and on the edge of Weymouth that can help achieve this vision. These include:

- The **regeneration of Weymouth town centre area** – will provide a significant level of new housing as well as associated community and economic benefits and a safer environment.
- An **urban extension to the north of Littlemoor** – will provide a significant area of growth, including a large business park and more family homes. This is contained in a separate chapter as it lies partly within West Dorset.
- **Land at Markham & Little Francis**, off Chickerell Road – will provide new homes, and a significant area of open space will be made into a country park.
- **Land off Louviers Road** – will also provide more homes, including development at Destiny Fields where the first phase of a development has begun, and further land to the south has permission
- **Land in the Wey Valley**, west of the A354 Dorchester Road – provides an opportunity for housing growth close to the employment opportunities at Littlemoor and Mount Pleasant
- **Land off Lorton Lane** – will provide further small-scale options for housing growth close to key employment sites including land to the south of Lorton Lane which has planning permission for 20 homes and land at the Old Rectory.
- **Mount Pleasant Business Park** – is a major employment site that has some land remaining for employment use

7.2.3 There is an identified need for more land for cemetery use within the plan period, for which a long term strategy is required. The main cemetery for Weymouth is at Quibo Lane / Abbotsbury Road. The expansion of this site onto the adjoining Cross Road allotments provides the most feasible option for meeting this need, if replacement allotments can be provided. The Cross Road allotments are statutory allotments and any proposals affecting them will be carried out in accordance with the requirements of the relevant Allotments Acts. **Land at Tumbledown Farm** has been identified as a possible location for new allotments.

7.2.4 As part of the wider strategy for improving access to nature, land at **Lorton Valley** is identified as a nature park.

7.3 WEYMOUTH TOWN CENTRE AREA

7.3.1 Weymouth town centre is an important place for a number of reasons. It is the main shopping area in the Borough, a significant tourist and recreation destination, and is a place where a range of businesses are based (including those related to the harbour, ferry and shipping activities), providing jobs and income to the area. It also has a wealth of listed buildings and an attractive waterfront environment. However without a clear strategy for development, it runs the risk of failing to meet its potential and falling into decline. There is also a significant and increasing risk of flooding in the area.

7.3.2 It is expected that the town centre regeneration will deliver at least 400 new homes and significant retail and business opportunities over the plan period. This will be guided by a Town Centre Master Plan that will be produced by the Borough Council in association with the local community and businesses.

MAIN PROBLEMS AND ISSUES TO BE ADDRESSED

7.3.3 The main issues currently facing the town centre are:

- **Insufficient flood defence works for predicted changes in sea levels and extreme weather events.** Much of the town centre is low lying and the ground beneath it is highly permeable, making it particularly susceptible to flooding – from both high sea levels, seawater percolating through the underlying ground, surface water run-off and fluvial flooding from the river Wey. In addition to increased flooding, the continuing deterioration of the harbour walls, if not addressed, could lead to significant flood-related problems. Any defence works will require significant investment, and could alter the relationship between the existing built environment and the coast and inland waterways. A flood risk management strategy has been developed in partnership with the Environment Agency whereby proposals within the area are not required to demonstrate the sequential test provided they contribute to strategic flood defences as appropriate.
- **Potentially contaminated land and other abnormal costs creating potential problems for redevelopment of some key sites.** For example, there are known contamination issues in relation to the gasworks site. And the seawater percolating through the underlying ground can also add to the construction costs
- **Poor outdoor environment in places, related to traffic movement and the built environment.** Although there has been significant investment in the seafront, there are still areas around the town centre where there are conflicts between pedestrians and vehicles. Expanses of water or railway lines act as a barrier in certain areas, and tend to concentrate movement at the bridging points. Some important public open spaces and pedestrian routes are in areas dominated by parking, servicing yards and backs of properties.
- **Need to manage traffic flows and parking for different uses.** challenge of managing access and parking for activities such as the ferry terminal, beach, shopping to ensure businesses can be sustained and developed. Parking areas are located all around the town centre, and can exacerbate the circulation of traffic.
- **Friction between different types of uses, particularly related to night-time leisure.** The town centre area has a higher than average incidence of crime and disorder, mainly associated with anti-social behaviour.
- **Poor housing conditions.** The town centre area also ranks as the most deprived area in the Borough in terms of health deprivation and disability, and also living environment (mainly due to the indoor environment related to poor housing conditions).
- **Run-down and underused sites.** A clear strategy is needed to provide confidence in and a focus for investment in the town centre and its infrastructure. This will need to take into account how different uses may be integrated into this mix.

SPECIFIC QUALITIES AND PRIORITIES

7.3.4 Weymouth Town Centre is a special place, for a number of reasons. The combination of the following specific qualities, that make it unique and special, should be retained and, where possible, enhanced.

- Pevsner describes Weymouth as “the Georgian seaside resort *par excellence*”. Its history as a premiere seaside resort, which created wealth and opulence, has left a legacy of areas with a rich and distinct local character and notable landmarks. The elegance, harmony and rhythm of the historic buildings along the seafront are particularly notable, which are not interrupted by incongruous blocks on the skyline.

- An important and interesting (and potentially under-used) relationship with the waterfront - both coastal and inland, from the large expanse of sandy beach, through the ferry terminal and bustling inner harbour, to the tranquillity and green spaces within the Radipole Lake nature reserve
 - A town centre with a range of national and independent traders and an active night-time economy (partly enabled because of its role as a visitor destination)
- 7.3.5 In addressing future development within the town centre, the following priorities have also been established. Together, these form the main considerations against which all the proposals should be tested.
- To deal with flood risk.
 - To improve the first impressions of the area - especially the Swannery car park, railway station and ferry terminal.
 - To make the town centre more pedestrian friendly and create an attractive environment. This should include improving links from the arrival points to the main shopping areas and other key destinations.
 - To ensure that new development respects its context and the special character of Weymouth and creates active frontages to the public realm.
 - To fill the gap in activity between 5pm – 8pm by introducing more family friendly activities in the right locations, supported by appropriate car park management and bus timings etc.

WEY 1. WEYMOUTH TOWN CENTRE STRATEGY

- i) **Development within the Weymouth Town Centre Strategy area (as shown in the proposals map) must, as far as practicable, meet the following aims:**
- **To retain and enhance the area's rich and distinct local character and notable landmarks, and the harmony in the scale, massing and materials used that help create a cohesive character, particularly when viewed from the sea and coastline taking account of views across Weymouth Bay.**
 - **To have an attractive public realm benefitting from the waterfront location**
 - **To support a thriving town centre with a range of national and independent traders, a rich and varied cultural offer throughout the year and an active night-time economy, and reduce the co-location of uses likely to cause anti-social behaviour**
 - **To fill the gap in activity between 5pm – 8pm, primarily by introducing more family friendly activities in appropriate locations**
 - **To improve the first impressions of the area, primarily by making the main arrival points (the Swannery car park, Lodmoor car park, Railway Station, and Ferry Terminal), and the links from these to the main shopping and leisure areas, into a more pedestrian friendly, safe and attractive environment, with positive and active frontage development**
 - **To recognise the need to manage residual flood risk, primarily through the avoidance of more vulnerable uses on the ground floors or raising floor levels, securing good access arrangements, using flood resilient and resistant construction methods and make contributions towards strategic flood risk management as appropriate. Planning permission will not be granted for development which would compromise the long term aims of this strategy**
- i) **The comprehensive development of key sites will be guided by a masterplan prepared by Weymouth and Portland Borough Council as a supplementary planning document. The masterplan will include more detailed guidance on**

design, movement (including parking provision), the general distribution of activities and uses in the wider area, as well as detailed guidance on the following key sites:

- Town centre core and Commercial Road area
- Station area
- Ferry Peninsula
- Westwey Road and North Quay area.

