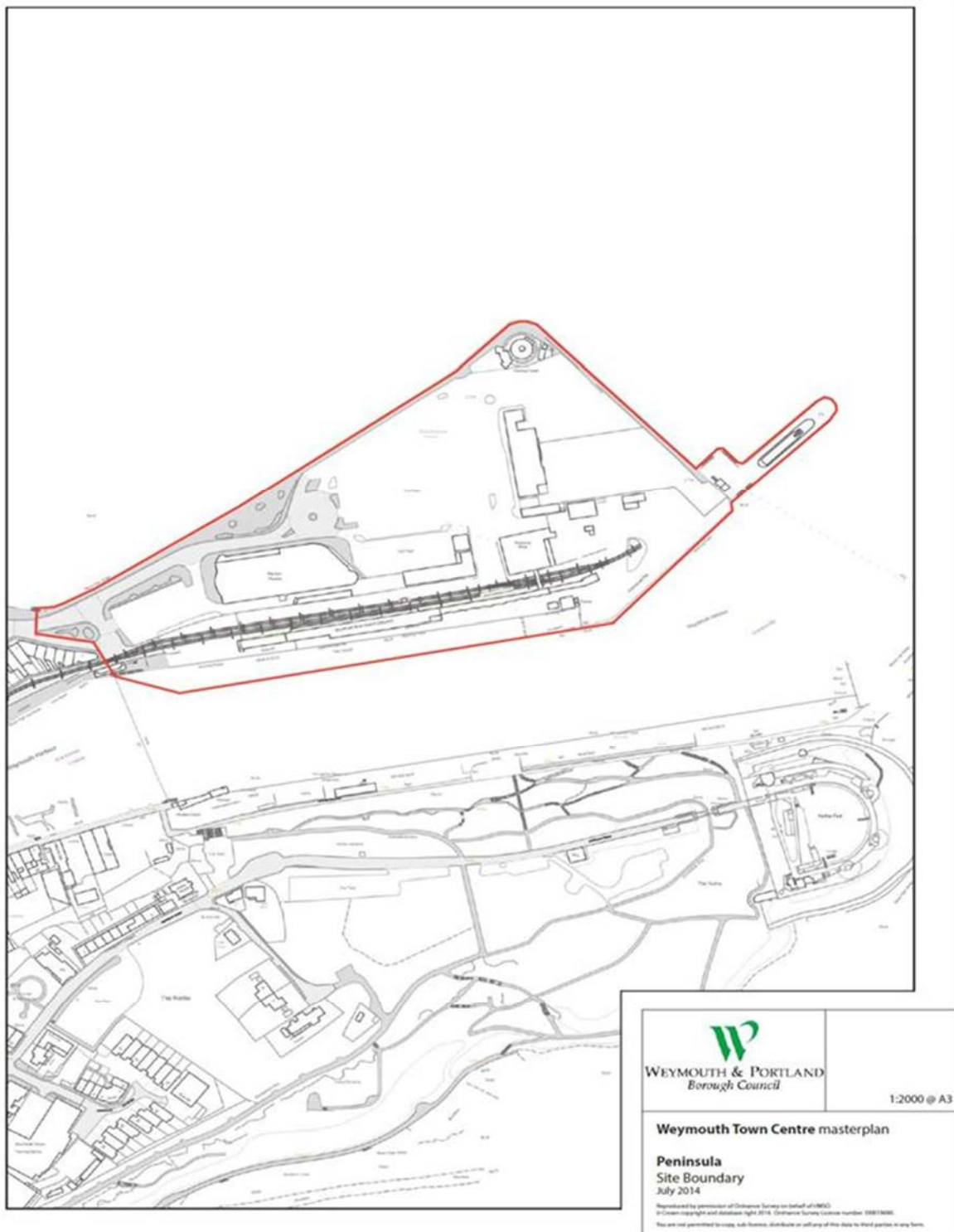


5 PENINSULA**5.1 Site Description**

- 5.1.1 The Peninsula extends out to sea from Custom House Quay. The site occupies a prominent location, being visible from The Esplanade and acting as the gateway to the town from sea.
- 5.1.2 The site is largely open and dominated by an underused public car park. The main use on the site related to the ferry service, however it is understood the current operator is planning to leave the site, this will result in the majority of the site being left vacant. There is also a limited tourism/ leisure offer on the site, comprising the viewing tower and the Pavillion theatre.
- 5.1.3 The site appears to be tired and is currently a significant blight on the town. With its prominent location, the redevelopment of this site has the potential to significantly upgrade perceptions of Weymouth and act as a beacon of regeneration.
- 5.1.4 Figure 6 shows the extent of the Peninsula site.

Figure 6: The Peninsula Site





Looking towards town



Seawall urban realm



Condor ferry berth



Condor ferry terminal and queuing lanes



Devonshire Buildings Gateway to site



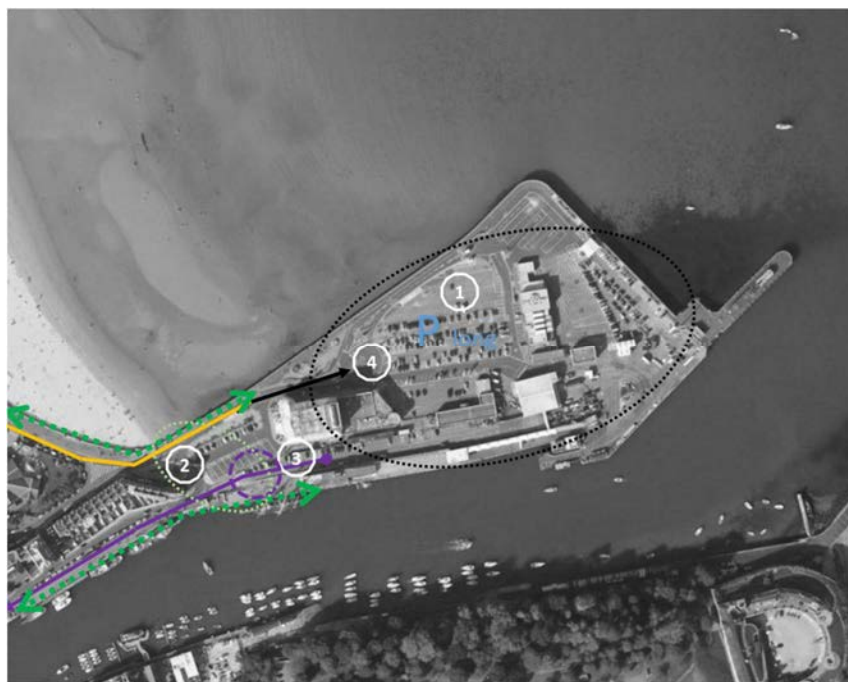
Theatre

Site Photos – Peninsula Site

5.2 Baseline Conditions

Transport and Access

- 5.2.1 The site forms a large volume of town centre parking stock esp. beach users.
- 5.2.2 Primary access is provided via The Esplanade, and to a lesser extent Custom House Quay.
- 5.2.3 The development site would be complemented by the integration of the potential tramway and allow car parking to be minimised in this location.
- 5.2.4 Pedestrian movement to and from the site should be reviewed and its relationship with vehicle traffic and the tramway. A new improved gateway public space may help bring all these functions together at the neck of the site, where The Esplanade meets Custom House Quay.
- 5.2.5 Key transport issues are shown below.



Transport Planning Issues –Peninsula

- (1) Mitigate loss of parking via town wide parking strategy
- (2) Gateway public space to manage conflicts in transport use
- (3) Possible tramway and halt
- (4) Primary development access to large development zone

Infrastructure

- 5.2.6 Available service records indicate the presence of a limited number of existing services within the Peninsula including gas and electricity supplying the Pavilion and the Observation Tower. There is however a high likelihood that the Peninsula will contain numerous other uncharted existing services particularly associated with existing use as a ferry terminal and its historic use as a tram terminal. Services to the current ferry terminal building, customs shed, car park lighting, etc. are not shown on any of the available records, but must exist.
- 5.2.7 The subterranean construction of the Peninsula is known to consist of made ground. However the Ground Investigation report provided by the Council does not provide any data within the Peninsula site, so no firm data exists for determining the actual

ground. Whilst it currently supports the Pavilion building which is the equivalent of some three storeys in height, the ability of the wider Peninsula to support substantial development is largely unknown. Its suitability for use as a development platform will need to be rigorously proven via detailed ground investigation.

- 5.2.8 Structural integrity and tidal issues associated with construction immediately alongside the sea wall. A report undertaken in 2010 by Royal Haskoning on behalf of the Environment Agency and Weymouth & Portland Borough Council found that the sea walls surrounding the Peninsula would require replacement within the next 20 years. In addition the structural integrity of the seawall has been assessed by the council and their state is described as poor to serviceable. The report concludes that significant investment will be needed.

Land Uses and Existing Development

- 5.2.9 This section presents a summary of the primary land uses, site designations and a brief overview of the development form on site and surrounding it.

- 5.2.10 The Peninsula site is currently largely open, comprising large public car parks. There are a number of buildings on the site, the majority of which are ancillary to the function of the ferry terminal. In addition there are two leisure uses on the site, the Pavilion theatre (which also appears to include spaces for public hire and a media centre) and a viewing tower. The buildings on site generally range from one to three storeys, and the viewing tower rises significantly higher.

Water and Flooding

- 5.2.11 The site largely within Flood Zone 3 and is subject to tidal and groundwater flooding. Potential constraints and risks associated with the redevelopment on the site are:

- funding for flood and groundwater defences;
- suitable vulnerability classification for new development and safe access routing;
- contaminated land;
- unknown condition of existing flood defences;
- Results of Weymouth Bay Coastal Process Study" due in May 2015.

- 5.2.12 The desk based flood risk and surface water assessment has identified a number of **opportunities** relating to flood management on the site:

- adopting proposals from the Weymouth Bay Coastal Process Study report;
- maintain / upgrade pumping facilities for groundwater intrusion and surface water discharge;
- development has appropriate flood risk vulnerability classification;
- detailed Flood Risk Assessment for each site; and
- development has appropriate and safe access and egress routes, with overland flow paths considered in flood conditions to reduce risk to users.

Contaminated Land

- 5.2.13 Environmental information with reference to the sources of information listed in section 1.3, is detailed below in Table 5.

Table 5: Peninsula Environmental Setting

Aspect	Details
Geology and Hydrogeology	The site comprises infilled ground over bedrock formed by the Stewartby Member and Weymouth Member mudstone. The mudstone is classed as Unproductive Strata.
Hydrogeology	The infill is not classified, with the underlying mudstone classed as Unproductive Strata. The site is not within a groundwater Source Protection Zone, and there are no licensed abstractions within 500m of the site.
Hydrology	The site lies immediately adjacent to the coastal water environment and Weymouth harbour.
Radon	The site is not within an area where radon protection measures are required.
Pollution Incidents	No pollution incidents have been recorded within the site.
Landfill and Waste Management Sites	No waste treatment, transfer or disposal sites are located on site.
Part 2A Sites	None identified.
COMAH / Hazardous Substances Premises	None identified.

- 5.2.14 The earliest available mapping for the site dated 1865-1866 shows that the majority of the site comprised open sea / beach, with a pier extending along the southern flank of the site and containing a pavilion at the eastern end. By 1902 the western end of the pier had been extended with a baggage room, shelters and mooring posts / landing stages. A possible railway / tramway is shown extending west from the western end of the site. Mapping from 1929 shows further expansion of the western end of the promontory to incorporate the Pavilion Theatre and 'Royal Palm Court'. The eastern end of the promontory had been expanded by 1939 with an extension of the railway / tramway. Mapping from 1956-1957 shows little change to the site layout with the exception of the Pavilion Theatre and 'Royal Palm Court' are longer shown.
- 5.2.15 By 1975 the site had undergone significance redevelopment with an extension of the northern edge of the promontory. A new theatre and ballroom, and car parking are shown at the western edge of the site with the eastern end housing a customs shed and ferry terminal (vehicular). By 1983 the physical extent of the site resembles the current layout with further expansion to the north to accommodate a secondary ferry terminal and further car parking. The existing Weymouth Sea Life Tower was opened in 2012 and it is understood that the railway/tramway ceased operation in 1999 with the former station buildings subsequently used as offices.
- 5.2.16 A review of the current and historic potentially contaminative on-site land uses has been made with reference to the GroundSure report, the findings are summarised below:

Current Land Uses:

- 5.2.17 Ferry Terminal: Located within the eastern end of the site, this is a potential source of hydrocarbon compounds, metals and solvents.
- 5.2.18 Historical Land Uses.
- 5.2.19 Infilled Ground: The majority of the site has historically been infilled. The quality of the fill material is unknown and potentially could contain elevated contaminant concentrations.
- 5.2.20 Railway / Tramway: Located along the southern flank of the site, this is a potential source of ash, PCBs, PAHs, hydrocarbon compounds, creosote, herbicides, ferrous residues, metal fines and sulphate.
- 5.2.21 The review has identified a number of potentially contaminative land uses within the site and contamination sources may be present which could potentially pose a risk to current or future site users, structures or to the environment. Given the nature of the former land uses, there is considered to be a moderate potential for land contamination within the site. Key receptors are considered to be: future site users; property in the form of new construction buildings, services and other infrastructure; and the water environment (surface water environment of River Wey and coastal water environment).
- 5.2.22 It should be noted that this review has considered potentially contaminative land uses within the site only, and there is the potential for additional constraints to be posed as a result of neighbouring land uses.
- 5.2.23 Land contamination constraints may therefore be posed in redevelopment, with the significance of these constraints being a factor of the site's sensitivity and the intended future use of the site. At this stage it is unknown whether any previous site characterisation or remediation works have been undertaken. Notwithstanding this if the site was to be redeveloped further work would be required to establish whether the proposed redevelopment of the site could give rise to unacceptable risks to health or the environment. Contaminated land is a material planning consideration and any issues related to potential contamination would need to be addressed prior to or during the redevelopment of the site.
- 5.2.24 The redevelopment options incorporate a number of different development land uses, which includes leisure, residential, mixed use development and public open space. The extent of site characterisation required to establish the potential risks from land contamination, and any subsequent remediation works, is dependent on the nature and layout of the proposed land use. More sensitive land uses such as soft-cover public open space and residential properties with gardens could potentially require more extensive characterisation and remediation than retained uses or future hardcover uses.

Ecology

- 5.2.25 The findings of the ecology assessment works for the site are set out below in Table 6. This table includes findings of the work undertaken, and consideration of any potential implications for further work and future redevelopment of the site. Designated sites between 1 – 5 km from the site are included in Appendix B.

Table 6. Peninsula			
Name	Designation	Distance	Description and implications
Radipole Lake	SSSI	610 m north west	See description for Commercial Road above. Unlikely to be a significant constraint for redevelopment at this location.
Portland Harbour Shore	SSSI	75 m south	The cliffs along the north-western shore of Portland Harbour are of outstanding geological importance. The site also includes maritime grassland and the intertidal shore itself. Any proposals, particularly including modifications and or changed use of the channel south of the Peninsula, will need to carefully consider and avoid or mitigate impacts on the inter-tidal habitats within and adjacent to the SSSI.
Initial habitats assessment			
This is a brown field site which sources show to be composed of car parks, roads and industrial/commercial buildings. There appear to be no significant trees or green spaces present within the area. Most of the site boundary is comprised of intertidal and marine habitats, with Weymouth Bay surrounding the site on the north, east and southern sides. With the site located immediately adjacent to inter-tidal and marine habitats, any development proposals will need to include measures to minimise pollution risk to these environments.			
Initial species potential assessment			
Species	Potential implications		
Bats	The buildings within the site have some potential to be used by roosting bats, but given the urban nature of the surroundings any roosts, if present, are likely to be of low conservation significance. If proposals for the sites would result in the loss or disturbance to buildings, further surveys would be required to assess the risk of roosts being present.		
Birds	The trees and buildings within the site boundary may have the potential to support nesting birds, although it is unlikely any rare species or species of conservation concern will be present. Nesting birds and their nests are protected under the Wildlife and Countryside Act (1981, as amended). Demolition or alteration of buildings should be carried out mindful of this, as the presence of nesting birds could cause delays if discovered prior to or during such works.		

5.2.26 On the basis of the available information, a PEA is not considered necessary for this site, although further input may be required in relation to bats and birds as described above.

5.2.27 Should there be future proposals for works that will directly or indirectly impact the adjacent marine environments, further input may be required.