KEY SITES

Figure 7.1: Key sites within the town centre strategy area

The following diagram shows the indicative areas for the following policies WEY 2 through to WEY 9, however the precise boundaries will be determined through the development of the strategy and masterplans.



TOWN CENTRE CORE AND COMMERCIAL ROAD AREA

- 7.3.6 The main focus for the town centre is to provide an attractive and vibrant, place where people can access a range of local services and facilities including a diverse retail offer. The primary shopping area is a main feature and whilst Weymouth has a healthy town centre, it needs to evolve and improve, so that it can continue to compete effectively with other nearby shopping destinations such as Dorchester.
- 7.3.7 To ensure that the centre can continue to fulfil these roles and support the wider local economy, new development and the intensification of existing uses is needed. One of the strengths of the town centre is its attractive historic built heritage and wealth of listed buildings, but this also presents challenges for intensification and redevelopment to meet modern retail requirements. Much more could also be done to tie the built and waterside settings of Weymouth together, helping strengthen Weymouth's reputation not only as a shopping destination, but also somewhere to combine shopping with more leisurely pursuits.
- 7.3.8 The main objective for this area is to promote a competitive and attractive retail sector of the town centre through sensitive, expansion, redevelopment and intensification of use such as the more effective use of upper floors. A balance needs to be struck between ensuring there is no loss or substantial harm to heritage assets and the public benefit of maintaining a vibrant and vital centre which includes viable uses for historic buildings. The area west of the primary shopping streets towards the harbour frontages along Commercial Road is currently under-utilised in terms of both development of land and pedestrian footfall. It presents opportunities for development that could include provision of some larger comparison retail units and "family-friendly" food-led operations or other uses that are otherwise difficult to achieve in the historic buildings along the main high streets and in the area around the town bridge. Because of its westerly outlook the waterfront also receives late afternoon / evening sunshine, and therefore is better situated to have a focus for activities that can make the most of this benefit and fill the gap in activity between 5pm – 8pm.
- 7.3.9 Any proposals should not significantly increase the number of late night entertainment uses in the prime retail areas. The introduction of upper-floor residential, together with complementary uses that would help out-of-hours activity, will be encouraged to ensure this area does not feel deserted in the evenings.

WEY 2. TOWN CENTRE CORE AND COMMERCIAL ROAD AREA

- i) The primary shopping area will continue to be the main retail core. A positive approach will be taken to finding solutions that meet the requirements of modern retailing (to maintain a vibrant and vital centre), whilst cherishing the area's heritage assets.**
- ii) Land to the west of the primary shopping area will be developed with a mix of uses complementary to the primary shopping area, development should:**
 - **create an active waterside frontage with appropriate town centre uses including; cafe and restaurant uses on the ground floor area with residential uses above**
 - **be of a scale, rhythm and detail which reflects the historic building form and plot pattern of the waterfront**
 - **Create linkages between the primary shopping area and waterside frontage with associated public realm improvements.**

iii) Any proposals should not significantly increase the number of late night entertainment uses in the area.

STATION AREA AND SWANNERY CAR PARK

- 7.3.10 The area around the station is in need of enhancement, and the presence of the bus depot / garage also detracts from the first impressions of the area. Redevelopment of the station area, which could be achieved through redevelopment with the depot and car-parking areas relocated (for example, onto land to the rear of the station), will provide an opportunity to improve the connectivity of different modes of transport, and introduce a more positive frontage and improve the legibility of the main pedestrian routes into the town centre.
- 7.3.11 The Swannery is a major public car parking area for the town centre, and it is important that any development in this area retains this function and focuses on improving the first impressions and creating good links into the town centre. Complementary development which improves the first impressions of the area and meets community needs will be permitted. In order to protect the vitality and viability of the town centre proposals for new retail or other town centre uses will need to demonstrate the sequential approach in line with policy ECON4

WEY 3. STATION AREA AND SWANNERY CAR PARK

- i) **The station area will be developed as a transport hub, including a mix of retail, commercial businesses and residential to help improve the first impressions of the area through the introduction of positive and active frontage development and creation of a high quality public realm.**
- ii) **The Swannery car park will provide the main public car parking area for the town centre, with the potential for complementary development to help improve the first impressions of the area without undermining the vitality of the town centre.**
- iii) **Attractive pedestrian routes with active frontages should link the Swannery car park and Station area with the town centre core and commercial area, and seafront.**

CUSTOM HOUSE QUAY AND BREWERY WATERFRONT

- 7.3.12 The areas around Custom House Quay and the Brewery contain a mix of restored heritage warehouses, fishermen's cottages and town houses which lends itself very well to a cluster of independent restaurants and bars which is gaining a reputation for fine dining. Underpinning this dominant use is a healthy mix of local activity, including the existing sailing and dive clubs and the museum. Along with the Esplanade this waterfront area is one of the most visually attractive parts of Weymouth.
- 7.3.13 The main focus for this area is to improve the pedestrian environment. The opportunity to "de-clutter" the quayside that pedestrianisation brings is significant and would allow for a more comprehensive approach to sitting-out. The potential to locate the flood defence barrier to the eastern end with a pedestrian crossing facility would also increase pedestrian footfall through this area.
- 7.3.14 The planned Brewers Quay re-development will include an enlarged town museum, retail and restaurant facilities and an 85 bed hotel, and reflects the variety of uses in the area. With residential uses immediately adjacent to the southern part of this quarter, issues of noise and disturbance will continue to be a key consideration in any future changes.

WEY 4. CUSTOM HOUSE QUAY AND BREWERY WATERFRONT

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

THE ESPLANADE

- 7.3.15 The Esplanade is arguably the part of Weymouth that characterises its unique historic legacy as a seaside resort. Nearly all the buildings are listed, and retain much of their Georgian and Victorian architectural style and detailing. Together the terraces form a cohesive linear group, with relatively consistent building heights and strong rhythmic vertical definitions provided by the windows and chimneys. Although there are slight variations, no one structure dominates the terraces or overshadows the Nothe Fort to the south.
- 7.3.16 The combination of hotels, guest houses, cafes, bars, clubs, gift shops and amusement arcades fronting onto a wide stretch of sandy beach in the area south of Kings Statue is part of a classic modern seaside resort. However the clustering of late-night uses can result in crime and anti-social behaviour, and undue disturbance to hotel and guest house residents. As there are already sufficient late-night uses to create a cluster big enough to form a destination, additional music and dancing venues in this part of town should be avoided, and further residential or tourist accommodation uses considered carefully. Facilities that may help support outdoor events to bridge the gap of activity between shop closing times and the later opening times of some of the clubs (ie between 6 to 9pm) will be encouraged to help provide a “positive tone” at the start of the night, helping to moderate the behaviour of other user groups. And licensing should be used to bring about a deliberate and concerted wind-down during the early hours of the morning (ie: between 3 and 6am) when no alcohol should be sold, to help overcome current tensions and allow for a period of clean-up of the public realm in preparedness for a return to daytime activity. A specific policy is contained to support this approach.
- 7.3.17 Further north, as distance from the town centre core increases, the uses become dominated by guesthouses and hotels. The main objective in this location is the retention and maintenance of the listed buildings, which are an inherent part of the character of the town centre.
- 7.3.18 The sandy beach is a major tourist attraction and provides a venue for many events and activities that add to the vibrancy of the town centre. Maintaining this important asset will be a priority whilst dealing with the consequences of sea level rise.