Policy and Planning History

5.2.28 Emerging Joint Local Plan Policy WEY 6 promotes the redevelopment of the Peninsula to provide leisure/ tourist related uses, complementary town centre uses,

including housing, along with provision for the operation of a ferry service. Any development should respect the form of the terraces along the Esplanade and should not detract from views to the Nothe Fort, however a high quality landmark building may be permitted.

- 5.2.29 The site is outside of the conservation area boundary and there are no buildings of special interest on the site. However, the prominent location means that it forms an important part of the conservation area setting. It is also located adjacent to Nothe Fort, which is a Scheduled Ancient Monument and forms the foreground of views to the Fort from The Esplanade.
- 5.2.30 There are a number of planning issues to consider as part of a proposal to redevelop the site. The ferry terminal is recognised as an important local employer and use for Weymouth and adopted Local Plan Policy TQ4 and emerging Joint Local Plan Policy WEY 6 seeks to ensure development allows for the continued operation of a ferry service from this site. However it is understood the current operator is planning to leave the site. In line with current adopted Policy TQ4 in the event the ferry ceases to operate then tourism and leisure uses will be permitted on the site.
- 5.2.31 The Pavilion represents an important community use and in consideration of adopted Local Plan Policy C1 and emerging Joint Local Plan Policy COM 3 it is likely that any development on the site would need to either retain or reprovide suitable space.
- 5.2.32 The site forms an important part of the town centre conservation area setting and falls within the setting of a number of listed buildings and a Scheduled Ancient Monument. In consideration of Policy B8 of the adopted Local Plan and emerging Policy ENV 4 of the draft Joint Local Plan the design of any new development on this site must be sensitive to the historic setting and should make a positive contribution to the character of the area.
- 5.2.33 Harbour and marine facilities are also protected in planning policy. Adopted Local Plan Policy E3 states that “development which involves the loss of important harbour, marine and fishing facilities including slipways, cranes, hoists, boat repair yards, and fish landing facilities will not be permitted.”
- 5.2.34 With regard to planning history, while there have been no major applications for the redevelopment of the Peninsula in recent years, the Borough Council as the primary landowner has made significant attempts to promote the site for development. In 2005, following a competitive tender process, Howard Holdings was selected as the Council’s preferred development partner to deliver a comprehensive redevelopment of the Peninsula. The proposed development was required to include:
- A new ferry terminal;
 - A 4 star hotel;
 - A completely remodelled theatre with community room/performance space and facilities;
 - A visitor/education centre;
 - Extensive areas of public realm and open space;
 - Retail and café/bar uses;
 - A marina with permanent and visiting to accommodate approximately 290 berths.

- Replacement of existing 400 public car parking spaces plus provision of a further 400 spaces to serve the new development, located beneath a 'podium';
- The provision of 'enabling' residential development, (approximately 340 units);
- Affordable housing based on 30% of the total, with 50% being provided on site and 50% off site with a mix of rented and shared equity properties.

5.2.35 The Borough Council promoted a prevailing development height of four storeys, and in addition noted that landmark buildings of 6-8storeys would be appropriate at the seaward end of the site. Howard Holdings prepared a master plan for public consultation in summer 2008, however an application was never submitted and the developer went into administration in early 2009.

5.3 Appraisal Summary

5.3.1 WPBC has prepared two masterplan land use options for the Peninsula site. These options are reviewed below in consideration of the technical baseline conditions and risks.

Option 1

5.3.2 Option 1 comprises a mix of residential development with active ground floor uses and indoor and outdoor leisure attractions. The proposal also includes two large public squares, public realm improvements and an education centre.

5.3.3 The proposal generally appears to comply with land use policies, however the appropriateness of the dominance of residential development on this site should be reconsidered in light of the aspirations set out in emerging Policy WEY 6.

5.3.4 The proposal does not appear to make provision for the potential re-use of the site for ferry operation. This appears to contradict with emerging Policy WEY 6 and adopted Policy E3.

Option 2

5.3.5 Option 2 is the same as Option 1, however the area identified for residential development has been changed to mixed use development.

5.3.6 The proposal generally appears to comply with land use policies, however, as for Option 1 it does not appear to allow for the operation of ferry services from the site.

Recommendations for Appropriate Land Uses and Capacity

5.3.7 Based on the above assessment, the most appropriate Masterplan Option appears to be Option 2. However, it is suggested that the following is considered:

- The potential to allow for the continued operation of a ferry service to the site; and
- Allowance for the re-use of the historic tramway, should this be pursued as part of a wider strategy for the town.
- In terms of the mixed use element of the site, it is considered the following land uses are appropriate:
- Residential above active ground floor uses (subject to flood risk);

- Town centre uses that do not impact on the primary shopping centre;
- Employment generating uses (subject to impact on residential amenity);
- Community uses; and
- Leisure uses (subject to impact on residential amenity).

5.3.8 Relocation of ferry and car parking activity may have a positive effect on town centre traffic, however a Transport Assessment will need to carefully assess these changes in conjunction with the impacts of new land uses.

5.3.9 The site is located in a prominent position within the setting of the conservation area, a number of listed buildings and a Scheduled Ancient Monument. The design of any proposals for the site should take into account impact on views and should be sensitive to the historic context. Building heights will be restricted to reflect local prevailing heights and secure views to Nothe Fort and it is considered that heights of four storeys would be appropriate on the site. As noted in emerging Policy WEY 6, there is also the potential for a landmark building on the site. This should be well designed and should not obstruct views to Nothe Fort. It is considered this building should be no more than eight storeys.

5.4 Cost Estimates

Infrastructure

5.4.1 Reinstatement of redundant tramline: See “Commercial Road Site” Option 1

5.4.2 Ground conditions are likely to pose increased construction cost, but no estimate is possible with current information. Council reports on the state of harbour walls indicate large investment of circa £2m within the next 15yr with more 15yr+ circa £5.5m will be required.

Land Contamination

5.4.3 Based on the potentially contaminative land uses identified it is anticipated that as a minimum a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development.

5.4.4 The next step would be to prepare a PRA in compliance with Environment Agency document 'Model Procedures for the Management of Land Contamination'. This would incorporate development of an initial conceptual model of the site and establish whether there are any potentially unacceptable risks. The PRA should include a review of all relevant information for the site including any previous site investigation and remediation verification reports.

5.4.5 Following this stage, requirements for Phase 2 intrusive investigation works and risk assessment could be fully identified, which could possibly be tailored to a specific development layout or use if defined at that point.

5.4.6 The subsequent requirement to undertake remediation works prior to or during development cannot be determined at this stage, however based on the existing information it is possible that some degree of remediation may need to be undertaken, although this may be limited in nature.

Planning

- 5.4.7 A planning application on this site will be subject to the following planning costs and obligations:
- Application fee;
 - Planning obligations via a Section 106 Agreement; and
 - Community Infrastructure Levy (CIL) (assuming the charging schedule is adopted prior to the application being submitted).
- 5.4.8 The cost of the planning application fee will depend on the planning strategy. Should an outline planning application be submitted for the whole site in order to establish the acceptability of the principle of development in advance of detailed matters being submitted, it would cost £12,402.
- 5.4.9 The cost of submitting a full planning application or a reserved matters application following attaining outline planning permission is dependent on the gross floorspace to be created by the development and the number of dwellings.
- 5.4.10 Planning obligations will also depend on the type and scale of development proposed. Should Masterplan Option 2 be worked up as a planning application, it is likely the scheme will consist of a mix of uses, including residential development. In this case it is considered that the following heads of terms, relating to site specific issues, may be relevant to the proposed development:
- Affordable housing contribution – The development is likely to exceed the threshold for requiring an affordable housing contribution. This will potentially be 35% should the joint Local Plan be adopted in advance of the submission of the application. The starting point for negotiation will be for the affordable housing contribution to be provided on site. However, in exceptional circumstances, where it is demonstrated that it is not viable to provide the affordable housing contribution on site an off-site contribution or a payment in lieu of development may be accepted by the Council;
 - Open space – The development is likely to include more than 9 residential units, and so will be required to provide 45sq.m of open space per residential dwelling, and secure funds for the on-going maintenance of this space;
 - Community facilities – The potential impact of the development on community infrastructure will be assessed. Where it is considered the development will place an unacceptable burden on local facilities provision for a new facility on site or a financial contribution toward the provision or improvement of an existing facility off-site will be required;
 - Local highways and transport improvements – Should the proposal result in any required improvements to local highways or transport that does not form part of the CIL Regulation 123 list, a payment for the necessary works will be sought; and
 - Weymouth Town Centre Flood Defence Contribution – the site is located within the town centre flood defence area, and so a tariff based contribution will be sought from any proposed residential development on the site. The payment sought will be £2,250 per 1 or 2 bedroom unit, £2,500 per 3 bedroom unit and £2,750 for any unit of 4 or more bedrooms. A payment may also be sought for non-residential development (excluding social and community infrastructure) however the amount will be considered on a case by case basis.

5.4.11 The CIL Charging Schedule was submitted for examination in June 2013. It is anticipated the Charging Schedule will be adopted in advance of an application being prepared and submitted on this site. Should the current draft schedule be adopted it will result in a payment of £93/sqm being required for residential development on this site. Any other uses will not be subject to the charge.

5.5 Development Phasing and Priorities

5.5.1 The phasing of the site will need to be considered in terms of:

- Vacation of ferry operator and strategy for continuation of this type of use on site
- Relocation of the theatre use
- Implementation of Option 4b flood defences as defined within Weymouth Flood Risk Management Strategy, Final report – June 2010.

5.6 Next Steps

5.6.1 This recommendations set out in this technical feasibility study should be used to inform further guidance relating to the Peninsula site to be set out in the Weymouth Town Centre Masterplan. As the site includes the historic tramway, should the Council wish to re-use the potentially valuable resource for the town, it is also suggested that the potential to safeguard land required to bring this back into operation is considered as part of emerging policy.

5.6.2 The council has previously prepared a development brief for this site. In light of the age of this document, it is recommended that a new or updated development brief is prepared in light of the changes to policy, strategic priorities and circumstances relating to the ferry operator. This will ensure any future recommendations are informed by the Council's strategic objectives for the site.

5.6.3 Following the publication of the Masterplan and updated development brief, it is suggested an outline application is submitted initially in order to establish the principles of the proposed development. The proposal is likely to comprise a development of more than 150 residential units, and so an EIA Screening Opinion will be required in order to determine whether or not a full EIA will be necessary. As part of an EIA, a range of further surveys and investigations will be required in order to demonstrate the appropriateness of development, as follows: However a range of further surveys and investigations will be required in order to demonstrate the appropriateness of development, as follows:

Transport

5.6.4 The implications of parking loss and relocation need to be assessed in a study (see Commercial Road notes).

5.6.5 A Transport Assessment should be prepared to assess the implication of change to land use. Traffic impact at this site may pose town centre issues and the location of parking whether on site or remote will play an important role.

Infrastructure

5.6.6 Ground radar survey to ascertain full extent and location of existing services within the development area

5.6.7 Detailed Investigation to confirm current status of sea wall and tidal issues associated with working immediately alongside the harbour

5.6.8 Ground investigation to prove subterranean conditions within the Peninsula and suitability to act as development platform.

Land Contamination

5.6.9 Outline costs for preparation of a PRA are anticipated to be up to £8k. Costs for follow-on site investigation works are difficult to determine at this stage before a PRA has been completed, however potentially site investigation and risk assessment works required could be in the order of £10,000's.

SECTION 6

LODMOOR GATEWAY

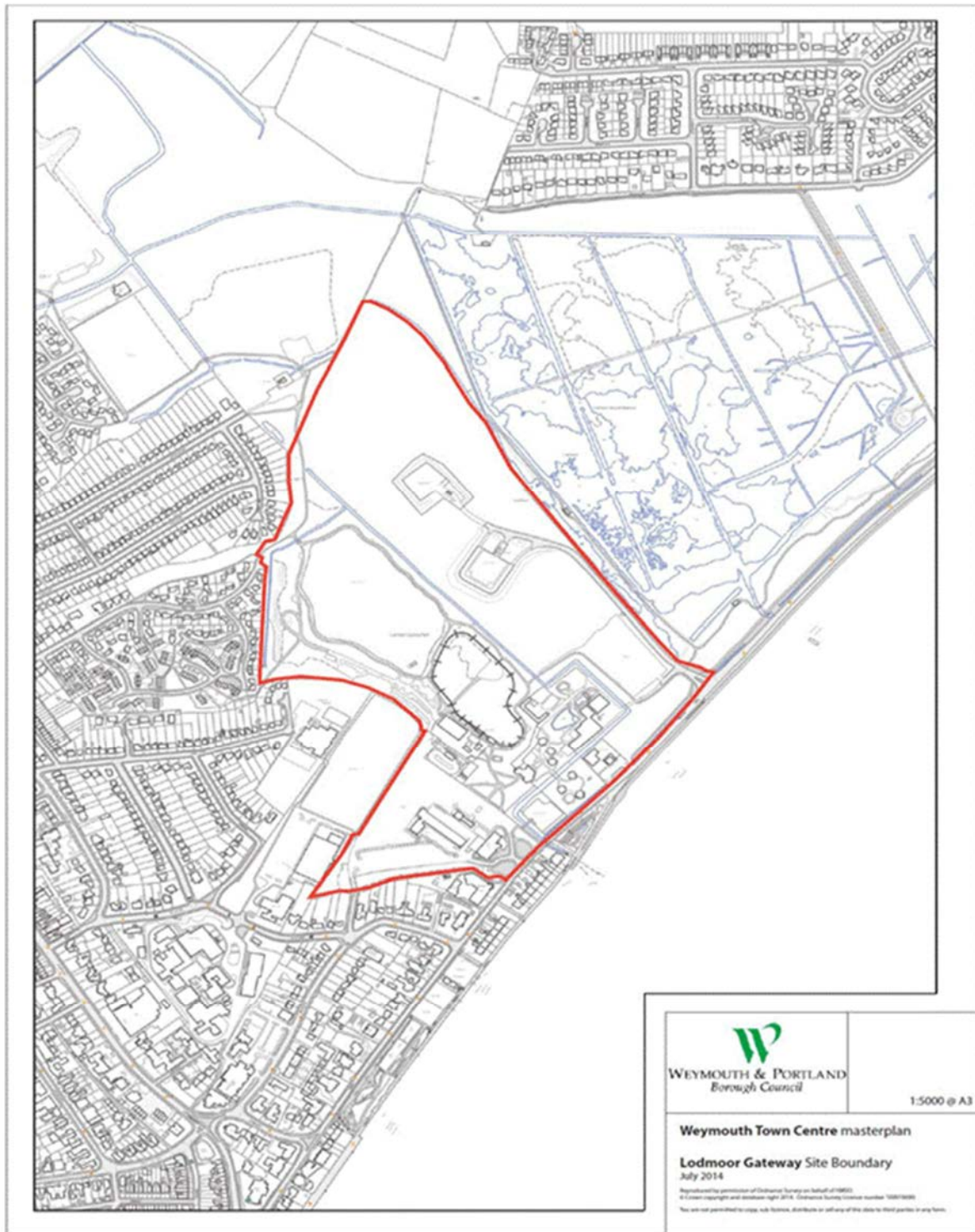
6 LODMOOR GATEWAY**6.1 Site Description**

6.1.1 Lodmoor Gateway is located to the north of the area and falls outside the Weymouth Town Centre Masterplan area. It comprises a large area of Lodmoor Country Park, the recycling centre and surrounding land, the Premier Inn hotel and car and a cluster of amusements and leisure developments. The site is dominated by large car parks for the tourism season. It appears that even grassed and parkland areas are available for car parking use, in light of the location of Pay and Display machines.

6.1.2 This site provide important tourist attractions for Weymouth. Improvements to developments on this site has the potential to make a step-change in the overall tourism offer of the town.

6.1.3 Figure 7 shows the extent of the Lodmoor site.

Figure 7: Lodmoor Gateway





Country Park



Country Park parking



Long Stay car park with Travelodge



Sealife



Overflow car parking



Highway access and sea wall

Site Photos – LogmoorSite

6.2 Baseline Conditions

Transport and Access

- 6.2.1 The site provides a large amount of long stay 'tourist focused' parking.
- 6.2.2 The southern section provides for daytrip coach layover and this important function needs to be retained in some shape or form in the town.
- 6.2.3 Pedestrian movement and legibility to The Esplanade should be enhanced to maximise usage of the car park.
- 6.2.4 The informal parking area south of the waste transfer station could provide for larger long term car parking, but will require urban realm enhancement to maximise usage and improve user quality.
- 6.2.5 Key transport issues are shown below;



Transport Planning Issues –Logmoor

- (1) Possible development access to minor residential development site
- (2) Mitigate loss of coach parking / layover
- (3) Primary access to development zone
- (4) Public realm, pedestrian legibility and crossing improvement to enhance access to the Esplanade
- (5) Maximise car park usage through signage, charging and landscape improvement
- (6) Secondary access to development zone and enlarged car park.