WEY 5. THE ESPLANADE (SOUTH)

- i) The area of the Esplanade to the south the King’s statue requires a careful approach to reduce crime and anti-social behaviour. This will include making sure:**
 - **Development that will lead to an overall increase in late night entertainment uses is not permitted**
 - **The location of potentially un-neighbourly entertainment and related uses (including A4 drinking establishments and A5 hot food takeaways) and the introduction of residential or tourist accommodation within this area is**

carefully controlled to ensure that any co-location problems associated with anti-social behaviour are not exacerbated

- **Uses that may help support outdoor events to bridge the gap of activity between shop closing times and the later opening times of some of the clubs (ie between 6 to 9pm) are encouraged.**

FERRY PENINSULA

- 7.3.19 The peninsula is a key site, set at the end of the Esplanade and opposite the historic Nothe Fort at the gateway to the harbour. It provides the first impression of Weymouth for those arriving from the sea, and is the home of the ferry terminal linking Weymouth to the Channel Islands. This ferry service provides many economic benefits to the town.
- 7.3.20 The area is run-down and requires significant investment to deliver a scheme that is appropriate for its setting and function.
- 7.3.21 A comprehensive approach to development will be needed in this area. Because of the abnormal costs associated with the redevelopment of this site, it is important that a flexible and realistic approach is taken on the mix of uses allowed. Although a leisure / tourism attraction would be supported, including a hotel, costs indicate that a scheme is unlikely to be economically deliverable without a significant element of housing. A range of solutions that would ensure the future of a thriving theatre for Weymouth and Portland will need to be considered.
- 7.3.22 Extreme care is needed to ensure that the scale and style of development is sympathetic to and does not dominate or detract from the adjoining historic areas of the Esplanade and the Nothe. Any building above the general height in this area is likely to be limited, although there may be scope to incorporate an elegant landmark, which could mark the terminus at the eastern end of the site.

WEY 6. FERRY PENINSULA

- i) **The Ferry Peninsula should be re-developed to include leisure / tourist-related uses, supported by complementary town centre uses and which may include housing, and including provision for the continued operation of the ferry service.**
- ii) **A comprehensive scheme is required for the site which complements the scale, mass and rhythm of the terraces along the Esplanade so as to create a coherent seafront and does not detract from the dominance of the Nothe Fort in views from the North. An elegant landmark building may be permitted**

WESTWEY ROAD AND NORTH QUAY

- 7.3.23 This area of land off Westwey Road and North Quay includes large civic offices, the former Fire Station around the bottom of Boot Hill, with undeveloped areas used for parking, the gasholder site and electricity substation, and areas of vacant land.
- 7.3.24 The redevelopment of this prominent area provides an opportunity to enhance the waterfront and make more efficient use of land. Particularly important are how the area relates to the historic buildings and remnants of the old high street towards the town bridge and reinforce this local character, its relationship to the waterfront and to the key junction at the bottom of Boot Hill.
- 7.3.25 Landowners will need to work together to make sure the most effective approach is taken on complex issues, including contamination around the gasholder site and the potential provided through reclaiming land from the inner harbour.

WEY 7. WESTWEY ROAD AND NORTH QUAY AREA

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

LODMOOR GATEWAY AND COUNTRY PARK AREA

7.3.26 Although some distance from the town centre commercial area, this site is linked to it and provides a key gateway to the built up seafront in the approach to the town centre from the east. It is important to the tourism economy as it forms part of the Lodmoor Country Park and contains the major tourist attraction of the Sealife Centre, and associated facilities such as mini golf, a leisure ranch, and miniature railway. The area is also used for car parking, events and the household waste and recycling facilities. The site is further complicated due to its history as a landfill site, and the risk of flooding / coastal erosion. The area adjoins the Lorton Valley Nature Park which includes a large wetland area managed by the RSPB, part of which is a site of special scientific interest (SSSI). Both the Lodmoor and Lorton Parks are used extensively for informal recreation, walking and bird watching as well as visits to the more formal built tourist attractions based around the Sealife centre. Therefore any future development will need to take account of the sensitive nature conservation interests, open landscape setting, low key informal recreation as well the site's important tourist and gateway function. The land contamination, associated drainage, and flooding issues will also need to be considered.

WEY 8. LODMOOR GATEWAY AND COUNTRY PARK AREA

- i) Land at Lodmoor will be permitted for tourism, low key recreation and ancillary uses, appropriate to its gateway location and its proximity to sensitive sites. Any development will be expected to be of a high quality design and relate positively to the adjoining public areas. A comprehensive approach may be required to ensure that development complies with the aims of the Weymouth Town Centre Strategy.**

BINCLEAVES

7.3.27 The redevelopment of the QinetiQ site at Bincleaves Cove has been discussed for a number of years. In 2008 permission was given for a mixed use development of flats, an hotel and employment, which has now lapsed.

7.3.28 The coastal location and heritage of the site, with its links to the breakwaters and wartime defences, are unique and should be valued in the development of the site. Public access around the seaward edge of site is seen as an essential requirement. The impact of the design in terms of its views from coastal waters in the wider context of the bay (as part of the world heritage site) will also be a key consideration, as will how the history of the site and its links to adjoining areas (such as the breakwaters and defence buildings) can be reflected. These values also place limits on the possibilities for development, particularly the nature conservation value of the adjoining waters. And given its location below the cliff, it is not an easy site to develop, and issues such as sunlight / daylight will also be a key consideration to any occupied buildings and public or private amenity spaces. There is also the current requirement for the breakwater beyond the site to be accessible by HGVs and other traffic.

- 7.3.29 Coastal erosion and flooding are also issues for this site and so any proposal will need to be accompanied by appropriate geotechnical reports, vulnerability assessments and flood risk management reports.
- 7.3.30 As a former employment site it is considered important that any redevelopment of this site retains employment, and that it should be of a type appropriate to and taking advantage of the unique location benefits and constraints. Other complementary uses will also be allowed. An emphasis on good quality design is essential.