Infrastructure and Services

- 6.2.6 The area to the north of the Sea Life Centre (shown as reinstated larger parking area on Option 1 and Outdoor leisure/pitch facilities and retained parking on Option 2) has visible gas vents indicating that this was once an area of landfill. This is confirmed by the 'Groundsure' report, which confirms that part of the site was once used for landfill.
- 6.2.7 Available service records show a small number of utilities serving the existing on-site facilities. These are all generally located around the periphery of the main car parking area, beneath the proposed green corridor or crossing the frontage access off Greenhill towards the pub and hotel. It is not expected that any these would be affected by either of the current development proposals. However, there is high likelihood that there will be other uncharted existing services particularly associated

with the leisure complex and car park lighting. Services to these are not shown on any of the available records, but must exist

Land Uses and Existing Development

- 6.2.8 This section presents a summary of the primary land uses, site designations and a brief overview of the development form on site and surrounding it.
- 6.2.9 The site is a strategic tourism location for Weymouth. The southern part of the site comprises the main developed area, and has a number of scattered buildings ranging from one to three storeys. The Premier Inn Hotel is a relatively recently constructed building and its setting is dominated by large car parks.
- 6.2.10 The amusement and leisure buildings generally appear to be relatively low quality, however they are recognised as making an important contribution to the leisure offer of the town. The only other buildings on the site are the recycling centre facilities which are screened by large areas of landscaping.

Water and Flooding

- 6.2.11 The following points describe the key conditions of the Lodmoor site in relation to flooding and water:
- Partly within Flood Zones 2 & 3.
 - Suitable vulnerability classification for new development and safe access routing.
 - Contaminated land risk affected by flooding and groundwater issues.
 - Unknown condition of existing flood defences.
 - More flexible development options.

Contaminated Land

- 6.2.12 Environmental information with reference to the sources of information listed in section 1.3, is detailed below in Table 7.

Table 7: Lodmoor Gateway Environmental Setting

Aspect	Details
Geology and Hydrogeology	The site is underlain by superficial deposits comprising alluvium over bedrock. Bedrock is formed by a number of different geological units: the Stewartby Member and Weymouth Member mudstone; the Peterborough Member – Mudstone; and the Kellaways Formation - Mudstone and Sandstone.
Hydrogeology	The alluvium is classified as a Secondary A Aquifer, with the bedrock is classed as Unproductive Strata. The site is not within a groundwater Source Protection Zone, and there are no licensed abstractions within 500m of the site.
Hydrology	The site is traversed by and is located adjacent to secondary rivers. The coastal water environment is located to the south of the site.

Table 7: Lodmoor Gateway Environmental Setting

Aspect	Details
Radon	The site is not within an area where radon protection measures are required.
Pollution Incidents	4 No. pollution incidents have been recorded within the site, which were classed a 'minor' or 'no impact'.
Landfill and Waste Management Sites	A composting facility; and household, commercial and industrial waste transfer station are located on site. A historic landfill site (Lodmoor landfill which received waste from 1950-1990 including inert, industrial, commercial, household and liquids/sludge) is located on site.
Part 2A Sites	None identified.
COMAH / Hazardous Substances Premises	None identified.

6.2.13 The earliest available mapping for the site dated 1866 shows that the site comprised open moorland / marshland as part of Lodmoor. Prior to 1956 little change is seen to the site, with the exception of a number of drains being shown, which are assumed to indicate draining of the moor. By 1956 the southern section of the site is no longer shown as moorland and a car park had been constructed and a service station is shown close to the southern boundary. Mapping from 1975 shows the southern section of the site to be developed with a number of leisure attractions including a model village, a Go Kart track. By 1989 this part of the site had been further developed to include a miniature golf course, a miniature railway, butterfly farm, a sea life centre and an extended car park. The northern western section of the site is marked as a refuse heap, with a further car park in the north east. By 2010 a number of additional buildings had been constructed within the southern section of the site, with a recycling centre identified within the northern section.

6.2.14 A review of the current and historic potentially contaminative on-site land uses has been made with reference to the GroundSure report, the findings are summarised below:

Current Land Uses

6.2.15 Composting facility and Waste Transfer Station: Located within the northern east of the site, this is a potential source of hydrocarbon compounds, ammonia and nitrate.

6.2.16 Leisure Developments: Located within the south of the site this is a potential source of solvents and hydrocarbon compounds (associated with fuel storage).

6.2.17 Electricity Substation: Located within the south of the site this is a potential source of polychlorinated biphenyls (PCBs).

Historical Land Uses

6.2.18 Infilled Ground: The majority of the site has historically been drained and is presumed to be at least partially infilled. The quality of the fill material is unknown and potentially could contain elevated contaminant concentrations.

- 6.2.19 Landfill: Located within the north and west of the site, this is a potential source of a number of contaminants including landfill gas, leachate, metals, asbestos, ash, PCBs, PAHs, hydrocarbon compounds, creosote and solvents.
- 6.2.20 Petrol Station: Located along the southern boundary of the site this is a potential source of hydrocarbon compounds and detergents.
- 6.2.21 The review has identified a number of potentially contaminative land uses within the site and contamination sources may be present which could potentially pose a risk to current or future site users, structures or to the environment. Given the nature of the former land uses, there is considered to be a moderate to high potential for land contamination within the site. Key receptors are considered to be: future site users; property in the form of new construction buildings, services and other infrastructure; and the water environment (surface water environment of unnamed rivers, coastal waters, the adjacent SSSI and groundwater).
- 6.2.22 It should be noted that this review has considered potentially contaminative land uses within the site only, and there is the potential for additional constraints to be posed as a result of neighbouring land uses.
- 6.2.23 Land contamination constraints may therefore be posed in redevelopment, with the significance of these constraints being a factor of the site's sensitivity and the intended future use of the site. At this stage it is unknown whether any previous site characterisation or remediation works have been undertaken. Notwithstanding this if the site was to be redeveloped further work would be required to establish whether the proposed redevelopment of the site could give rise to unacceptable risks to health or the environment. Contaminated land is a material planning consideration and any issues related to potential contamination would need to be addressed prior to or during the redevelopment of the site.
- 6.2.24 The redevelopment options incorporate a number of different development land uses, which includes residential development, leisure and a high proportion of public open space. The extent of site characterisation required to establish the potential risks from land contamination, and any subsequent remediation works, is dependent on the nature and layout of the proposed land use. More sensitive land uses such as soft-cover public open space and residential properties with gardens could potentially require more extensive characterisation and remediation than retained uses or future hardcover uses.

Ecology

- 6.2.25 The findings of the ecology assessment works for the site are set out below in Table 8. This table includes findings of the work undertaken, and consideration of any potential implications for further work and future redevelopment of the site. Designated sites between 1 – 5 km from the site are included in Appendix B.

Table 8 Lodmoor			
Name	Designation	Distance	Description and implications
Radipole Lake	SSSI	850 m west	<p>Description as per Commercial Road table above.</p> <p>Given the distance between the development location and the designated site, and existing intervening habitat, the SSSI is unlikely to be a significant constraint to redevelopment of the location. Consideration may need to be given to any increased recreational disturbance pressures arising from redevelopment, but at this distance it is anticipated these are likely to be insignificant.</p>
Lodmoor	SSSI	Immediately adjacent	<p>An area of reedbed and brackish grassland, Lodmoor is of outstanding interest for breeding, wintering and passage birds. Also supports notable invertebrate species.</p> <p>Significant nature conservation site. Development proposals will need to avoid significant impacts on the site or mitigate accordingly. Further ecological surveys and mitigation strategies likely to be required to support planning, including Preliminary Ecological Appraisal as minimum.</p> <p>Any proposals for development will need to avoid significantly increasing disturbance of birds using the adjacent SSSI, given the rarity of the species present. Proposals should consider opportunities to manage the effects of any pre-existing disturbance and enhance the SSSI providing increased amenity benefits to the locality whilst conserving the high nature conservation value of the SSSI.</p> <p>The site is understood to be managed as a nature reserve by the RSPB.</p> <p>There are specific policy provisions relating to this site in the Local Plans. Policy N20 of the Weymouth and Portland Adopted Local Plan (2005), makes provision for the creation / extension of the Lorton Valley Country Park, and states that 'Development that would prejudice the formation of the Lorton Valley Country Park will not be permitted'.</p> <p>Policy WEY 8 (Lodmoor Valley and Country Park Area) of the June 2013 pre-submission version of the emerging West Dorset, Weymouth and Portland Local Plan states that 'Land at Lodmoor will be permitted for tourism, low key recreation and ancillary uses, appropriate to its gateway location, and taking into account its proximity to sensitive sites'.</p>

Table 8 Lodmoor			
			Policy WEY 16 includes specific provisions for the Lorton Valley Nature Park which includes the Lodmoor SSSI and several areas of adjoining land. The current drafting of the policy states that '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'.
Lorton	SSSI	1000 m north west	The area supports a neutral grassland community now much reduced throughout Britain as well as the largest remaining area of semi-natural woodland within the Borough, part of which is ancient in origin. Unlikely to be a significant consideration for works within this development location. The site is included within the Lorton Valley Nature Park proposals described above under Policy WEY 16 of the emerging West Dorset, Weymouth and Portland Local Plan.
Lodmoor North	SNCI	330 m north	Understood to comprise areas of neutral and limestone grassland. Unlikely to be a significant constraint to development at the distance from the site.
Overcombe, Weymouth	SNCI	850 m north east	No description given. Unlikely to be a significant constraint at this distance from the site.
Initial habitats assessment			
<p>The current land use of this area is as a recycling centre, hotel, sealife centre, golf course and butterfly farm. The habitat appears to be composed of mainly grass/scrub habitats. There are a number of large trees within the miniature golf course, and another thin strip to the south of the hotel, as well as a number of buildings distributed though out the site. There are two long drains which run in parallel, from southeast to northwest, through the site and along the north-eastern boundary. Three ponds are also present within the boundary.</p> <p>Weymouth Bay with associated intertidal and marine habitats is located to the south of the site, with the B3155 intervening. Development proposals may require measures to minimise pollution risk to these environments.</p>			
Initial species potential assessment			
Species	Potential implications		
Bats	<p>The trees and buildings within the site have some potential to be used by roosting bats. If proposals for the sites would result in the loss of or disturbance to buildings, further surveys would be required to assess the risk of roosts being present.</p> <p>Commuting and foraging may also occur along and above water bodies and vegetated areas. Depending on the detail of future proposals, bat activity surveys may be required to inform any planning application.</p>		

Table 8 Lodmoor	
Birds	The trees, scrub habitats and buildings within the site boundary may have the potential to support nesting birds, and the adjacent SSSI is known to support a range of species. Targeted bird surveys may be required, dependent on the detail of future development proposals and the results of the recommended PEA (see below table). Nesting birds and their nests are protected under the Wildlife and Countryside Act (1981, as amended). Demolition or alteration of buildings and vegetation removal should be carried out mindful of this, as the presence of nesting birds could cause delays if discovered prior to or during such works.
Dormice	Some limited suitability of habitats on basis of aerial photography interpretation. Additional assessment of habitat quality via desk study and site survey recommended. Extent of potentially suitable habitat is limited, so relatively unlikely to be a significant constraint to development.
Badger	The scrub areas within the site boundary have the potential to support badger activity, such as foraging and sett building, with opportunities to disperse into other suitable habitat to the north. Signs of badger activity should be checked for during the recommended PEA (see below table).
Great crested newts and other amphibians	Several ponds and ditches are present within and adjacent to the site boundary. It is recommended that the suitability of the site and adjacent areas to support great crested newts and other amphibians is checked via desk study and site survey. This would be carried out as part of the recommended PEA. Should the site be found suitable further surveys would be necessary. If the species' are present, a mitigation strategy may be necessary, depending on the detail of future proposals.
Water vole and otter	There appears to be some potentially suitable habitat within the site boundary, although this is likely to be sub-optimal, and is limited in extent. It is recommended that the suitability of habitats within and adjacent to the site is assessed during the proposed PEA (see below table).
Reptiles	The habitats within the site boundary may have the potential to support reptile populations, particularly in the northern part of the site where more suitable habitats are present. It is recommended that the suitability of habitats within the site for reptiles is assessed during the proposed PEA (see below table).

- 6.2.26 It is recommended that a PEA is carried out to further inform the status of the ecology receptors identified above. This should include a desk study search with the Local Records Centre and a site visit by an ecologist. Desk study information should also be sought from the RSPB, who are likely to hold additional records for the Lodmoor Nature Reserve. The PEA reporting should identify if any further surveys are likely to be required, and be produced in a format suitable to accompany a planning application in case this is necessary.
- 6.2.27 On the basis of the available information the key site-specific issue for Lodmoor Gateway is likely to be the adjacent Lorton SSSI. Avoiding significant impacts on this site, and seeking enhancements wherever possible (in accordance with the NPPF and local planning policy) should ensure a streamlined planning process in relation to this site. Consultation with Natural England and the RSPB is likely to be required as part of any planning application, and pre-application consultation may be advisable.
- 6.2.28 The Current Lodmoor Gateway Site Options 1 & 2 (October 2014) both appear to avoid development activities within the SSSI boundary. Both options also include provision for extended informal access land linking to the Lorton SSSI/Lodmoor Nature Reserve. This land may provide opportunities for any mitigation/enhancement considered necessary in relation to other development at the site, although aerial photography sources indicate it already comprises semi-natural habitats with informal

public access. Provision of this informal access land would also support implementation of Policy WEY 16 (Lorton Valley Nature Park) of the emerging draft Local Plan.

- 6.2.29 Further investigations are required to confirm the suitability of the site for a range of protected and important species, initially via the recommended PEA. On the basis of the October 2014 Masterplan options, some targeted surveys are likely to be required to inform a planning application. The scope of surveys would need to be informed by the recommended PEA and further details of proposed development at the site as these become available.

Policy and Planning History

- 6.2.30 The main land use planning consideration for this site is the designation of Lodmoor Country Park as a local open space. In line with adopted Local Plan Policy C9 and emerging Joint Local Plan Policies ENV 3 and COM 5 the open space should be protected. Development on this site will only be allowed in exceptional circumstances, for example for development that is ancillary to the function of the open space.
- 6.2.31 Tourism is a key part of Weymouth's economy, and Lodmoor is identified in adopted and emerging policy as having a strategic importance to the overall tourism strategy for the town. Adopted Policy TO2 allocates Lodmoor Country park for tourism related uses, but specific "development should be low key and unobtrusive in the landscape taking account of the parkland setting, nature conservation interest, potential contamination problems, and pedestrian and cycle access." The emerging Joint Local Plan notes that a change of use from tourism uses to other uses will be resisted in Lodmoor due to the strategic importance of the function of this site (Para. 4.5.9).
- 6.2.32 Hotels are also important in supporting tourism economies, and adopted and emerging policy resists the loss of such developments, unless it can be demonstrated that they are no longer viable (adopted Policy TO13 and emerging Policy ECOM 6).
- 6.2.33 The Country Park includes a number of mature trees. In line with Policy B2 of the Adopted Local Plan, any development should mitigate potential negative impacts on the trees.
- 6.2.34 The Emerging Joint Local Plan Policy WEY 8 states that any proposed development on the site should provide high quality tourism recreation and ancillary uses that relate positively to the open park land.
- 6.2.35 Applications for the site have largely related to leisure uses, and there have been no applications for major developments on the site in recent years. In 1989 an application was refused for the development of 120 residential units on the site now occupied by the Premier Inn and the coach car park (application reference 89/00807/OUT). However in light of the age of this application it is not considered to influence any precedence for decisions on future applications on this site.

6.3 Appraisal Summary

- 6.3.1 WPBC has prepared two masterplan land use options for the Lodmoor Gateway site. These options are reviewed below in consideration of the technical baseline conditions and risks.

Option 1

- 6.3.2 Option 1 proposes the retention, enhancement and extension of existing leisure uses, consolidation car parking and providing a low key park and ride facility along, extending access to the Country park, retaining the recycling facility and the provision of a small area of infill residential development.
- 6.3.3 Generally the proposal complies with land use policies, with the exception of the proposal for residential development. This site is not allocated for residential development. Such a proposal would need to be considered in terms of impact on neighbouring residential amenity and the consequences of the loss of coach parking next to the hotel.

Option 2

- 6.3.4 Option 2 is the same as Option 1, however it excludes the proposal for residential development and suggests the provision of outdoor leisure facilities or playing pitches in a central area currently used for car parking.
- 6.3.5 This proposal complies with land use policies.

Recommendations for Appropriate Land Uses and Capacity

Based on the above assessment, the most appropriate Masterplan Option appears to be Option 2.

- 6.3.6 Any further development of leisure and tourism facilities on the site should be of a high quality that improves perceptions of Weymouth's tourism offer. Development should respect the open character of the Country Park and heights should be restricted to one or two storeys.
- 6.3.7 The land use changes appear to pose no significant transport problems.

6.4 Cost EstimatesTransport

- 6.4.1 Limited highway and footpath infrastructure improvements to highway access onto the Melcombe Avenue/Cranford Avenue Roundabout: £100,000.

Infrastructure

- 6.4.2 No abnormal cost identified for small-scale development on car park sites.

Land Contamination

- 6.4.3 Outline costs for preparation of a PRA are anticipated to be up to £10k. Costs for follow-on site investigation works are difficult to determine at this stage before a PRA has been completed, however potentially site investigation and risk assessment works required on a site of this size and historical complexity could be in the order of £10,000s to £100,000's.

Planning

- 6.4.4 A planning application on this site will be subject to the following planning costs and obligations:
- Application fee;
 - Planning obligations via a Section 106 Agreement; and
 - Community Infrastructure Levy (CIL) (assuming the charging schedule is adopted prior to the application being submitted).
- 6.4.5 It is likely that any proposal of this site will be relatively small scale, and so an outline application would be unnecessary. The cost of submitting a full planning application is dependent on the gross floorspace to be created by the development and the number of dwellings and so cannot be estimated at this time.
- 6.4.6 Planning obligations will also depend on the type and scale of development proposed. Should Masterplan Option 2 be worked up as a planning application, it is likely the scheme will consist of largely leisure and tourism related uses. Planning Obligations in Weymouth generally only relate to residential development. The only obligation that may be required would relate to any local highways or transport improvements required as a result of the development. The site does not sit within the town centre flood defence area, and so a contribution will not be required under the policy relating to that area.
- 6.4.7 Assuming Option 2 is worked up, no residential development will be provided on site. Therefore a CIL charge will not be required for this development.

6.5 Development Phasing and Priorities

- 6.5.1 The Lodmoor Gateway site is not located within the Town Centre Masterplan boundary and so further guidance for the site will not be provided in this document. The principles for acceptable land uses and the future strategy for the site is covered in emerging policy, and in light of the potentially incremental nature of future development proposals on this site, it is not considered necessary to provide any further detailed policy guidance. However, the consolidation or loss of public car parking on this site should be considered as part of a town wide parking strategy.
- 6.5.2 Proposals on the site are likely to be for small scale development which can be dealt with by individual applications for full planning permission.
- 6.5.3 A range of further surveys and investigations may be required in order to demonstrate the appropriateness of development, as follows:
- 6.5.4 More flexible development options than the other four sites in relation to flood risk.

6.6 Next Steps

Transport and Access

- 6.6.1 A Transport Assessment should be prepared to assess the implication of change to land use, esp. increased parking.
- 6.6.2 The summer parking demand profiles should be carefully reviewed to assess future needs, particularly focusing on changes on the town centre parking pattern.

6.6.3 An operational coach drop off and layover plan will need to be undertaken prior to decisions about development on part of the car park.

Infrastructure

6.6.4 Detailed ground investigation of the area to the north of Sea Life centre to ascertain level of contamination and associated risk to future development.

Flooding

6.6.5 A detailed Flood Risk Assessment will be required.

Land Contamination

6.6.6 Based on the potentially contaminative land uses identified it is anticipated that as a minimum a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development.

6.6.7 The next step would be to prepare a PRA in compliance with Environment Agency document 'Model Procedures for the Management of Land Contamination'. This would incorporate development of an initial conceptual model of the site and establish whether there are any potentially unacceptable risks. The PRA should include a review of all relevant information for the site including any previous site investigation and remediation verification reports.

6.6.8 Following this stage, requirements for Phase 2 intrusive investigation works and risk assessment could be fully identified, which could possibly be tailored to a specific development layout or use if defined at that point.

6.6.9 The subsequent requirement to undertake remediation works prior to or during development cannot be determined at this stage.

SECTION 7

STATION GATEWAY

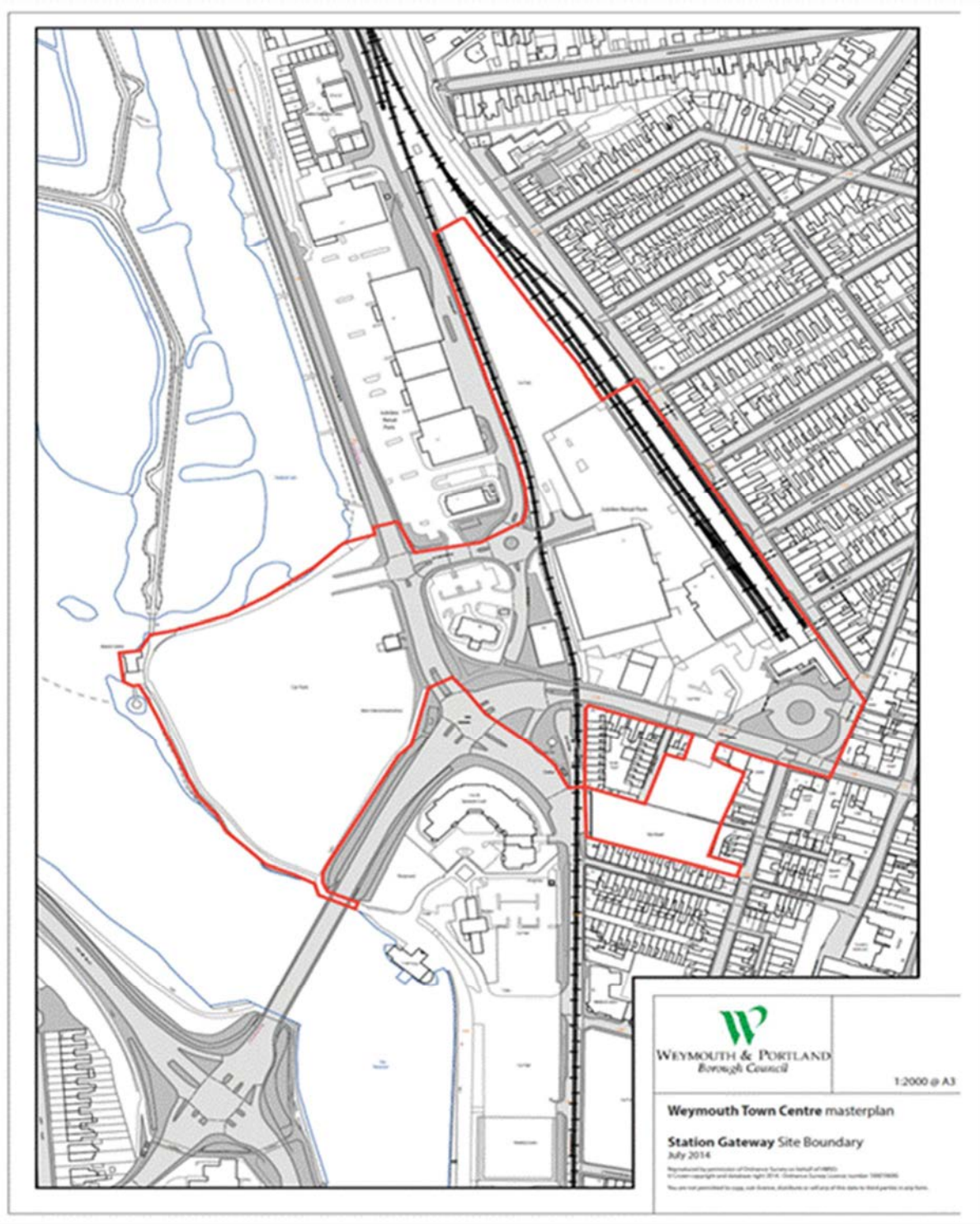
7 STATION GATEWAY**7.1 Site Description**

7.1.1 The site comprises the train station and surrounding land. It is bound to the east by the railway and extends to the west to take in the Swannery car park. The southern boundary is generally defined by King Street, with the exception of the bus depot to the south of King Street.

7.1.2 This is a mixed use area, with generally low quality, generic development. This is the gateway to the town from the train station; however the current development creates a poor first impression of Weymouth. In addition, the dominance of large scale road infrastructure and poor pedestrian environment creates a sense of segregation of the site from the town centre.

7.1.3 Figure 8 shows the extent of the Station Gateway site

Figure 8: Station Gateway Site





B&Q Car park & Station parking beyond



Internal retail park roundabout



King Street (looking east)



Bus Station site



Urban realm under road bridge

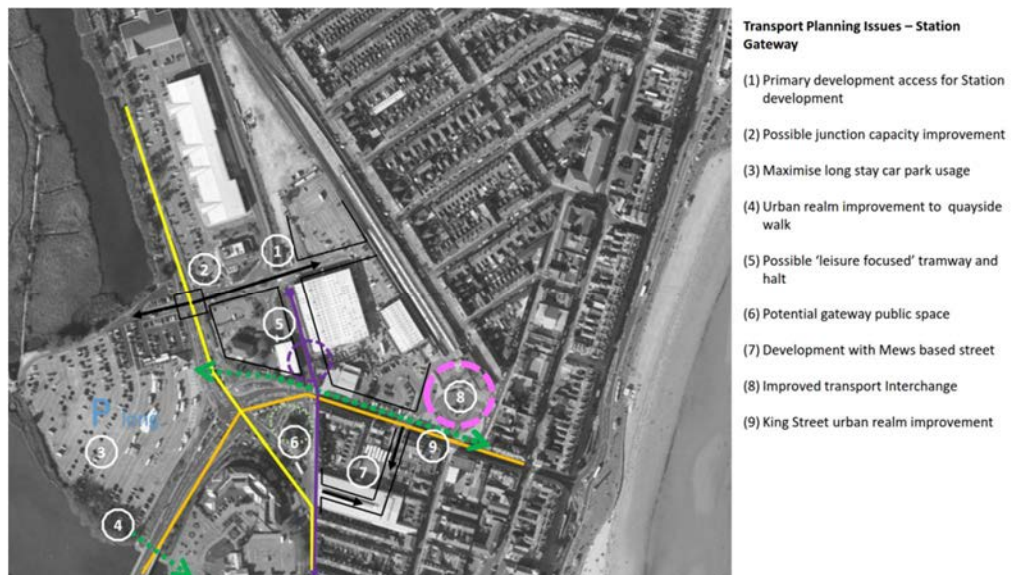


Long Stay Swanrey car park

Site Photos – Station Gateway

7.2 Baseline ConditionsTransport and Access

- 7.2.1 The site lies adjacent to King Street (B3155) and is therefore very accessible to road traffic, being close to Weymouth Way (A354).
- 7.2.2 The B&Q and associated fast food land uses are accessed via a traffic signal junction to Radipole Park Drive. This junction is likely to provide an appropriate form of access for future development and at most only require minor modification.
- 7.2.3 Access to the long stay station car park lies opposite and provides an appropriate form of junction off Radipole Park Drive. It is likely these car parking uses will remain and potentially be maximised given the likely reduction in parking within the core area. However, improvements to pedestrian access will be required to improve the legibility of the route into town (via King Street) and to improve ease of pedestrian movement.
- 7.2.4 The Station long stay car park would benefit from 'real time' information and public realm treatments to enhance user quality and maximise the use of this location to better manage traffic within the main town centre area. Pedestrian and urban realm improvements including legibility enhancements are needed on the pedestrian route under the B3155 road bridge. Consultation should take place with Network Rail and SWT about the changes to parking.
- 7.2.5 An improved transport interchange may form part of the proposals and this could utilise land to the station front and land west of the station. This facility could provide a setting for a new 'leisure focused' tramway terminus. This would allow rail-tram and car-tram interchange, thus assisting in managing town centre traffic.
- 7.2.6 King Street (B3155) provides a main route into Weymouth Town Centre and this creates some problems with pedestrian interaction along route. Consideration could be given to an urban realm scheme which slows vehicles and increases pedestrian priority. This could be delivered in conjunction with reallocated of traffic to other routes, or a traffic gating strategy, where town centre traffic is managed and captured in edge of centre car parks.
- 7.2.7 The bus depot site could be developed with a 'Mews style' street with access off Commercial Road and King Street.
- 7.2.8 Key transport issues are shown below;



Transport Planning Issues – Station Gateway

- (1) Primary development access for Station development
- (2) Possible junction capacity improvement
- (3) Maximise long stay car park usage
- (4) Urban realm improvement to quayside walk
- (5) Possible 'leisure focused' tramway and halt
- (6) Potential gateway public space
- (7) Development with Mews based street
- (8) Improved transport Interchange
- (9) King Street urban realm improvement

Infrastructure

- 7.2.9 Available service records indicate the presence of a number of existing services crossing all parts of the development area including gas, electricity, water and sewerage, though these are mainly contained within the existing highway corridors, the King Street frontage to Weymouth Railway Station and Weymouth Service Station, and immediately surrounding the existing food and non-food retail usage in Jubilee Retail Park. It is expected that utilities serving areas that are directly affected by the proposed development would naturally be made redundant and/or be reconfigured as part of any proposed redevelopment.
- 7.2.10 There is a likelihood of uncharted services associated with the current and potentially past use of the site particularly within Jubilee Retail Park. Services to car park lighting, etc. are not shown on any of the available records, but must exist
- 7.2.11 Available service records indicate the presence of a combined sewer passing broadly east-west and passing beneath the Swannery Car Park, Jubilee Retail Park and the railway to the north of the station building. Whilst exact details of this in terms of size, depth etc. are somewhat indeterminable from the available records, inspection does suggest that this could serve the town centre to the east of the railway and will need to be accommodated as part of any development proposal
- 7.2.12 Decommissioning and removal of Weymouth Service Station (filling station).
- 7.2.13 A 'Groundsure' report reveals that whole of the Jubilee Retail Park including the Filling Station was once the site of major railway sidings, goods yard and larger passenger station extending back to Victorian times raising the possibility of potential contamination issues.

Land Uses and Existing Development

- 7.2.14 This section presents a summary of the primary land uses, site designations and a brief overview of the development form on site and surrounding it.

- 7.2.15 The site is characterised by a mix of uses including transport facilities (the train station and the bus depot), large public and private car parks, big box retail, car repairs, a petrol station, fast food restaurants, public toilets and an RSPB Nature Reserve Centre (relating to Radipole Lake Nature Reserve).
- 7.2.16 The buildings on site are largely low quality and unattractive, with the exception of the RSPB building, which is styled as a thatched cottage, but looks out of place within its context. The development is generally one to two storeys, which is similar to surrounding buildings, which are generally two to three storeys, however while development on the site is generally widely spaced and set within large car parks, whereas the surrounding residential and town centre areas are generally characterised by fine grain development.
- 7.2.17 The bus depot is also bordered on all sides by residential development, and so the relocation of this facility is likely to have a positive impact on amenity. However, any new development on this site should be designed in consideration of impacts on privacy, day light and sunlight and general amenity.

Water and Flooding

- 7.2.18 The site largely within Flood Zone 3 and is subject to tidal and groundwater flooding. Potential constraints and risks associated with the redevelopment on the site are:
- funding for flood and groundwater defences;
 - suitable vulnerability classification for new development and safe access routing;
 - contaminated land;
 - unknown condition of existing flood defences;
 - Results of Weymouth Bay Coastal Process Study” due in May 2015.
- 7.2.19 The desk based flood risk and surface water assessment has identified a number of **opportunities** relating to flood management on the site:
- adopting proposals from the Weymouth Bay Coastal Process Study report;
 - maintain / upgrade pumping facilities for groundwater intrusion and surface water discharge;
 - development has appropriate flood risk vulnerability classification;
 - detailed Flood Risk Assessment for each site; and
 - development has appropriate and safe access and egress routes, with overland flow paths considered in flood conditions to reduce risk to users.