WEY 9. BINCLEAVES COVE

- i) The redevelopment of this former employment site is supported. This may either be through an alternative employment use appropriate to a maritime location or through the comprehensive mixed use re-development of the site to provide community benefits, including sufficient employment uses to ensure no significant loss of potential jobs.**
- ii) The development will be expected to be of a high quality design appropriate to its waterside location and the unique history of the site.**
- iii) Development will not be permitted if it would compromise the nature conservation interest of the surrounding marine area, have an adverse impact on the management and enjoyment of the World Heritage Site, or be at risk from coastal change.**

7.4 LAND AT MARKHAM AND LITTLE FRANCIS

- 7.4.1 Land south of Chickerell Road (known as Markham and Little Francis) is within the existing built up area close to community facilities, shops, schools, employment areas and the transport network. It should be able to deliver in the region of 320 homes on lower ground to the north of Cockles Lane, whilst providing public access and enjoyment of the open green spaces on the rising land and ridge to the south. This green space is important for its wildlife and landscape value and is expected to provide long-term public open space to serve the new development and benefit the wider community and allow for potential expansion of St Augustine's School. Provision should be made for the long term management of the open space ideally by the transfer of the land to a public body, private trust or other appropriate organisation to manage as a semi natural green space / nature reserve. The existing hedgerows and track along Cockles Lane are important local features which should be maintained and incorporated into the layout of the site. Any loss of hedgerow will require mitigation such as the planting of new hedges. There is an ordinary water course within the site, and areas that are subject to surface water flooding, which should be carefully considered in the layout and design.
- 7.4.2 The site should accommodate a mix of housing types, particularly family housing, and could include some limited, small-scale employment uses appropriate to a residential area. The main vehicular access will be to the north off Chickerell Road, and footpath and cycle links must be provided to the surrounding area and as part of the strategic network.
- 7.4.3 The development generates a need for additional primary school accommodation, and an appropriate contribution towards improved provision will need to be secured. There may also be a requirement for land adjacent to St Augustine's School to allow for future expansion.
- 7.4.4 On and off-site provision and contributions to community infrastructure will be sought in line with policy COM 1 and secured through a section 106 legal agreement.

- 7.4.5 A master plan for the whole area will be agreed by the Borough Council to guide the phasing and design of this site.

WEY 10. LAND AT MARKHAM AND LITTLE FRANCIS

- i) Land at Markham and Little Francis as shown on the proposals map is allocated for residential development and public open space, and may include an element of employment use appropriate to a residential neighbourhood.
- ii) Rising land to the south of Cockles Lane and the ridge further south will remain undeveloped and be managed as public open space for the long-term benefit of the local community and to protect and enhance its nature conservation interest to become a designated local greenspace.
- iii) In order to address sustainable development issues, the site should be developed in accordance with a master plan prepared in conjunction with the local community and agreed by Weymouth and Portland Borough Council. The master plan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:
 - the design and layout relates positively to the surrounding area and does not have an adverse impact on the amenity of surrounding properties
 - the hedgerow and streams through the site are maintained and enhanced where possible and provision for their future retention and management put in place
 - there is adequate provision for surface water run-off and due consideration of flood risk elsewhere
 - good links to the wider footpath and cycle network are provided the development will deliver highway improvements necessary for the development to go ahead
 - an area of the site is reserved for the expansion of St Augustines School
 - the development is appropriately phased.

7.5 LAND OFF LOUVIERS ROAD

- 7.5.1 Land at Destiny Fields off Louviers Road has been granted planning permission for 176 new homes and is now under construction. An application for outline permission for approximately 100 new homes on land to the south of Louviers Road has been resolved to be approved subject to the signing of a section 106 Agreement.
- 7.5.2 Both sites abut a large tract of open and undeveloped land consisting of Wyke Oliver Hill, Lodmoor Marsh and Lorton Valley, parts of which are designated for their wildlife value, and are also valued for providing informal recreation opportunities. Much of this area is now included within the Lorton Valley Nature Park. Development off Louviers Road provides an opportunity to create a more positive relationship with the existing development and the adjoining open space. Any development needs to be contained and tapered into the hillside underneath the ridge crest so as not to have a detrimental impact on the landscape character of the wider area, and building heights will need to be limited relative to the ridge crest.

WEY 11. LAND OFF LOUVIERS ROAD

- i) Land off Louviers Road (as shown on the proposals map) is allocated for residential development.

- ii) **Strategic landscaping will be required to soften the edges onto the undeveloped countryside. The scale and design of development should ensure that it is not overly prominent when viewed from the south.**
- iii) **Pedestrian links and wildlife corridors should be provided through the developments connecting to Lorton Valley Nature Park and adjoining areas of open countryside.**
- iv) **Development should provide positive frontages onto the adjoining road network.**

7.6 LAND AT WEY VALLEY

- 7.6.1 Land west of the A354 Dorchester Road and to the south of Nottingham Lane in the Wey Valley has the potential to deliver in the region of 400 new homes over the plan period, and should provide development in the latter half of the plan period.
- 7.6.2 The site is within a sustainable location close to facilities including schools, sport and recreation facilities, shops and employment sites.
- 7.6.3 It is important that development in this location does not result in the physical or visual convergence of the urban area of Weymouth and more rural Nottingham, and a substantial green buffer will be retained alongside substantial tree / woodland planting. There are also longer views of the northern part of the site from the Ridgeway and planting belts running east to west across this part of the site will be needed to mitigate this impact. The retention of hedgerows will also be important to provide wildlife corridors through the site.
- 7.6.4 Parts of the site are susceptible to surface water flooding and so sustainable drainage systems should be implemented to ensure adequate surface water drainage provision and that flood risk is not exacerbated elsewhere.
- 7.6.5 The layout should include at least one access point from the A354 in addition to an access from Nottingham Lane to ensure it links well into the urban area. Properties along the A354 back directly onto and will overlook the site. The design and layout will need to ensure that the amenity of these properties is not significantly adversely affected.
- 7.6.6 Any employment uses should generally be grouped together rather than dispersed throughout the scheme. Small workshops or live-work units using existing buildings or reproducing the layout of former employment uses such as old farm complexes can provide variety and links with historic uses of the site.

WEY 12. LAND AT WEY VALLEY

- i) **Land at Wey Valley as shown on the proposals map is allocated for residential development and should include an element of employment use appropriate to a residential neighbourhood.**
- ii) **The site should be developed in accordance with a master plan prepared in conjunction with the local community and agreed by Weymouth and Portland Borough Council. In order to address sustainable development issues, the master plan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The master plan should ensure that:**
 - **Development will be phased to provide steady growth over the period from 2021 to 2031.**
 - **Substantial landscape planting is provided to ensure that the development does not have an adverse impact on the landscape character, the character of the adjacent Conservation Area or the amenity of surrounding properties. This**

will need to be agreed and, where practicable, implemented in advance of the development.

- **Sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere**
- **A network of road, footpath and cycle routes through the site and connecting to the A354 and Nottingham Lane is provided to ensure that the development is well integrated into the wider route network.**

7.7 LAND AT THE OLD RECTORY ,LORTON LANE

7.7.1 Land at the Old Rectory, Lorton Lane has potential for new housing.

7.7.2 It is within Broadway Conservation Area and surrounds the listed Old Rectory building. The site could deliver in the region of 30 new homes, but will need to be carefully designed. The development of this site will be linked to environmental improvements on the land to the north of the Old Rectory and the removal of the existing established uses (such as the builders yard, car repairs and waste transfer station). The main vehicular access would be via the existing access off Dorchester Road and the possibility of footpath /cycle / bridleway links with the wider area should be explored.

WEY 13. LAND AT THE OLD RECTORY, LORTON LANE

- i) **Land at The Old Rectory, Lorton Lane, as shown on the proposals map, is allocated for residential development. Any development must enhance the Old Rectory and Broadway conservation area.**

7.8 MOUNT PLEASANT BUSINESS PARK

7.8.1 Consent was given in 2007 for a 14ha mixed use employment site. This provided a site for the new headquarters building of New Look, a hotel and retail supermarket. There is a large area of the site still to be developed that will provide significant additional business opportunities, including small scale enterprise units. The New Look headquarters and the remaining area of the site is designated as a key employment site.

7.9 RETENTION OF TOURIST ATTRACTIONS AND FACILITIES AT BOWLEAZE COVE

7.9.1 Tourism is an important part of the local economy in Weymouth and the retention of attractions and facilities or sites available for this use will maintain the attractiveness of the area to tourists. Sites within the town centre such as Lodmoor and Brewers Quay will be protected through policies in the Town Centre Strategy, however development at Bowleaze Cove would not be within this area.

7.9.2 Any proposals will need to be appropriate to the sensitive coastal landscape and nature conservation and geological importance. The area is also subject to erosion and fluvial and tidal flooding via the River Jordan. It is within an area identified for future managed realignment and so is only appropriate for time limited development that would not be at risk from, or exacerbate, coastal erosion or flooding.

WEY 14. BOWLEAZE COVE

- i) **Development at Bowleaze Cove (as shown on the proposals map) will be restricted to time limited tourist and leisure related development.**

7.10 LAND AT TUMBLEDOWN FARM

- 7.10.1 Tumbledown Farm comprises open agricultural grassland, water meadows and areas of woodland outside the development boundary, but within the Radipole Conservation Area. Parts of the holding are designated as a Site of Special Scientific Interest.
- 7.10.2 There is the potential to use part of the site to provide space for a significant number of allotments, which would reduce current waiting lists and also potentially enable the existing cemetery at Quibo Lane / Abbotsbury Road to be extended. Land is also sought in the borough to provide for the disposal of human cremated remains in a natural setting away from the current cemetery / crematorium sites, and for the burial of pets (or their cremated remains). There is also an opportunity to relocate the RSPB operational base from its current residential area closer to the land they manage, and provide a better location for the council's parks service and its nursery which is currently taking up part of the Crookhill depot and employment land at Lynch Lane. Limited development based around the existing farm buildings could provide ancillary accommodation for the various proposed uses however this would be subject to detailed design and ensuring that the landscape character and important open gap function of the land is maintained.

WEY 15. LAND AT TUMBLEDOWN FARM

- i) Land at Tumbledown Farm (as shown on the proposals map) is allocated for cemetery uses, allotments/ community food provision and ancillary office / workshop / storage space. Development of these uses will only be permitted if it does not undermine the important open gap function, and the nature conservation interests and landscape character of the site are protected and enhanced.**

7.11 LORTON VALLEY NATURE PARK

- 7.11.1 The proposal for the Lorton Valley Nature Park is very much a partnership project involving Weymouth and Portland Borough Council, Dorset Wildlife Trust, RSPB, Dorset Countryside Service and Natural England.
- 7.11.2 The Nature Park comprises a total of 194 hectares (479 acres), that extend from Southdown Ridge in the north, to Preston Beach Road in the south and runs between the new Relief Road and Horse Lynch Plantation. It links up the Lodmoor Nature Reserve, Two Mile Copse and Lorton Meadows (all Sites of Special Scientific Interest) and two areas of land (to the east of the Park & Ride site at Mount Pleasant and land to the east of the Lorton Meadows) provided as a result of the relief road construction and a further area of open undeveloped land located to the north of the civic amenity and composting sites and immediately adjacent to the RSPB reserve. Additional agricultural land to include the Southdown Ridge should also to be included to provide a more comprehensive network. There is the aspiration for the Nature Park to be extended into areas to the north and north east of the current boundary, including Wyke Oliver Hill. This additional land will help improve public access and amenities, help secure wildlife corridors, provide opportunities for biodiversity enhancement and protect and enhance local landscapes. Green infrastructure associated with the Littlemoor Urban extension could potentially become a northern extension of Lorton Valley Nature Park.
- 7.11.3 This land will be incorporated into the Green Infrastructure Network and protected under policy ENV 3.

WEY 16. LORTON VALLEY NATURE PARK

- i) Land between Preston Beach Road and Southdown Ridge, as shown on the proposals map, is allocated as part of the Lorton Valley Nature Park to promote**

sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement.

8. PORTLAND

8.1 INTRODUCTION

- 8.1.1 The Isle of Portland has a population of about 12,840. It has a unique coastal character with very distinct villages and settlements separated by wide open spaces, parts of which are marked by the presence of the quarrying industry.
- 8.1.2 Portland is located to the south of Weymouth with the only link a single carriageway road on the causeway adjacent to Chesil Beach and The Fleet. The island contains some of the largest employment areas in the Borough. The former naval estate has provided opportunities for regeneration and new industrial and commercial development at Osprey Quay, Southwell Business Park and Portland Port. Much of Portland is covered by national and international environmental designations and it is at the heart of the Jurassic Coast World Heritage Site. The high quality landscape, important nature conservation interests, restricted access across Chesil beach all limit opportunities for further major development on the island.
- 8.1.3 Although the area is an attractive place to live, and contains some large employment sites, there are still areas that suffer from high levels of multiple deprivation. Three of the most deprived areas in Dorset are on Portland. There has been a considerable amount of regeneration over the past 15 years by the Regional Development Agency (now the Homes and Communities Agency) at Osprey Quay which will continue to be enhanced by the hosting of the 2012 Olympic and Para-Olympic sailing events. However there remains a miss-match between the available employment and skills and experience of some of the population.

8.2 VISION FOR PORTLAND

- 8.2.1 In 2031 Portland:
- Has maintained and enhanced the unique character of the island in terms of its built and natural assets, whilst thriving economically and socially for the benefit of residents and visitors.
 - Is the home of specialist maritime industries and other growth sectors that benefit from its unique location, providing it with a good supply of well-paid jobs that benefit the local community and wider area. Portland Port will have maintained and expanded its role as a port of national and international importance and a location for job creation.
 - Has a broad tourist offer including activity based on sustainable tourism such as water sports, climbing, walking and bird watching, that capitalises on its unique location
 - Has reduced the levels of multiple deprivation and has good education and skills provision.

MAIN DEVELOPMENT OPPORTUNITIES

- 8.2.2 The future economic opportunities for the island will be based on maximising the potential of existing major employment sites and Portland Port, plus capitalising on the environmental and heritage assets to further develop sectors such as tourism and leisure. The improvements to high speed broadband secured as part of the Olympic legacy offer considerable opportunities to encourage more knowledge-based and creative businesses. However it is not suited to those industries that need to rely on swift access to the motorway network. In order to ensure that there is an adequate supply of employment

land to accommodate future growth and job creation, development sites have been identified at Portland Port and Osprey Quay.