Contaminated Land

- 7.2.20 Environmental information with reference to the sources of information listed in section 1.3, is detailed below in Table 9

Table 9: Station Gateway Environmental Setting

Aspect	Details
Geology and Hydrogeology	The site is underlain by artificial ground and superficial deposits comprising alluvium over bedrock formed by the Stewartby Member and Weymouth Member mudstone.
Hydrogeology	The alluvium is classified as a Secondary A Aquifer, with the mudstone is classed as Unproductive Strata. The site is not within a groundwater Source Protection Zone, and there are no licensed abstractions within 500m of the site.
Hydrology	The River Wey / Radipole lake is located adjacent to the site.
Radon	The site is not within an area where radon protection measures are required.
Pollution Incidents	No pollution incidents have been recorded within the site.
Landfill and Waste Management Sites	No waste treatment, transfer or disposal sites are located on site. A historic landfill site (Swannery Car Park Landfill which received household waste) is located on site.
Part 2A Sites	None identified.
COMAH / Hazardous Substances Premises	None identified.

- 7.2.21 The earliest available mapping for the site dated 1865-1866 shows the western section of the site to be formed of the River Wey. The eastern section of the site is largely occupied by railway use and comprises Weymouth Railway Station, tracks and sidings, a goods station and an engine shed. A saw mill is located at the northern end of the site. The southern section of the site is occupied by residential and commercial properties. Between 1866 and 1929 few changes to the land uses are shown, with the goods station replaced by a goods shed, cattle pens are identified and there is an expanded number of tracks and sidings. A viaduct is shown traversing the western section of the site from 1902. By 1929 the eastern section of the site is shown as having been partially infilled and is occupied by a number of buildings, a railway embankment and a roadway.
- 7.2.22 Mapping from 1956-1957 shows the western section of the site to have been further infilled to an extent similar to the current layout. A number of residential properties are no longer shown in the southern section of the site and a bus depot is shown at the southern boundary. By 1974 the western section of the site is shown as a car park, and the remaining residential properties are no longer shown within the southern section. An electricity substation is shown close to the southern boundary. By 1989 the northern section of the site had undergone redevelopment with many of the former rail lines, buildings and other infrastructure having been removed and new commercial buildings and highway infrastructure having been constructed. At this stage the site largely resembles the current layout.
- 7.2.23 A review of the current and historic potentially contaminative on-site land uses has been made with reference to the GroundSure report, the findings are summarised below:

Current Land Uses

- Electricity Substation: Located within the south of the site this is a potential source of polychlorinated biphenyls (PCBs).
- Petrol Station: Located within the south of the site this is a potential source of hydrocarbon compounds and detergents.
- Bus Depot: Located within the south of the site this is a potential source of hydrocarbon compounds, solvents and detergents.
- Railway Station and Rail-lines: Potential source of ash, PCBs, hydrocarbon compounds, herbicides, ferrous residues, metal fines and sulphate.

Historical Land Uses

- Infilled Ground: The western section of the site has historically been and is infilled. The quality of the fill material is unknown and potentially could contain elevated contaminant concentrations.
- Landfill: Located within the western section of the site, this is a potential source of a number of contaminants including landfill gas, leachate, metals, asbestos, ash, PAHs, solvents and hydrocarbon compounds.
- Saw Mill: Located within the northern section of the site this is a potential source of metals, acids/alkalis, solvents, preservatives, PCBs, asbestos, hydrocarbon compounds, tars and creosotes.
- Rail Freight Yards, Depots, Engineering Yards, Lines and Sidings: Potential source of ash, PCBs, hydrocarbon compounds, creosote, glycols, herbicides, ferrous residues, metal fines and sulphate.

- 7.2.24 The review has identified a number of potentially contaminative land uses within the site and contamination sources may be present which could potentially pose a risk to current or future site users, structures or to the environment. Given the nature of the former land uses, there is considered to be a moderate to high potential for land contamination within the site. Key receptors are considered to be: future site users; property in the form of new construction buildings, services and other infrastructure; and the water environment (surface water environment of the River Wey and Radipole Lake, and groundwater).
- 7.2.25 It should be noted that this review has considered potentially contaminative land uses within the site only, and there is the potential for additional constraints to be posed as a result of neighbouring land uses.
- 7.2.26 Land contamination constraints may therefore be posed in redevelopment, with the significance of these constraints being a factor of the site's sensitivity and the intended future use of the site. At this stage it is unknown whether any previous site characterisation or remediation works have been undertaken. Notwithstanding this if the site was to be redeveloped further work would be required to establish whether the proposed redevelopment of the site could give rise to unacceptable risks to health or the environment. Contaminated land is a material planning consideration and any issues related to potential contamination would need to be addressed prior to or during the redevelopment of the site.
- 7.2.27 The redevelopment options incorporate a number of different development land uses, which includes residential development, mixed use development and retention of the existing car park. The extent of site characterisation required to determine the

potential risks from land contamination, and any subsequent remediation works, is dependent on the nature and layout of the proposed land use. More sensitive land uses such as soft-cover public open space and residential properties with gardens could potentially require more extensive characterisation and remediation than retained uses or future hardcover uses.

- 7.2.28 Based on the potentially contaminative land uses identified it is anticipated that as a minimum a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development.
- 7.2.29 The next step would be to prepare a PRA in compliance with Environment Agency document 'Model Procedures for the Management of Land Contamination'. This would incorporate development of an initial conceptual model of the site and establish whether there are any potentially unacceptable risks. The PRA should include a review of all relevant information for the site including any previous site investigation and remediation verification reports.
- 7.2.30 Following this stage, requirements for Phase 2 intrusive investigation works and risk assessment could be fully identified, which could possibly be tailored to a specific development layout or use if defined at that point.
- 7.2.31 The subsequent requirement to undertake remediation works prior to or during development cannot be determined at this stage, however based on the existing information it is likely that some degree of remediation may need to be undertaken.

Ecology

- 7.2.32 The findings of the ecology assessment works for the site are set out below in Table 10. This table includes findings of the work undertaken, and consideration of any potential implications for further work and future redevelopment of the site. Designated sites between 1 – 5 km from the site are included in Appendix B.

Name	Designation	Distance	Description and implications
Radipole Lake	SSSI	Immediately adjacent	See description for Commercial Road above. Any proposals for development will need to avoid significantly increasing disturbance of birds using the adjacent SSSI, given the rarity of the species present. Proposals should consider opportunities to reduce the effects of pre-existing disturbance and enhance the SSSI providing amenity and nature conservation benefits to the locality. Surveys to assess habitat condition and bird usage of areas within and adjacent to the proposed development may be required, dependent on the detail of any subsequent proposals.

Table 10. Station Gateway			
Portland Harbour Shore	SSSI	800 m south east	The cliffs along the north-western shore of Portland Harbour are of outstanding geological importance. The site also includes maritime grassland and the intertidal shore itself. Unlikely to be a significant constraint for redevelopment at this location.
Initial habitats assessment			
<p>This is a brownfield site, which appears to incorporate industrial buildings, a railway station and car parks. The habitats are comprised of mainly tarmacked surfaces with small strips of amenity grassland along road sides. To the eastern and southern boundaries the land-use is predominantly urban in nature. The site is bounded to the west partly by roads and buildings, and partly by Radipole Lake.</p> <p>Any development proposals will need to avoid increasing pollution risk to adjacent aquatic environments.</p>			
Initial species potential assessment			
Species	Potential implications		
Bats	<p>The buildings within the site have some potential to be used by roosting bats, but given the urban nature of the surroundings any roosts, if present, are likely to be of low conservation significance. Commuting and foraging may also occur along and above water bodies and vegetated areas directly adjacent to the site.</p> <p>If proposals for the sites would result in the loss or disturbance to buildings, further surveys would be required to assess the risk of roosts being present.</p>		
Birds	<p>The trees and buildings within the site boundary may have the potential to support nesting birds, although it is unlikely any rare species or species of conservation concern will be present.</p> <p>The adjacent Radipole Lake SSSI is identified as of importance for a wide variety of breeding and wintering birds, although the parts of the lake immediately adjacent to Station Gateway may be less important due to existing urban land uses. See table section on Radipole Lake SSSI above.</p> <p>Further assessment via a PEA (see below) is recommended.</p>		
Otters and water vole	<p>The site is highly unlikely to support these species due to a lack of suitable habitat. Radipole Lake to the west appears to contain suitable habitat for these species on the basis of available information.</p> <p>If significant work is proposed to the car park in the west of the site, further assessment in relation to otters and water voles may be required. If there will be no significant construction activities or change of use of the car park from the existing situation, further assessment is unlikely to be required.</p>		

7.2.33 It is recommended that a PEA is carried out to further inform the status of the ecology receptors identified above. This should include a desk study search with the Local Records Centre and a site visit by an ecologist. The PEA reporting should identify if any further surveys are required, and be produced in a format suitable to accompany a planning application in case this is required.

7.2.34 On the basis of the available information the key site-specific issue for Station Gateway is likely to be the adjacent Radipole Lake SSSI. Avoiding significant impacts on this site, and seeking enhancements wherever possible (in accordance with the NPPF and local planning policy) should ensure a streamlined planning process in relation to this site.

Policy and Planning History

- 7.2.35 The Emerging Joint Local Plan Policy WEY 3 promotes enhancing the role of the transport hub; providing a mixed use development that improves first impressions of the town; retaining the Swannery car park and exploring the potential to provide complementary development that improves the appearance of the area; and providing public realm improvements to create an attractive pedestrian environment from the Swannery car park to the station area, the town centre and the seafront.
- 7.2.36 The majority of the site is located just outside the town centre conservation area, with the exception of the bus depot. There are no listed buildings or buildings with any particular historic interest on the site, however there are a small number of listed buildings on King Street opposite the station and immediately adjacent to the bus depot.
- 7.2.37 There are a number of land use issues to be considered in preparing a proposal to redevelop the site. The Railway Station Overspill Car Park has been designated as land safeguarded for future rail services. Policy T8 of the Adopted Local Plan states that development on this site that prejudices the use of this land “for existing coach or future rail purposes will not be permitted”. There is no policy specifically relating to this safeguarding in the Emerging Joint Plan, and it is not known if it will be retained in the future.
- 7.2.38 The site includes Weymouth train station. Policy COM 8 of the emerging Joint Local Plan supports proposals that result in improvements to the public realm around stations, so long as they do not result in any harm to the function of the interchange.
- 7.2.39 The bus depot falls within a conservation area and in the setting of a number of listed buildings. In consideration of Policy B8 of the adopted Local Plan and emerging Policy ENV 4 of the draft Joint Local Plan the design of any new development on this site must be sensitive to the historic setting and should make a positive contribution to the character of the area. Any development should consider the impact on attractive views to the marina and harbour and the pedestrian environment by the waterside. In consideration of the generally low quality of existing buildings on site, it is likely that the complete redevelopment of the site would be acceptable so long as the design of any replacement buildings would be of a high quality and is sensitively designed.
- 7.2.40 There have been no applications for major developments on the site in recent years.

7.3 Appraisal Summary

- 7.3.1 WPBC has prepared three masterplan land use options for the Station Gateway site. These options are reviewed below in consideration of the technical baseline conditions and risks.

Option 1

- 7.3.2 Option 1 comprises residential development to the north of the station and on the existing bus depot site, mixed transport and business uses surrounding the station, the retention of the Swannery car park and a range of public realm improvements.
- 7.3.3 The proposal generally appears to comply with land use policies; however it will result in the loss of safeguarded land for future rail uses. It is necessary to consider whether or not this designation is still required, however if it is, residential development will not be permitted on a large part of the area to the north.

Option 2

- 7.3.4 Option 2 is the same as Option 1, with the addition of a hotel proposal to the north of the station.
- 7.3.5 As for Option 1, this proposal generally appears to comply with land use policy. However, again the safeguarded land designation in the north of the site should be considered, as for this Option it could result in the loss of the entire proposed residential area in the northern part of the site.

Option 3

- 7.3.6 Option 3 is the same as Option 2 with the addition of provision being made for the re-use of the historic tram link.
- 7.3.7 The land use policy considerations are the same as for Option 2.

Recommendations for Appropriate Land Uses and Capacity

- 7.3.8 **Based on the above assessment, Masterplan Options 1 or 3 both appear to be equally appropriate**, however the following should be considered:
- 7.3.9 Allowing for the re-use of the historic tram link as part of Option 1 if this is pursued as part of a town wide strategy; and
- 7.3.10 If the safeguarded transport land designation can be released, as this will impact on the acceptability of developing the northern part of the site.
- 7.3.11 With regard to development form, any development on this site would need to demonstrate a high quality design that makes a positive contribution to the conservation area covering the southern part of the site and ensure the northern part of the site makes a positive impact on the setting of the conservation area. This site is the gateway to the town centre from the train station, and so it is important that future development results in a step change to the first impressions of Weymouth.
- 7.3.12 The setting of the northern part of the site potentially makes it an appropriate location for taller development, and it is suggested that heights of four to five storeys is appropriate across this part of the site, and stepping down to three storeys towards the conservation area boundary.
- 7.3.13 The context of the existing bus depot, being within the conservation area and surrounded by a number of listed buildings and residential buildings, means that building heights will be restricted to reflect local prevailing heights and the design should consider local vernacular. It is considered that heights of two to three storeys would be appropriate on the site, subject to impacts on neighbouring residential amenity.
- 7.3.14 With regard to transport and access, the proposed land uses seem to create no significant transport issues, but it is recommended that a Transport Assessment is undertaken to assess the impacts of changes to land use and explore the above issues.

7.4 Cost EstimatesTransport

7.4.1 King Street Urban Realm Project – £2 – 3m (consider townwide project, thus not abnormal development cost)

7.4.2 Tramway and associated infrastructure to be treated as town wide project and not abnormal development cost (see Commercial Road)

Infrastructure

7.4.3 Decommissioning and removal of Weymouth Service Station (filling station): £250,000

Land Contamination

7.4.4 Outline costs for preparation of a PRA are anticipated to be up to £10k. Costs for follow-on site investigation works are difficult to determine at this stage before a PRA has been completed, however potentially site investigation and risk assessment works required on a site of this size and historical complexity could be in the order of £100,000's.

Planning

7.4.5 A planning application on this site will be subject to the following planning costs and obligations:

- Application fee;
- Planning obligations via a Section 106 Agreement; and
- Community Infrastructure Levy (CIL) (assuming the charging schedule is adopted prior to the application being submitted).

7.4.6 The cost of the planning application fee will depend on the planning strategy. The part of the site to the south of King Street is within a conservation area, and so an outline planning application will not be accepted on this part of the site. The part of the site north of King Street is outside the conservation area boundary, and so an outline application would be acceptable there. Should an outline planning application be submitted for the northern part of the site in order to establish the acceptability of the principle of development in advance of detailed matters being submitted, it would cost £15,507.

7.4.7 The cost of submitting a full planning application or a reserved matters application following attaining outline planning permission is dependent on the gross floorspace to be created by the development and the number of dwellings.

7.4.8 Planning obligations will also depend on the type and scale of development proposed. Should Masterplan Options 1 or 2 be worked up as a planning application, it is likely the scheme will consist of a mix of uses, including residential development. In this case it is considered that the following heads of terms, relating to site specific issues, may be relevant to the proposed development:

- Affordable housing contribution – The development is likely to exceed the threshold for requiring an affordable housing contribution. This will potentially be 35% should the joint Local Plan be adopted in advance of the submission of the

application. The starting point for negotiation will be for the affordable housing contribution to be provided on site. However, in exceptional circumstances, where it is demonstrated that it is not viable to provide the affordable housing contribution on site an off-site contribution or a payment in lieu of development may be accepted by the Council;

- Open space – The development is likely to include more than 9 residential units, and so will be required to provide 45sq.m of open space per residential dwelling, and secure funds for the on-going maintenance of this space;
- Community facilities – The potential impact of the development on community infrastructure will be assessed. Where it is considered the development will place an unacceptable burden on local facilities provision for a new facility on site or a financial contribution toward the provision or improvement of an existing facility off-site will be required;
- Local highways and transport improvements – Should the proposal result in any required improvements to local highways or transport that does not form part of the CIL Regulation 123 list, a payment for the necessary works will be sought; and
- Weymouth Town Centre Flood Defence Contribution – the site is located within the town centre flood defence area, and so a tariff based contribution will be sought from any proposed residential development on the site. The payment sought will be £2,250 per 1 or 2 bedroom unit , £2,500 per 3 bedroom unit and £2,750 for any unit of 4 or more bedrooms. A payment may also be sought for non-residential development (excluding social and community infrastructure) however the amount will be considered on a case by case basis.

7.4.9 The CIL Charging Schedule was submitted for examination in June 2013. It is anticipated the Charging Schedule will be adopted in advance of an application being prepared and submitted on this site. Should the current draft schedule be adopted it will result in a payment of £93/sqm being required for residential development on this site. Any other uses will not be subject to the charge.