- 8.2.3 Over the previous local plan period a significant amount of housing growth was identified on Portland, mainly on previously developed brownfield sites. Not all of these sites have been completed and so there are over 450 homes with permission that should still be built as a result. Sites will also come forward within existing development boundaries and further opportunities for affordable housing may arise from rural exception sites. Because of the number of existing commitments and the constrained nature of the island, no new strategic allocations have been identified for Portland. Additional housing growth could however be progressed through the preparation of a neighbourhood development plan.
- 8.2.4 The following developments all have consent and are expected to play a major part on delivering the vision for Portland, some associated with the hosting of the Olympic and Paralympic Sailing events, others related to the ongoing regeneration.
- **Portland Port** – is a major employment site with planning consent for Port-related and B1, B2 & B8 uses.
 - **Osprey Quay** – has various planning consents for a mix of uses, including employment, leisure, retail and housing development
 - **Former Hardy Complex** – is a site comprising conversion of former Navy accommodation with planning consent for housing
- 8.2.5 There is also scope for further employment uses within **Southwell Business Park**, **Inmosthay** and **Trade Croft Industrial Estates**. These sites still have considerable scope for new employment on underused land, and will be protected for B class uses and other employment uses that offer economic enhancement.
- 8.2.6 **Portland Quarries Nature Park** is proposed to secure the long term future of Portland’s most important disused quarries, enhancing nature conservation interest, ensuring public access, long term management and interpretation of these culturally important sites.
- 8.2.7 Tourism plays an important role in the local economy and Portland is an important visitor destination as part of the Jurassic Coast. It has a stunning natural and built environment and considerable opportunities for outdoor activities such as watersports, rock climbing, walking and bird watching. There is potential to capitalise on these assets, and diversify the tourist offer of the area including promotion of the activity opportunities the island has to offer. Whilst there are no other specific allocations for tourist and leisure uses on Portland, tourist based activities will be encouraged where they are consistent with other policies within this plan.

8.3 PORTLAND PORT

- 8.3.1 Portland Port is a port of national and international importance and is a vital part of the local economy and the south west region. The Port attracts employment and investment to the area and is a major asset to the local community. Port development is subject to special constraints given its need for access to deep water and the statutory obligations imposed on port authorities in terms of security.
- 8.3.2 Approximately 35 hectares of port land is consented for B1, B2 and B8 uses and statutory harbour undertaking and an additional 17 hectares of seabed has consent for marine works including reclamation to create dockside operational land. The port’s statutory jurisdiction includes Portland Inner Harbour and extends into Weymouth Bay covering a total waterspace area in excess of 2,400 hectares.

- 8.3.3 The port is identified as a 'Key Employment Site' and associated policies in the plan include for its protection and the provision of employment (ECON 1 and ECON 2). These employment policies support the expansion of existing employment sites subject to other policies within the plan. Additional land may be required within the port for sustainable development and these policies cater for the port's need for long term growth.
- 8.3.4 Parts of the Port estate are within candidate Special Area of Conservation (cSAC) and designated as sites of special scientific interest (SSSI's) and are therefore subject to the requirements of the relevant European Directives and corresponding national regulations. A number of existing buildings and structures are Grade II listed heritage assets. The area in the region of Grove Point is designated as part of the World Heritage Site and is also accessible to the general public. Local nature, heritage and landscape designations also exist and there are areas subject to land instability. Therefore any future development proposal will have to take account of the relevant environmental policies in the plan and, in considering the acceptability of proposals, their direct, indirect and cumulative impacts relative to the significance of the asset affected, balanced against other sustainable development objectives.
- 8.3.5 To guide future growth the port is supportive of developing proactive working arrangements with the council and other stakeholders to prepare and support the preparation of strategies, plans and programmes to deliver sustainable development and facilitate better understanding and management of the port estate. These could include the identification of specific areas with greater potential for development and areas where there are opportunities for positive management and enhancement of nature conservation and heritage assets.

8.4 OSPREY QUAY

- 8.4.1 In 2001 a master plan was approved for the redevelopment of 33 hectares at Osprey Quay, with the aim of creating a centre of excellence for marine business and leisure. Outline planning permission was granted for a mixed use re-development to incorporate leisure, tourism, recreation, employment and residential uses. The Section 106 Agreement tied the permission to land uses set out in the Master Plan. Significant regeneration has taken place, some of which is associated with the National Sailing Academy and the hosting of the 2012 Olympic and Paralympic Sailing Events. The area now contains a mix of uses including a 560 berth marina and associated shore-side facilities, workspaces for marine related business, Coastguard Helicopter base, restaurant/café, residential and a new school (to be opened 2013). There are existing commitments that have not yet been come forward which include further employment uses, a hotel, retail and residential use. A new master plan is being developed with the Homes and Communities Agency to attract further investment and employment opportunities within the site.

PORT 1. OSPREY QUAY

- i) Land at Osprey Quay, as shown on the proposals map, is allocated for primarily employment, leisure and ancillary retail uses and residential as part of a mixed use scheme. Any development should be in accordance with the most recent Osprey Quay Master Plan agreed by Weymouth & Portland Borough Council.**

8.5 FORMER HARDY COMPLEX

- 8.5.1 The Former Hardy complex was previously Navy accommodation. Planning permission for 554 new homes was granted in 2004. The existing officers' accommodation blocks have been partly completed, with Atlantic House completed in 2009. The remaining phases of

construction, which would provide 384 homes, have not progressed due to economic downturn.

PORT 2. FORMER HARDY COMPLEX

- i) The Former Hardy Complex as shown on the proposals map is allocated for housing development.**

8.6 SOUTHWELL BUSINESS PARK, INMOSTHAY AND TRADE CROFT INDUSTRIAL ESTATES

- 8.6.1 Southwell Business Park is an ex-Ministry of Defence site. It has been used to create flexible workspaces for businesses and start-ups. The businesses are mainly micro-businesses from a wide range of service sectors, but the site also includes 350 storage units, a fitness centre, hotel and conference venue. It is a key employment site. Additional land is available to provide around 3,000m² of light industrial units. It is in a sensitive location and particular regard will need to be had to the landscape and nature conservation interests on land within and adjoining the site, including its visibility from the South West Coastal Path and Heritage Coast.
- 8.6.2 Inmosthay and Trade Croft Industrial Estates are similar in character and provide opportunities for heavy industry that would not easily fit within a residential area. Both are identified as key employment sites.

8.7 PORTLAND QUARRIES NATURE PARK

- 8.7.1 The proposal for the development of a Portland Quarries Nature Park has been under consideration for a number of years and is being brought forward as an Olympic Legacy Project for the Isle of Portland. It includes the Kingbarrow Quarry Nature Reserve, Tout Quarry, The Verne Yeates Local Nature Reserve, restored land within Inmosthay Quarry and Butterfly Conservation sites at Perryfields and Broadcroft that are nationally significant for nature conservation, geology and cultural heritage. The Nature Park will secure the long term future of Portland's most important disused Quarries, ensuring public access, long term management and interpretation of these culturally and biodiversely important sites. This land will be incorporated into the Green Infrastructure Network and protected under Policy ENV 3.
- 8.7.2 As opportunities arise as a result of the Review of Minerals Permissions (ROMP's), quarry restoration plans and Section 106 Agreements other areas will be incorporated into the Nature Park. These may include areas within Inmosthay, Bowers, Admiralty and Broadcroft Quarries. Inclusion in the Quarry Park will be subject to agreement with the landowner, the site being restored and managed for nature conservation and ready for public access including the relevant safety audits and risk assessments.

PORT 3. PORTLAND QUARRIES NATURE PARK

- i) Land at Kingbarrow Quarry, Tout Quarry, Verne Yeates, Inmosthay Quarry and Perryfield Quarry Butterfly Conservation Nature Reserves as shown on the proposals map is allocated as part of the Portland Quarries Nature Park to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement.**
- ii) As opportunities arise additional land shown on the proposals map may be included in the Portland Quarries Nature Park**

9. LITTLEMOOR URBAN EXTENSION

9.1 INTRODUCTION

- 9.1.1 The Littlemoor area has the potential to deliver significant employment and also new homes over the plan period and potentially beyond. It lies at the gateway of the Weymouth Relief Road, opposite the existing service centre at Littlemoor, and is close to the station at Upwey. As such it has excellent links to Weymouth town centre and the wider area. The nearby housing also provides a significant source of employees.
- 9.1.2 The area falls on the boundary of Weymouth and Portland Borough and West Dorset District Councils. Both Councils will cooperate in bring forward growth in this area. Land at Icen and Weyside Farms, to the north of the Weymouth Relief Road junction, lies wholly within West Dorset, and a policy is included in this chapter to plan positively for its future use.

9.2 LITTLEMOOR URBAN EXTENSION.

- 9.2.1 The urban extension is within the Dorset Area of Outstanding Natural Beauty, and there are views of the site from the South Dorset Ridgeway. However it is visually contained by the higher land to the north and east. A landscape led strategic planned approach to development in this location would provide positive enhancements to be made around the edge of the development that would mitigate the impact of the existing urban edge on the wider landscape. Advance tree and copse planting along the northern and eastern boundaries will therefore be required to ensure that these improvements have time to establish and mature as development progresses. The existing field network has mature hedgerow boundaries and provides an important north / south wildlife corridor and good footpath links to the open countryside. These areas should be managed as part of the wider green infrastructure network through a partnership approach such as the Natural Weymouth & Portland Partnership or similar structure and could potentially become a northern extension of the Lorton Valley Nature Park
- 9.2.2 Employment uses should be concentrated towards the western end of the site, adjacent to the main junctions of the relief road. Advanced landscaping should be provided to create a positive gateway to Weymouth. Opportunities for district heating networks between the employment and residential uses should be explored along with other sustainable development issues for the site through a BREEAM Communities Assessment.
- 9.2.3 The development will generate a requirement for further education provision and a site will need to be provided within the scheme to accommodate a new primary school. On and off-site provision and contributions to community infrastructure will be sought in line with policy COM 1 and secured through a section 106 legal agreement. As Littlemoor Road would otherwise segregate the proposed development from the existing homes and community facilities, a creative solution is needed. To help integrate the two areas, the existing service centre should be extended northwards to cover both sides of the road, and will include a mix of uses appropriate to a local neighbourhood centre. This should be designed around a square which provides safe and attractive crossing points at street level, with an emphasis on controlling vehicular movements rather than pedestrian and cycles so that the two communities can integrate successfully. Noise from road traffic may be an issue and mitigation measures should be integrated within the design without causing further segregation or adverse visual impact.

LITT 1. LITTLEMOOR URBAN EXTENSION

- i) Land to the north of Littlemoor as shown on the proposals map will be developed as an urban extension to include new homes, at least 12ha of employment land, an extended local service centre, public open space and land for a new primary school**
- ii) Development of the site will be landscape led to ensure that there are positive enhancements to the Dorset Area of Outstanding Natural Beauty**
- iii) The development will deliver highway improvements necessary for the development to go ahead,**
- iv) The priority will be given to bringing forward the employment land, with the amount of housing and community infrastructure released and phased to ensure the development is viable, and integrates successfully. The existing Littlemoor Centre will be extended northwards at an early phase and designed to assist with the integration of the new development with the existing community south of Littlemoor Road.**
- v) The site should be developed in accordance with a Master Plan prepared jointly by West Dorset District Council and Weymouth and Portland Borough Council, and landowners working with the local community and key service providers. In order to address sustainable development issues, the master plan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The master plan should ensure that:**
 - all built development should be contained within the 40m contour
 - advance tree and copse planting should be provided along the northern and eastern boundaries to ensure that these improvements have time to establish and mature. Long term management of strategic planting is secured as part of the green infrastructure network.
 - the development should create a positive out-facing edge when viewed from the Ridgeway
 - development relating to Littlemoor Road should create a strong, positive image appropriate to this key gateway site
 - the development should incorporate green corridors connecting to adjoining green spaces and ensure a net gain in biodiversity.
 - an area of the site is reserved for a three-form entry primary school
 - there is adequate on-site provision of community infrastructure
 - good links to the wider footpath and cycle network are provided
 - Sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere
 - noise and drainage mitigation measures are integrated within the design
- vi) The main employment area will be designated as a key employment site and should be accessed directly from the Weymouth Relief Road.**

9.3 LAND AT ICEN AND WEYSIDE FARMS

- 9.3.1** Land at Icen and Weyside Farms has been developed and used for a variety of employment and related uses in an incremental fashion. It has included an element of agricultural-related uses, external storage, workshops and a lawful residential use, and it has been subject to enforcement action due to unlawful development. The site occupies a prominent position at the end of the relief road, and could be redeveloped to provide further economic benefits to the area. However this would need to come forward as part

of a comprehensive plan for the site that would allow existing issues to be properly addressed (such as the impact on the wider landscape, and potential conflicts between residential amenity and un-neighbourly employment uses). The landscape and design strategy will need to take into account its sensitive location within the Dorset Area of Outstanding Natural Beauty and relationship to the relief road and urban extension to the east.

LITT 2. LAND AT ICEN AND WEYSIDE FARMS

- i) Land at Icen and Weyside Farms (as shown on the proposals map) will be comprehensively re-developed as an employment site subject to the implementation of an agreed landscape and design strategy.**
- ii) Development should not be of such a height or design to be visually intrusive in the Dorset AONB, and should create a positive image when viewed from the main highway network and relate positively to the Littlemoor urban extension.**

10. CHICKERELL

10.1 INTRODUCTION

- 10.1.1 The town of Chickerell has grown considerably over the last few decades. To the south (but within the settlement) lie the Granby industrial estate, Lynch Lane industrial estate, the Budmouth Technology College and the housing areas of Charlestown, Lanehouse (in part) and the edge of Westham. To the west is the Dorset Area of Outstanding Natural Beauty and the Heritage Coast, and also a number of caravan parks and military sites. The Fleet and Chesil Beach to the south are designated for their international nature conservation interest.
- 10.1.2 The total population of the parish is about 5,520. Chickerell has more jobs than economically active people, because of the local industrial estates, with most people coming from the adjoining Borough of Weymouth and Portland. There is also continuing demand for affordable housing and employment land within Chickerell.