7.5 Development Phasing and Priorities

7.5.1 The phasing of the site will need to be considered in terms of:

- Removing the safeguarded transport land designation
- Land assembly and relocation of existing retail uses
- Relocation of bus depot operations
- Implementation of Option 4b flood defences as defined within Weymouth Flood Risk Management Strategy, Final report – June 2010.
- Contaminated land site investigation scope and potential ground remediation.

7.6 Next Steps

Planning

7.6.2 This recommendations set out in this technical feasibility study should be used to inform further guidance relating to the Station Gateway site to be set out in the Weymouth Town Centre Masterplan. In advance of identifying the redevelopment of the station overspill car park for development in a public document, it is recommended that the safeguarded land designation is formally removed. The

proposals are likely to result in the loss of a significant amount of public car parking, and so it is recommended that this is considered as part of a town-wide parking strategy. In addition, as the site includes the historic tramway, should the Council wish to re-use the potentially valuable resource for the town, it is also suggested that the potential to safeguard land required to bring this back into operation is considered as part of emerging policy.

- 7.6.3 In consideration of the scale and strategic importance of this site, depending on the level of detail provided in the Masterplan, it is recommended that the Council prepare a detailed development brief for this site. This will ensure any future recommendations are informed by the Council's strategic objectives for the site.
- 7.6.4 Following the publication of the Masterplan and development brief, a strategy for preparing an appropriate planning application should be considered. Part of the site is located within a conservation area, and so if an application for the whole site is preferred, the Council could consider submitting a hybrid application, consisting of information required for an outline application for the part of the site to the north of King Street and information required for a detailed application in the area covered by the conservation area (along with a separate application for conservation area consent if demolition is proposed). A simpler approach, however would be to divide the site in two and prepare separate applications for the part of the site north of King Street and the bus depot.
- 7.6.5 Due to the scale of the part of the site north of King Street, it would be recommended that an outline application is initially submitted covering the whole site.
- 7.6.6 The site north of King Street is likely to comprise a development of more than 150 residential units, and so an EIA Screening Opinion will be required in order to determine whether or not a full EIA will be necessary. As part of an EIA, a range of further surveys and investigations will be required in order to demonstrate the appropriateness of development, as follows:
- Transport*
- 7.6.7 The tramway project is potentially complex and will be governed by the Railway Act and therefore a study should be undertaken by a specialist consultant, with experience of delivery of similar projects.
- 7.6.8 In accordance with NPPF, a Transport Assessment will be required to support planning applications. However given the strategic nature, some transport studies should be undertaken to inform future planning proposals and support the emerging masterplan.
- Infrastructure*
- 7.6.9 Ground radar survey to ascertain full extent and location of existing services within the development area
- Land Contamination*
- 7.6.10 Based on the potentially contaminative land uses identified it is anticipated that as a minimum a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development.

- 7.6.11 The next step would be to prepare a PRA in compliance with Environment Agency document 'Model Procedures for the Management of Land Contamination'. This would incorporate development of an initial conceptual model of the site and establish whether there are any potentially unacceptable risks. The PRA should include a review of all relevant information for the site including any previous site investigation and remediation verification reports.
- 7.6.12 Following this stage, requirements for Phase 2 intrusive investigation works and risk assessment could be fully identified, which could possibly be tailored to a specific development layout or use if defined at that point.
- 7.6.13 The subsequent requirement to undertake remediation works prior to or during development cannot be determined at this stage, however based on the existing information it is likely that some degree of remediation may need to be undertaken.

SECTION 8

SUMMARY & CONCLUSIONS

8 SUMMARY & CONCLUSIONS

8.1.1 This technical feasibility study informs the preparation of the Weymouth Town Centre Masterplan, which consists of five, underutilised sites. All of the five sites to be included in the masterplan are of significant size, ranging from approximately 4.5ha to 32.4ha in area and they each face a range of technical issues to be overcome. The purpose of the feasibility study was also to present recommendations for appropriate scale of development of the sites, based on technical conditions, constraints and opportunities. The scope of the technical feasibility was focused on six key technical topics; transport and access, infrastructure and services, planning and development, water and flooding, ecology and contaminated land. The study was carried out primarily as a desk-based exercise, using existing information provided by WPBC or that is publicly available.

8.2 Planning Background

8.2.1 WPBC is currently updating planning policies for the borough. The current adopted Local Plan for the borough comprises the saved policies of the Weymouth and Portland Adopted Local Plan 2005, however this will largely be superseded by the emerging West Dorset, Weymouth and Portland Local Plan, which is being prepared jointly with West Dorset District Council. The draft joint Local Plan establishes a vision for the borough up to 2031, and includes a vision for Weymouth town centre and policies for key sites, including the five sites considered in this report. The document also identifies the need for a Masterplan for Weymouth Town Centre.

8.2.2 In response to this, WPBC has recently commissioned the preparation of the Weymouth Town Centre Masterplan, which is intended to not only provide detailed guidance for land uses and development but to also promote opportunities for investment and regeneration over the next ten years. The Masterplan needs to provide viable and feasible development options for key sites across the town, and so will use the conclusions of this report to inform development options.

8.3 Overarching Flooding & Environmental Matters

8.3.1 Review of current information on flooding and flood risk, liaison with the Environment Agency (EA) and WPBC, to determine current and future flood risk which would affect masterplan proposals. Due to the nature of existing flood risk issues and flood defence scheme options being proposed by WPBC for the wider Weymouth town area, the flood risk assessment findings of this feasibility study relate primarily to four out of the five sites. The primary infrastructure requirements should incorporate the flood defences recommended within the Weymouth Flood Risk Management Strategy, Final report – June 2010. The report suggests that Option 4b, which had a present value cost of £66 million and a present value benefit of £145 million. This gives a level of protection from a 1 in 200 year event in 2126. This should also adopt proposals from the forthcoming Weymouth Bay Coastal Process Study report.

8.3.2 An ecology desk study has been undertaken to provide background information on each site and the surrounding area. This has considered the presence of sites of ecological importance within a buffer zone of 5km from the sites, with detailed consideration of sites within 1 km. A review of nature-conservation related saved policies and plans from The Adopted Local Plan and the pre-submission draft of the emerging West Dorset, Weymouth and Portland Local Plan. The desk study has included a search for the presence of water bodies with potential to support Great Crested Newts within 500m of the five locations using aerial photography and OS mapping. This information has allowed the possible need for Great Crested Newt

presence / absence surveys to be identified early in the project life cycle. Designated conservation sites were identified within 1 km of some sites and further statutory designated nature conservation sites are present within 1 – 5 km of the development locations.

8.4 Summary of context and technical issues

- 8.4.1 Each of the five sites is situated in strategic gateway or prominent locations and have a significant impact on the overall appearance and perceptions of Weymouth. In their current condition, they are generally occupied by low quality or dilapidated buildings along with large areas of underused surface car parking and so are acting as blight on the town centre. Therefore the sites represent a significant opportunity to act as beacons for regeneration and stimulate investment in the town.
- 8.4.2 Each of the sites are identified as appropriate for development or improvements in the emerging joint Local Plan, and with the exception of the Lodmoor Gateway Site, they are generally relatively unconstrained in terms of land use planning, however there are a number of policies relating to development form that would need to be considered as part of proposals for new development. The Lodmoor Gateway Site largely comprises Lodmoor Country Park, which highly restricts the area of developable land.
- 8.4.3 Key planning considerations for the town centre sites include potential impacts on local historic assets, including the town centre conservation area, local listed buildings and the Nothe Fort scheduled ancient monument. In addition, there are a number of existing community and other uses on the sites which will be required to be reprovided as part of proposals for redevelopment

8.5 Commercial Road Site Appraisal

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Site Description	The Commercial Road site is located between commercial road and the marina/ Radipole Lake. It is a largely open site, comprising a number of large public and private surface car parks. The site comprises a mix of marina/ harbour related uses and community facilities. There are just four buildings on the site, ranging from one to two storeys and each of which is generally low quality. While the site is located within the Weymouth Town Centre Conservation Area, there are no listed buildings on the site, and in its current form the site is considered to have a negative impact on the conservation area.				
Baseline / Issues	<ul style="list-style-type: none"> • Located in a conservation area and in the setting of a number of listed buildings • Designated local open space on the site which would be required to be reprovided • Marina/ harbour related activities and community uses are protected and would be required to be reprovided 	<ul style="list-style-type: none"> • Loss of public car parking may affect town centre viability and a townwide parking strategy is recommended. • Access to development sites is easily achieved via Commercial Road but conflict with future tramway operation should be considered. • Areawide urban realm improvement is needed to promote improved pedestrian movement and realise development potential. • Opportunity to reinstate the historic tramway from Station, via Commercial Road to Peninsula site with 'tourist focus' 	<ul style="list-style-type: none"> • Utility records indicate the presence of a number of services within the area, of particular note are an 'Effluent Disposal Drain' and Foul Sewer, both will require avoidance, diversion or protection. • The seawall in the vicinity of this site is described to be 'serviceable' with only minimum investment required 	<ul style="list-style-type: none"> • Largely within Flood Zone 3 and Subject to tidal and groundwater flooding. • Funding for flood and groundwater defences uncertain. • Suitable vulnerability classification for new development and safe access routing. • Unknown condition of existing flood defences. • Results of Weymouth Bay Coastal Process Study' due in May 2015. 	<ul style="list-style-type: none"> • Existing habitats on site are considered likely to be of low value for nature conservation. • The adjacent Radipole Lake (SSSI designation) supports aquatic habitats of nature conservation interest – key issue for Commercial Rd site. • Historic potentially contaminative land uses were: infilled ground, garage, railway lines and sidings, joinery works and timber yards. • Current potentially contaminative use is electrical substation on-site. • Moderate to high potential for land contamination within the site.

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Cost Estimates	<p>The following planning costs will apply, however they will depend on the scale and nature of the final development proposal:</p> <ul style="list-style-type: none"> • Application fee • S106 Obligations • CIL 	<ul style="list-style-type: none"> • Quayside Public Realm £2 – 6m (treat as strategic townwide project) • Tramway circa £6m (treat as strategic townwide project) 	<ul style="list-style-type: none"> • Protection of services £100k • Seawall £25k 	<ul style="list-style-type: none"> • Awaiting further work (but treat as strategic project) 	<ul style="list-style-type: none"> • Remediation costs can't be established with current information.
Site Appraisal (options)	<ul style="list-style-type: none"> • Each of the options generally appear to comply with adopted and emerging land use policies. • Each of the options proposes residential or mixed use developments. The site is highly constrained by flood risk, and so any proposal would need to demonstrate that the proposed development is safe for its intended use and will not result in increased flood risk elsewhere. Options 1 and 3 propose areas of pure residential development. In light of the flood risk it would not be advisable to locate habitable rooms at ground floor level. This may result in the provision of expanses of blank façade at ground floor level, potentially creating an unattractive environment for pedestrians. Only Option 2 allows for the potential to create active ground floor uses along the entire waterfront. • Each of the options proposes retaining and relocating the existing marina offices and the Angling Society to the southernmost part of the site. The area designated is smaller than the area currently occupied by the marina offices, and also comprises the boat trailer park. While the retention of these use on site complies with policy, it will need to be demonstrated that this will not result in any negative impacts on the operation of the marina. In addition, the Angling Society is a community use and is understood to not require a waterfront location, and so could be relocated to another part of the site. • Option 1 proposes the provision of water sport facilities at the location of the existing public slipway. Unless the slipway can be reprovided in an appropriate location it is unlikely this proposal will be permitted. • Option 2 appears to result in the loss of the nursery and Option 3 will result in the loss of both the nursery and the bowls green. These uses are likely to be required to be reprovided as part of a development. • Only Option 1 provides for the re-use of the historic tram. It would be preferable if all options made provision for the potential use of this asset in the future. • The mixed use element has not been defined for any of the Options, however it is expected this would comply with the land use principles for the site set out in emerging Policy WEY 2, and will be complementary to the primary shopping area. • Option1 does not propose any development to the north of Wreatham Road and Option 2 only proposes the development of part of the northern area. In light of emerging Policy ENV 15 relating to optimising the potential of sites it should be considered whether or not this proposal makes the most efficient use of the site. In consideration of the technical issues associated with the site, it appears that a leisure development, such as that proposed by Option 2 would be appropriate for part of this northern section, however vulnerable uses such as residential development, as proposed by Option 3, is unlikely to be appropriate. • Option2 appears to be the most appropriate option. • In consideration of the context, building heights of two to four storeys are recommended on the site. 				
Phasing & Priorities	<p>The phasing of the site will need to be considered in terms of:</p> <ul style="list-style-type: none"> • Implementation of town wide flood risk improvements to Flood Zone status of part of the site, opening it up to higher value uses • Site investigations and potential contamination remediation • Ecological surveys and timing of species surveys and or/mitigation • Land assembly • Relocation of marina uses to southern part of the site in advance of development of the central part of the site 				

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Next Steps	<ul style="list-style-type: none"> Prepare development brief for the site. Consider safeguarding land required for operation of historic tram. Prepare application or applications for full planning permission (and conservation area consent if required). 	<ul style="list-style-type: none"> Transport Assessment Townwide parking study Further work on PRoW. Tramway Study 	<ul style="list-style-type: none"> Ground radar survey Engage Wessex Water regarding services Detailed investigation of seawall 	<ul style="list-style-type: none"> Detailed FRA required. Implement option 4b flood defences as defined within Weymouth Flood Risk Management Strategy, Final report – June 2010. 	<ul style="list-style-type: none"> A Preliminary Ecological Assessment should be carried out. Potential future ecological surveys prior to redevelopment. For contaminated land, a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development. Potential for some remediation prior to or during redevelopment.

8.6 Harbourside Site Appraisal

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Site Description	Harbourside is an extensive site located to the west of Westway Road and to the south of Trinity Road. It occupies a prominent site in the setting of the harbour and creates the background of views from the town centre to the harbour. The site comprises a mix of uses, including offices, civic facilities, community facilities, car repairs, energy infrastructure and a hostel. It also includes large, underused public and private surface car parks. The buildings on site are generally low quality and generally vary from two to five storeys, and in particular the existing gas holders are an eyesore.				
Baseline / Issues	<ul style="list-style-type: none"> The southern part of the site is located in a conservation area and in the setting of a number of listed buildings. The northern part of the site is in prominent views from the conservation area. Community uses are protected and would be required to be reprovided. A planning application is currently being considered for part of the site. 	<ul style="list-style-type: none"> Access can be achieved via existing junctions via A354 with only limited direct access from A354. Development on Council Office site creates an opportunity to reinstate former Old Town High Street. Opportunity for enhanced pedestrian movement and quayside public realm. 	<ul style="list-style-type: none"> Weymouth electricity substation lies within the development zone and the cost of relocation will be prohibitive. Structural integrity of the seawall in vicinity of site.. Utility records indicate the presence of a number of services within the area. Groundsure' data 	<ul style="list-style-type: none"> Largely within Flood Zone 3 and subject to tidal and groundwater flooding. Funding for flood and groundwater defences. Suitable vulnerability classification for new development and safe access routing. Contaminated land. Unknown condition of 	<ul style="list-style-type: none"> Nearest designated site for ecological importance is 150m from Harbourside site. Brownfield site, some trees may be of nature conservation and amenity interest. The site is adjacent to Weymouth marina which connects to Weymouth Bay. Historic potentially contaminative land uses

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
			indicates the presence of larger gas workings and these will require removal and remediation.	existing flood defences. • Results of Weymouth Bay Coastal Process Study" due in May 2015.	were: gasworks, infilled ground, garages, timber yard, fire station / ambulance station. • Current potentially contaminative uses are gas depot, electrical substation and vehicle parts depot. • High potential for land contamination within the site.
Cost Estimates	The following planning costs will apply, however they will depend on the scale and nature of the final development proposal: <ul style="list-style-type: none"> • Application fee • S106 Obligations • CIL 	<ul style="list-style-type: none"> • Quayside walkway / street improvements £500k (treat as strategic townwide project) • Realignment of A354 through site £850k - £1.25m (not considered via due to substation location). 	<ul style="list-style-type: none"> • Removal of substation – prohibitive • Protection and diversion of services £1m • Removal of gas holder £0.5m (further £6m remediation) • Asbestos removal £100k. 	<ul style="list-style-type: none"> • Awaiting further work (but treat as strategic project) 	<ul style="list-style-type: none"> • Remediation costs can't be established with current information.
Site Appraisal (options)	<ul style="list-style-type: none"> • Each of the options generally appear to comply with adopted and emerging land use policies. • Options 1 and 2 propose rerouting Westway Road through the site. This will be costly and difficult given the sub-station, and the benefits may not outweigh the costs. In addition, the planning application currently being considered falls on part of the site required for the new road. If this is approved and developed, it is unlikely this proposal will be possible. • Option 3 appears to be the most appropriate Option. • In consideration of the site context building heights of four to five storeys are recommended on the northern part of the site and two to four storeys on the southern part of the site. 				
Phasing & Priorities	The phasing of the site will need to be considered in terms of: <ul style="list-style-type: none"> • Site assembly • Remediation of land contamination • Demolition of existing structure and strategy for relocating existing uses to be reprovided 				
Next Steps	<ul style="list-style-type: none"> • Prepare development brief for the site. • Prepare application or 	<ul style="list-style-type: none"> • Transport Assessment 	<ul style="list-style-type: none"> • Ground radar & unexploded ordnance desk study. 	<ul style="list-style-type: none"> • Detailed FRA required. • Implement option 4b 	<ul style="list-style-type: none"> • Any development proposals should include measures to

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
	applications for full planning permission (and conservation area consent if required) for the southern part of the site and an outline application for the northern part of the site.		<ul style="list-style-type: none"> Detailed investigation of seawall integrity. Engage Scotia over gas holder and Scottish & Southern Electric over substation, along with other services enquires. 	flood defences as defined within Weymouth Flood Risk Management Strategy, Final report – June 2010.	<p>minimise pollution risk to the marine environment.</p> <ul style="list-style-type: none"> For contaminated land, a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development. Potential for some remediation prior to or during redevelopment.