10.2 VISION FOR CHICKERELL

- 10.2.1 In 2031 Chickerell will:
- Continue to have a distinct identity separate from Weymouth.
 - Sit within an area of countryside and coast that are greatly valued for their landscape and wildlife interest
 - Be a place where people and businesses want to locate and grow
 - Have an increased range of local facilities, including a local food store of a scale appropriate to a local centre, although it will still look principally to Weymouth for some of its larger community infrastructure needs.

MAIN DEVELOPMENT OPPORTUNITIES

- 10.2.2 There are a number of developments due to take place that will help achieve this vision. Chickerell has the potential to develop further to meet its own needs and some of the needs of Weymouth and the south-eastern part of West Dorset. These opportunities include:
- **Land at Putton Lane and Floods Yard** – planning permission has been given to develop the site for housing, employment and community uses on land off Putton Lane, and for housing at Floods Yard
 - **Link Park off Chickerell Link Road** – the site has planning permission for B class employment uses
 - **Land to the North of the Police Headquarters** – the site has outline permission for B1 class employment uses
 - **Chickerell urban extension** – provides scope for considerable development to the north and east of the town. The provision of a new school as part of this development would also potentially release the current school site for re-development.
- 10.2.3 The provision of a new food store of an appropriate scale, well related to existing or new residential areas, would improve provision for Chickerell residents without running the risk of attracting in customers from a wider catchment and impacting on the vitality of Weymouth town centre. This could potentially be delivered in conjunction with development at Putton Lane or the proposed Chickerell urban extension.

10.3 LAND AT PUTTON LANE AND FLOODS YARD

Land off Putton Lane has recently been given outline planning permission for 220 new homes, B1 business floor space, a veterinary surgery, doctors' surgery, and community facilities to include open space, allotments, a multi-purpose community building and multi-use games area. Areas within the site are subject to flood risk and surface water drainage issues. Therefore sustainable drainage measures will need to be implemented to ensure that flood risk is not exacerbated elsewhere.

CHIC 1. LAND AT PUTTON LANE

- i) **Land at Putton Lane as shown on the proposals map is allocated for a mixed use development including residential, employment, community facilities and open space. Sustainable drainage methods should be implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere**

10.3.1 Land at Floods Yard and the adjoining area has permission for 58 new homes.

10.4 LINK PARK

10.4.1 Planning permission has been granted for a new business park for B1, B2 & B8 uses off the Chickerell Link Road. As a key employment site, uses will be restricted to B classes and other employment uses.

10.5 LAND TO THE NORTH OF THE POLICE HEADQUARTERS

10.5.1 Outline planning permission has been granted for a new business park for seven B1 (light industrial or office) units on land to the north of the Police Headquarters. The site is adjoining a settlement and would form an extension to an existing employment area and therefore if this permission were to lapse, its future employment use would be considered favourably under Policy ECON 1. It is not considered a suitable site for open market housing.

10.6 CHICKERELL URBAN EXTENSION

10.6.1 Land to the north and east of Chickerell has the potential to deliver around 850 new homes. To ensure there is sufficient infrastructure to support this level of growth, the provision of new / improved community facilities will be required. This will include a new primary school, and should include provision of a local food store of a scale appropriate to a local centre if this has not been delivered on the site at Putton Lane. The provision of improved library facilities will also need to be considered, in liaison with the Town Council and community organisation who will be taking over responsibility for this local service from the County Council. These facilities should be located to be as accessible as possible to the rest of the town. The whole development will need to be designed to link into the centre of town and the wider countryside around.

10.6.2 On and off-site provision and contributions to community infrastructure will be sought in line with policy COM 1 and secured through a section 106 legal agreement.

10.6.3 A new vehicular access onto the Chickerell Link road will be required, linking through the development to School Hill and across to Floods Yard and onto Chickerell Hill. This will need to be able to accommodate a bus route and be phased with the development.

10.6.4 Green gaps between the southern and eastern edge of the town, the Chickerell link road and Weymouth Football Stadium will be maintained to retain the individual identity of the town. The strong hedgerow boundaries, historic tracks criss-crossing the area, and other

natural vegetation, waterways and ponds should be retained wherever possible. The ridgeline to the north will need to be left undeveloped, and strategic planting should take place in advance of the development, to reduce the impact of the development from wider views, particularly as it extends up to the higher ground. The site is in close proximity to a population of Great Crested Newts, a European Protected Species, therefore the development should provide additional habitat such as breeding ponds for the newts within the allocation or on adjacent land.

- 10.6.5 A small part of the site is susceptible to surface water flooding and so the drainage system design will need to manage any associated risk from surface water run off.

CHIC 2. CHICKERELL URBAN EXTENSION

- i) Land to the north and land to the east of Chickerell, as shown on the proposals map, will be developed for housing and related community facilities. Small-scale employment uses may be provided within the site, appropriate to a mixed-use neighbourhood.**
- ii) The development will deliver highway improvements necessary for the development to go ahead.**
- iii) The growth will be phased to deliver a steady rate of growth over at least a 10 year period through the development of:**
 - land to the north (to be developed for housing and public open space)
 - land to the east (to be developed for housing, public open space and to include a local food store of a scale appropriate to a local centre if there is still a need for such a facility, and securing land for a new primary school)
- iv) Development should be in accordance with a master plan for each area prepared in conjunction with the local community, Chickerell Town Council and Dorset County Council, and agreed by West Dorset District Council. In order to address sustainable development issues, the master plan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
 - v)**
 - The development will be focused around a traditional street with frontage development connecting from the Chickerell Link Road to School Hill, and from School Hill to Chickerell Hill. The street should be able to accommodate a bus route. The development should also provide improved pedestrian /cycle links to Weymouth Town Centre and surrounding area.
 - Strategic planting is carried out in advance of the site being developed, to reduce the impact of the development to longer views particularly along the northern and eastern boundaries. This should include a connecting corridor of semi natural green space along the eastern margin of the allocation and biodiversity enhancement. A network of open green spaces, for amenity /recreation and drainage purposes, should run through the development and link to the open countryside.
 - there is adequate on-site provision of community infrastructure
 - areas prone to surface water flooding are kept free of built development and due consideration given to flood risk elsewhere

- 10.6.6 The retention of the school in its current, central location would be welcomed. However, if the Chickerell Urban Extension should secure the necessary school provision to serve the wider community, and the existing school site off Rashley Road then is deemed to be

surplus to education requirements, this site can be re-used. If the facility is no longer needed as a community facility it may be redeveloped as an exception to normal policy retaining local community facilities and open space. The site is largely backed onto by existing residential development, and therefore is most suited to housing.

CHIC 3. LAND OFF RASHLEY ROAD

- i) **The existing primary school site off Rashley Road in Chickerell, as shown on the proposals map, may be developed for housing, provided that a replacement school, including school playing fields, sufficient to serve Chickerell has been secured as part of the Chickerell Urban Extension.**