8.7 Peninsula Site Appraisal

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Site Description	The Peninsula extends out to sea from Custom House Quay. The site occupies a prominent location, being visible from The Esplanade and acting as the gateway to the town from sea. The site comprises a mix of uses including activities relating to the ferry operation, tourism and leisure uses and large underused public car parks. There are a limited number of buildings on the site, which are low quality and range from one to three storeys. The viewing tower is a landmark tourism development which rises significantly higher than other buildings on the site. This site is located just outside of the conservation area, however is situated within prominent views from the conservation area and is within the setting of a number of listed buildings and Nothe Fort Scheduled Ancient Monument.				
Baseline / Issues	<ul style="list-style-type: none"> Located within the setting of a number of heritage assets. Policy seeks to ensure future development provides for the continued use of the ferry operation. Community uses are protected and will be expected to be reprovided as part of future development plans. 	<ul style="list-style-type: none"> The site provides for large volumes of public car parking, any reduction will require consideration via a townwide parking study. Primary access to be provided off The Esplanade. Possible integration with tramway allowing station connectivity 	<ul style="list-style-type: none"> Utility records indicate the presence of a number of services within the area. The subterranean construction of the Peninsula is shown to consist of made ground. Although this may support low rise development on raft foundations, its suitability as a development platform will need to be rigorously proven via 	<ul style="list-style-type: none"> Largely within Flood Zone 3 and subject to tidal and groundwater flooding. Funding for flood and groundwater defences. Suitable vulnerability classification for new development and safe access routing. Contaminated land. Unknown condition of existing flood 	<ul style="list-style-type: none"> Brown field site no significant trees or green spaces. Most of the site boundary is comprised of intertidal and marine habitats. Portland Harbour Shore SSSI 75 m south. Historic potentially contaminative land uses were: infilled ground and railway / tramway. Current potentially contaminative use is the ferry terminal.

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
		<p>and remote parking strategy.</p> <ul style="list-style-type: none"> The site has potential for high pedestrian movement and improvements are required to the urban realm. 	<p>further detailed ground investigation and further geotechnical analysis, particularly if larger buildings are proposed.</p> <ul style="list-style-type: none"> Structural integrity of the seawall has been assessed by the council and their state is described as poor to serviceable. 	<p>defences.</p> <ul style="list-style-type: none"> Results of Weymouth Bay Coastal Process Study" due in May 2015. 	<ul style="list-style-type: none"> Moderate potential for land contamination within the site.
Cost Estimates	<p>The following planning costs will apply, however they will depend on the scale and nature of the final development proposal:</p> <ul style="list-style-type: none"> Application fee S106 Obligations CIL 	<ul style="list-style-type: none"> No abnormal transport costs identified, assuming tramway and parking strategy are treated as strategic project. 	<ul style="list-style-type: none"> Ground conditions are likely to pose increased construction cost, but no estimate is possible with current information. Council report show, the seawall will require large investment of circa £2m within the next 15yr with more 15yr+ circa £5.5m. 	<ul style="list-style-type: none"> Awaiting further work (but treat as strategic project) 	<ul style="list-style-type: none"> Remediation costs can't be established with current information.
Site Appraisal (options)	<ul style="list-style-type: none"> The options generally appear to comply with land use policies, however neither Option appears to allow for the continued operation of a ferry service from the site. Option 1 is dominated by residential development. In consideration of the aspirations for a more mixed use development established in emerging Policy WEY 6, it appears the mixed use approach set out in Option 2 would be more appropriate for the site. However this will depend on the outcomes of the viability appraisal. Neither Option makes provision for the potential use of the historic tram line. This should be included in case the re-use is pursued as part of a town-wide initiative. Option 2 appears to be the appropriate Option. In consideration of the context building heights of four storeys are recommended on the site. It is noted that a taller landmark building is likely to be acceptable on the site, it is recommended that this does not exceed eight storeys, and should be assessed in terms of impacts on views to Nothe Fort. 				
Phasing & Priorities	<p>The phasing of the site will need to be considered in terms of:</p> <ul style="list-style-type: none"> Vacation of ferry operator and strategy for continuation of this type of use on site Relocation of the theatre use 				

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Next Steps	<ul style="list-style-type: none"> Update development brief for the site. Consider safeguarding land required for operation of historic tram. Prepare outline planning application for the site. 	<ul style="list-style-type: none"> Assess parking loss Transport Assessment 	<ul style="list-style-type: none"> Ground Radar survey Further ground investigation and geotechnical analysis to prove subterranean conditions for suitability as development platform. Detailed investigation of harbour wall condition 	<ul style="list-style-type: none"> Detailed FRA required. Implement option 4b flood defences as defined within Weymouth Flood Risk Management Strategy, Final report – June 2010. 	<ul style="list-style-type: none"> If proposals for the sites would result in the loss or disturbance to buildings, further surveys would be required to assess the risk of bat roosts being present and disturbance to birds. A PEA is not considered necessary for this site, although further input may be required in relation to bats and birds. For contaminated land, a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development. Potential for some remediation prior to or during redevelopment.

8.8 Lodmoor Gateway Site Appraisal

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Site Description	Lodmoor Gateway is located to the north of the town centre and fall outside of the Weymouth Town Centre Masterplan boundary. It comprises a large area of Lodmoor Country Park, along with the tourism and leisure developments to the south. There are a limited number of buildings on the site, and they are generally average to low quality. The site is largely open, comprising parkland and large underused car parks. Other uses on the site include a hotel and a recycling centre.				
Baseline / Issues	<ul style="list-style-type: none"> The majority of the site is a designated local open space; The cluster of tourism and leisure uses are identified as strategically important and are protected; 	<ul style="list-style-type: none"> The site provides for large volumes of 'tourist focused' parking and change will require assessment. There is opportunity to promote the site as 	<ul style="list-style-type: none"> Service records indicate a number of utilities within the area 	<ul style="list-style-type: none"> Partly within Flood Zones 2 & 3. Suitable vulnerability classification for new development and safe access routing. Contaminated land. 	<ul style="list-style-type: none"> Mainly grass/scrub habitats on site, some trees and three ponds are also present within the boundary. Immediately adjacent to Lodmoor SSSI.

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
	<ul style="list-style-type: none"> The hotel and recycling facilities are also protected uses. 	<ul style="list-style-type: none"> a 'Park and Stride'. Coach layover occurs on site and needs to be retained within the urban area. Pedestrian movement and legibility to The Esplanade should be improved. 		Unknown condition of existing flood defences.	<ul style="list-style-type: none"> Historic potentially contaminative land uses were: infilled Ground, landfill and petrol station. Current potentially contaminative uses are composting facility and waste transfer station, leisure developments and electricity substation. Moderate to high potential for land contamination
Cost Estimates	<p>The following planning costs will apply, however they will depend on the scale and nature of the final development proposal:</p> <ul style="list-style-type: none"> Application fee S106 Obligations CIL (if residential development is proposed) 	<ul style="list-style-type: none"> Possible access improvements circa £100k. 	<ul style="list-style-type: none"> No abnormal cost identified for small-scale development on car park sites. 	<ul style="list-style-type: none"> Awaiting further work (but treat as strategic project) 	<ul style="list-style-type: none"> Remediation costs can't be established with current information.
Site Appraisal (options)	<ul style="list-style-type: none"> Option 1 includes the proposal for a small area of infill residential development. The area identified is located in the flood zone, and such development is unlikely to be permitted. Option 2 complies with land use policies and aspirations for the site and is considered to be the most appropriate option. In light of the context, any future leisure or tourism related development should be restricted to one or two storeys. 				
Phasing & Priorities	Proposals for this site are likely to come forward as small scale incremental proposals guided by adopted planning policies.				
Next Steps	See "Phasing & Priorities".	<ul style="list-style-type: none"> Transport Assessment Assessment of summer parking demand. Coach layover operation plan 	<ul style="list-style-type: none"> Detailed ground investigation 	<ul style="list-style-type: none"> Detailed FRA required. More flexible development options. 	<ul style="list-style-type: none"> Development proposals will need to avoid significant impacts on the site or mitigate accordingly. Further ecological surveys and mitigation strategies likely to be required to support planning, including Preliminary Ecological

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
					<p>Appraisal as minimum.</p> <ul style="list-style-type: none"> For contaminated land, a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development

8.9 Station Gateway Site Appraisal

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Site Description	The Station Gateway site comprises the train station and surrounding land. The site comprises a mix of uses, including public transport infrastructure, non-food retail, restaurants, car repairs and petrol station and large surface public and private car parks. Development on the site is generally average to low quality and ranges from two to three storeys. The southern part of the site, comprising the bus depot, is located within a conservation area and is adjacent to a number of listed buildings.				
Baseline / Issues	<ul style="list-style-type: none"> Part of the site falls within a conservation area and is within the setting of a number of listed buildings. Part of the site is designated as safeguarded land for future transport improvements. Proposals should not impact on the operation of the train station. 	<ul style="list-style-type: none"> Site access is easily achieved with only minor modification to current junctions. The long stay station car parking is likely to remain but walking and real-time signage improvements are required. There is opportunity to provide a improve transport interchange perhaps with tram integration. King Streets provides a key pedestrian gateway and an urban realm project is recoded to improve pedestrian movement and streetscape quality. 	<ul style="list-style-type: none"> Available utility records indicate the presence of number of services within the area. Of note there is a sewer passing east west under Swanrey car park. Decommission of the PFS on Jubilee Park. 	<ul style="list-style-type: none"> Largely within Flood Zone 3 and subject to tidal and groundwater flooding. Funding for flood and groundwater defences. Suitable vulnerability classification for new development and safe access routing. Contaminated land. Unknown condition of existing flood defences. Results of Weymouth Bay Coastal Process Study" due in May 2015. 	<ul style="list-style-type: none"> Brownfield site with small strips of amenity grassland along road sides. Radipole Lake SSS immediately adjacent. development will need to avoid significantly increasing disturbance of birds using the adjacent SSSI. Historic potentially contaminative land uses were: infilled ground, landfill, saw mill, rail freight yards, depots, engineering yards, lines and sidings. Current potentially contaminative uses are electricity substation, petrol station, bus depot, railway station and rail-lines. Moderate to high potential for land contamination.

	Planning	Transport & Access	Infrastructure	Flooding	Environmental (Ecology & Land Contamination)
Cost Estimates	<p>The following planning costs will apply, however they will depend on the scale and nature of the final development proposal:</p> <ul style="list-style-type: none"> • Application fee • S106 Obligations • CIL 	<ul style="list-style-type: none"> • King Street urban realm 2 – 3m (treat as townwide project) • Tramway (see Commercial Road note) 	<ul style="list-style-type: none"> • Decommissioning of PFS £250k. 	<ul style="list-style-type: none"> • Awaiting further work (but treat as strategic project) 	<ul style="list-style-type: none"> • Remediation costs can't be established with current information.
Site Appraisal (options)	<ul style="list-style-type: none"> • The Options generally appear to comply with planning policies for the site. • All the Options propose developing on the safeguarded land. If this land is not released from this policy, development will not be permitted on this part of the site. • Only Option 3 includes provision for the future use of the historic tram. This should be considered as part of any proposal. • Options 1 and 3 appear to be the most appropriate Options. • Recommended building heights vary across the site. The tallest development could be located to the north of the site, where there are no sensitive issues associated with context. Here development could rise up to four or five storeys. Development should step down towards the southern part of the site, adjacent to and within the conservation area, where development of up to three storeys would be appropriate. The redevelopment of the bus depot site would need to consider impacts on neighbouring residential amenity and privacy. 				
Phasing & Priorities	<p>The phasing of the site will need to be considered in terms of:</p> <ul style="list-style-type: none"> • Removing the safeguarded transport land designation • Land assembly and relocation of existing retail uses • Relocation of bus depot operations 				
Next Steps	<ul style="list-style-type: none"> • Prepare development brief for the site. • Consider safeguarding land required for operation of historic tram. • Prepare application or applications for full planning permission (and conservation area consent if required) for the southern part of the site and an outline application for the northern part of the site. 	<ul style="list-style-type: none"> • Engagement with NR & SWT about car parking is recommended. 	<ul style="list-style-type: none"> • Ground Radar survey 	<p>Say 0 – 3 bullets - SC</p>	<ul style="list-style-type: none"> • A Preliminary Ecological Assessment should be carried out. • For contaminated land, a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development. • Potential for some remediation prior to or during redevelopment.

APPENDIX A

FLOODING AND WATER TECHNICAL NOTE

1. Tasks

Review of current information on flooding and flood risk, liaison with the Environment Agency (EA) and Weymouth & Portland Borough Council (W&PBC), to determine current and future flood risk which would affect masterplan proposals.

2. Information

With regard to flooding and flood defence, the following documents have been considered in detail:

- Level 2 Strategic Flood Risk Assessment Technical Element, 2009;
- Weymouth Flood Risk Management Strategy, Final report – June 2010;
- Weymouth town centre interim flood defence policy, 2011.
- Environment Agency Medium Term Plan, 2014. Weymouth Bay Coastal Defences with an estimated cost of £7m up to 2021 in the Flood and Coastal Erosion Risk Management (FCERM) Development Programme.

A summary of salient points from two of these documents is as follows:

The Weymouth town centre interim flood defence policy states that:

Emerging planning policy has sought to promote the regeneration of the town centre, including new development, but subject to suitable design and its contribution towards the identified flood defence measures identified by the Flood Risk Management Strategy". Development beyond the town centre boundary will also continue to rely on the centre to provide the services and employment opportunities to sustain it as part of the wider economy, and will also be expected to contribute to its defences.

The policy, as an interim measure until the adoption of the Local Plan and Community Infrastructure Levy (programmed for 2013), sets out the requirements of new development within future flood extents in the town centre to demonstrate that they are safe from flooding pending the construction of new defences, and the contributions required towards the cost of providing them for long term security.

Compliance with these requirements will enable development to proceed ahead of adoption of the Local Plan and CIL.

On this basis, the Borough Council will be able to enter into pre-application discussions with developers and landowners to bring development forward in the town centre. Those schemes which have previously been delayed whilst the policy has been developed will now be able to proceed.

The Weymouth Flood Risk Management Strategy, which identified a preferred option (4b) for flood defences in Weymouth Town Centre, was endorsed by the Borough Council in July 2010 as a way forward to enable development to recommence in the town centre. The preferred option involves:

- *construction of a tidal barrier;*
- *replacement of the existing downstream walls and quayside; and*
- *a scheme to prevent wave overtopping along The Esplanade.*

To minimise the height of raising the walls along the quayside, the tidal barrier would be constructed near the entrance of Weymouth Harbour, but at a location that would not affect the operation of the ferry terminal. This would prevent tide levels exceeding the height of the existing quay walls.

This approach would still require the on-going repair and replacement of the quay walls and the existing flood walls as they come to the end of their useful life. It would allow existing wall heights to remain as they contribute to the character of the town. It would also mean that, potentially, the existing drainage network may be less affected by increasing mean sea level, although the higher water table could still be a concern.

More detailed investigations are required to refine and develop the preferred option. Therefore, in the early years, developer contributions would be put towards these necessary technical/feasibility studies to ensure that the most cost-effective scheme is being progressed.

3. Key Findings to date

From discussions with the Environment Agency (EA), we understand that these documents contain the latest information relating to flood modelling and proposals for the town. EA correspondence received on 24 December 2014 is attached at Appendix A.

In addition, the proposals contained within the Weymouth town centre interim flood defence policy will continue to set the standard for any new proposals within the town centre area.

From discussions with Stuart Allen of W&PBC, work is currently being undertaken by Jackson-Hyder, on behalf of W&PBC, involving site testing and monitoring to provide more detailed justification for the option 4b proposals. The findings will be published in a report titled "Weymouth Bay Coastal Process Study" due in May 2015.

The outline programme for the option 4b works is defined in Appendix E of the Weymouth Flood Risk Management Strategy, as follows:

- 2015 – 2026: Replacement of poor condition sheet piling followed by remaining sheet piling and flood walls to current levels later in this period. Esplanade works required including a cut-off.
- 2028 – 2033: Tidal Barrier.
- 2036 – 2057: First round of replacement of sheet piling and flood walls to 2126 levels – in 3 phases.
- 2063 – 2099: Second round of replacement of sheet piling and flood walls to 2126 levels – in 4 phases.

Although some of the referenced documents refer to the now superseded PPS25, the National Planning Policy Framework (NPPF) and its accompanying Technical Guidance still require application of the sequential and exception tests and define the Flood risk vulnerability classification for infrastructure.

An extract from NPPF Technical Guidance flood risk and appropriate land use tables are included at Appendix B.

The 2 Figures below identify the 5 sites in relation to current EA flood modelling (Figure 1) and proposed post flood defence option 4b construction (Figure 2).

4. Primary issues to be considered

4a. Town centre sites:

- Commercial Road
- Harbourside
- Peninsula
- Station Gateway

1. The primary infrastructure requirements should incorporate the flood defences recommended within the Weymouth Flood Risk Management Strategy, Final report – June 2010. The report suggests that Option 4b, which had a present value cost of £66 million and a present value benefit of £145 million. This gives a level of protection from a 1 in 200 year event in 2126. This should also adopt proposals from the forthcoming Weymouth Bay Coastal Process Study report.
2. Maintain / upgrade pumping facilities for groundwater intrusion and surface water discharge; adopting proposals from the Weymouth Bay Coastal Process Study report.
3. Development has appropriate flood risk vulnerability classification.
4. Detailed Flood Risk Assessment for each site.
5. Development has appropriate and safe access and egress routes, with overland flow paths considered in flood conditions to reduce risk to users.

4b. Lodmore Gateway site

1. Development has appropriate flood risk vulnerability classification.
2. Detailed Flood Risk Assessment for each site.
3. Development has appropriate and safe access and egress routes, with overland flow paths considered in flood conditions to reduce risk to users.

5. Major risks to development

1. The risk of fluvial flooding upstream of Westham Bridge as well as surface water in the town have not been considered within the scope of the Weymouth Flood Risk Management Strategy, however, the effects of a combined event are likely to compound the problem of tidal flooding and should be taken into consideration when developing access and egress routes.
2. Failure of sea wall or pumping systems due to extreme events or physical failure.
3. Funding or flood defence construction programme delays.
4. Contaminated land.

6. References:

1. Level 2 Strategic Flood Risk Assessment Technical Element, 2009 by Haskoning.
2. Weymouth Flood Risk Management Strategy, Final report – June 2010.
3. Weymouth town centre interim flood defence policy, 2011.
4. River Basin Management Plan, South West River Basin District.
5. West Dorset Catchment Flood Management Plan, Summary Report 2012.

6. Weymouth & Portland Strategic Flood Risk Assessment Weymouth & Portland Borough Council July, 2006.
7. Weymouth & Portland Local Development Framework, Core Strategy June 2009 – Issues Paper 4: ENVIRONMENT.
8. South Devon and Dorset Coastal Advisory Group (SDADCAG), Shoreline Management Plan SMP2, Durlston Head to Rame Head, December 2010.

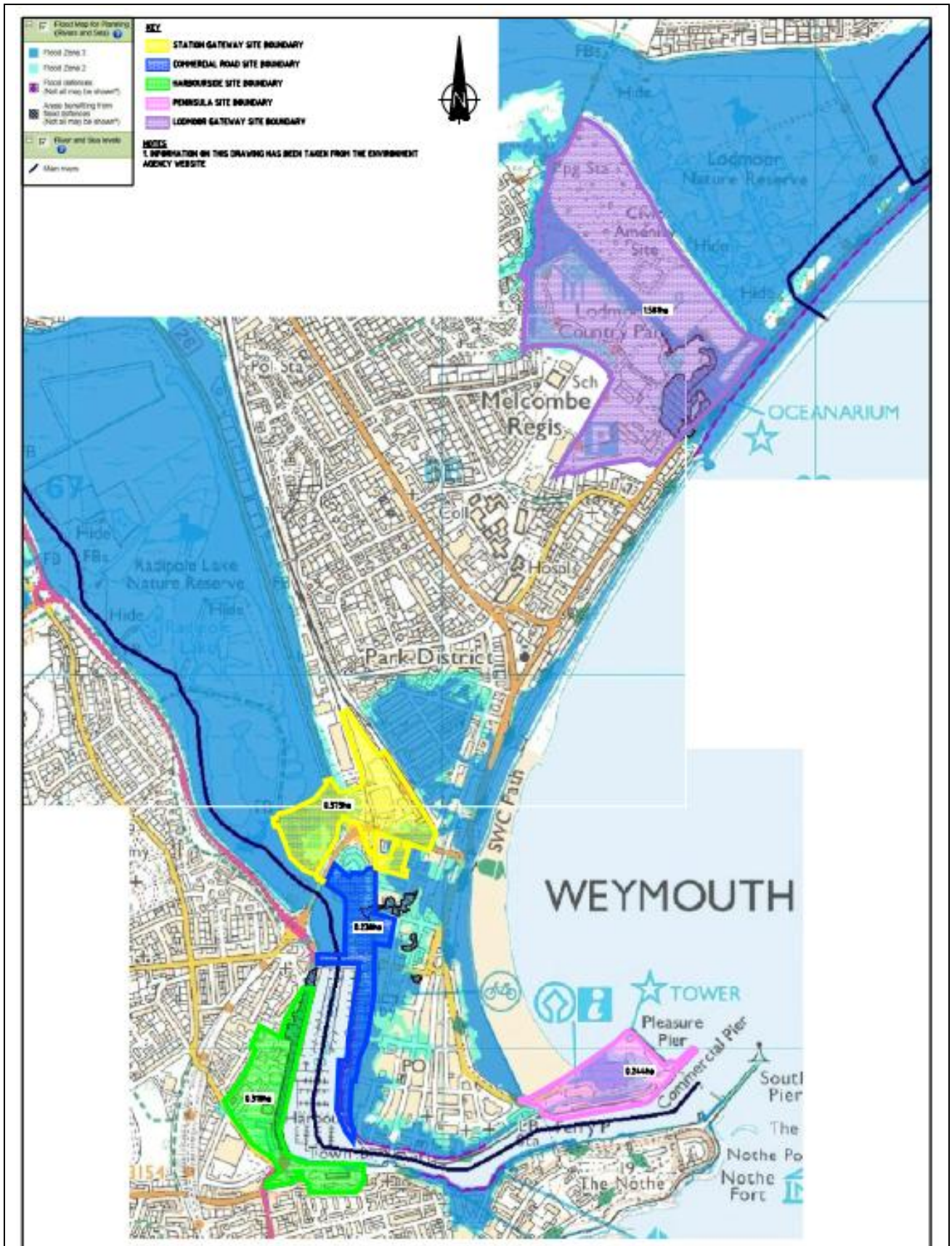


Figure 1. Sites showing EA flood zone plan.

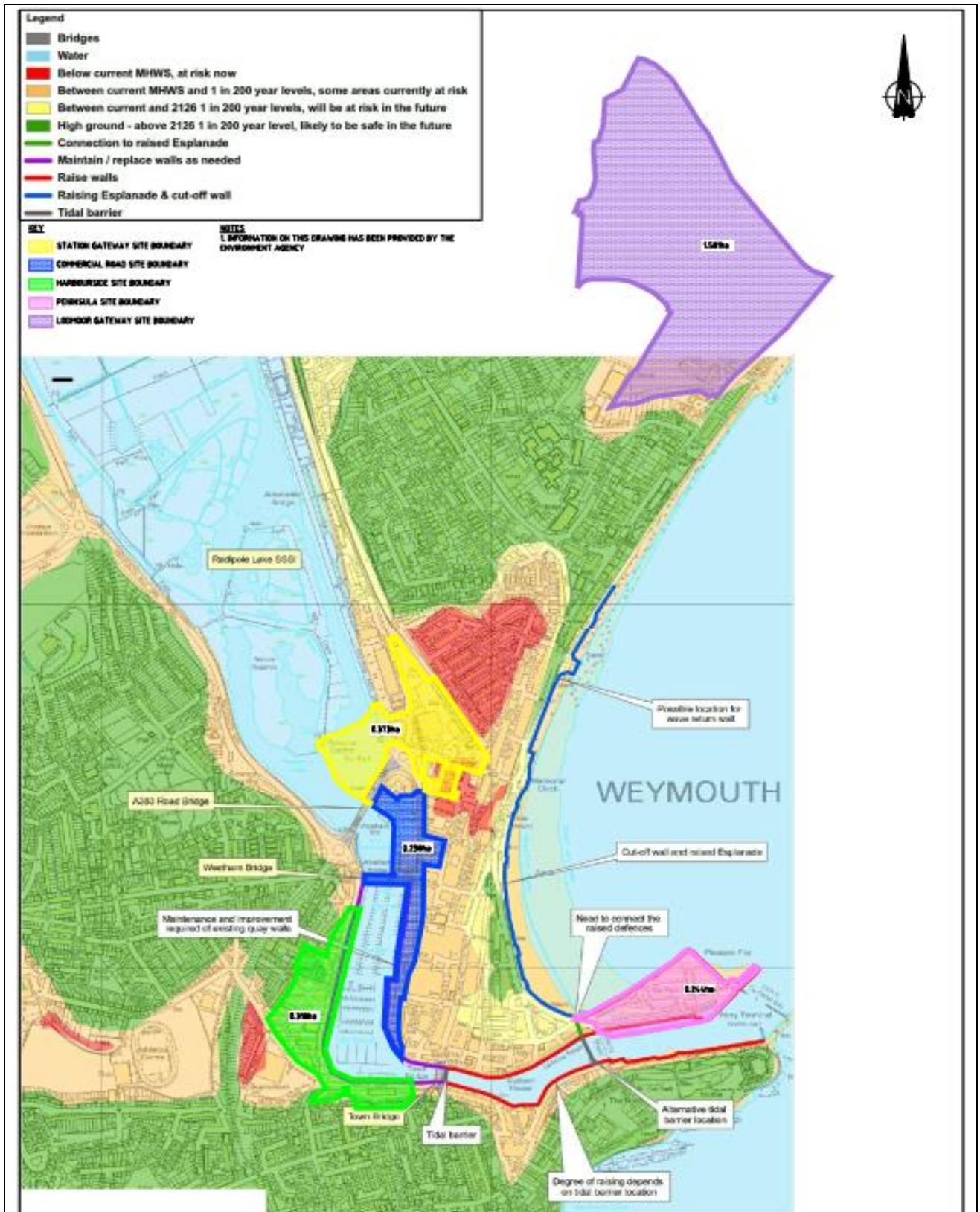


Figure 2. Sites showing proposed option 4b flood defences (Weymouth Flood Risk Management Strategy, 2010).

Appendix A – Environment Agency Correspondence

Mr Christopher Uzzell
Parsons Brinckerhoff Ltd
The Forum
Barnfield Road
Exeter
Devon
EX1 1QR

Our ref: WX/2014/127164/01-L01
Your ref: Masterplan
Date: 24 December 2014

Dear Mr Uzzell

REDEVELOPMENT OF FIVE KEY UNDER-UTILISED SITES WEYMOUTH, DORSET

Thank you for consulting the Environment Agency on the work you are doing to support the Weymouth Town Centre masterplan. We have the following advice.

Flood Risk

In regards to the appropriateness to develop sites then this should be lead by the Local Planning Authority through the National Planning Policy Framework Sequential and Exception Tests. We would acknowledge that the Weymouth Town Centre has established a Sequential Test position that we are satisfied with to support the regeneration of the Town. However, this position is strongly linked to the contributions policy in order for new development to contribute towards the future flood defences that they will rely on, to ensure the developments are safe for their lifetime.

In regards to evidence to support the redevelopment of the sites then we can confirm that the relevant planning documents are those listed in your email dated 01 December 2014.

We are also aware that Stuart Allen, West Dorset and Weymouth & Portland Councils engineer is undertaking site specific technical studies to support some of the strategic flood risk management options.

In regards to the Flood Risk Management Strategy then we can confirm that option 4b is still the preferred approach to the long term flood risk management in Weymouth. However, please note that the funding mechanisms for securing flood risk management options have changed in the time since this document was produced; and there is a greater need for partnership funding to ensure delivery of schemes. Therefore, we would highlight that there is the need to generated significant contributions either through financial or delivery of onsite infrastructure (if they abut the harbour). This is why we support the masterplan process to ensure a strategic delivery of schemes rather than piecemeal development opportunities that will not contribute sufficiently towards the strategic solutions required .

We would also highlight the River Wey Project 2010 report may be useful, whilst not a planning document, provides historical context and additional supporting information regarding this area and is available at : https://www.dorsetforyou.com/media/160674/River-Wey-Project/pdf/POL_20131231_RivWey.pdf

Groundwater Protection / Contaminated Land

We note that historic use of some of the sites may have caused contamination. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to, or being put at risk from unacceptable levels of water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented.

Therefore, we advise you to consult with the Local Authority's Environmental Health Department in accordance with National Planning Policy Framework Paragraphs 109 & 120. For some sites you may also need

to undertake a groundwater risk assessment of the potential for contamination to understand any potential impact on viability.

Further guidance on what should be contained in the assessment and issues associated with groundwater protection can be found in our Groundwater Protection Policy document (GP3) which can be found at: <https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3>

Biodiversity

The National Planning Policy Framework is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, and that a core principle for planning is that it should contribute to conserving and enhancing the natural environment and reducing pollution.

Sustainable Construction

Sustainable design and construction should be implemented across the proposed development. This is important in limiting the effects of, and adapting to climate change. Running costs for occupants can also be significantly reduced.

Planning Advice – Charging

Please note, we will charge for further technical input in to areas of the planning process, beyond the environmental issues identified above. Our charged advice is provided through a formal agreement made up of an offer letter, a programme of advice and [standard terms and conditions](#). We will discuss the advice you need with you, and agree a programme to specify the tasks that will be carried out.

The programme will also give the approximate timetable and cost for the advice. The programme can be varied by written agreement for any changes that need to be made. Charges are based on cost recovery and have been set at £84 per hour, per officer.

Please use the form below and detail the documents that you wish us to comment on for the estimation / programme.

Please note that the view expressed in this letter is in response to an enquiry only and does not represent our final view in relation to any future planning application made in relation to this site. We reserve the right to change our position should new information, or updates to guidance occur, in relation to any such application.

You should seek your own expert advice in relation to technical matters relevant to any planning application before submission.

Yours sincerely

MR MICHAEL HOLM

Planning Advisor - Sustainable Places

Direct dial 01258 483380

Direct e-mail michael.holm@environment-agency.gov.uk

Appendix B – NPPF Technical Guidance flood risk and appropriate land use tables.

Table 1: Flood zones

(Note: These flood zones refer to the probability of river and sea flooding, ignoring the presence of defences)

Zone 1 - low probability

Definition

This zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

Appropriate uses

All uses of land are appropriate in this zone.

Flood risk assessment requirements

For development proposals on sites comprising one hectare or above the vulnerability to flooding from other sources as well as from river and sea flooding, and the potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off, should be incorporated in a flood risk assessment. This need only be brief unless the factors above or other local considerations require particular attention.

Policy aims

In this zone, developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage systems².

Zone 2 - medium probability

Definition

This zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year.

Appropriate uses

Essential infrastructure and the water-compatible, less vulnerable and more vulnerable uses, as set out in table 2, are appropriate in this zone. The highly vulnerable uses are *only* appropriate in this zone if the Exception Test is passed.

Flood risk assessment requirements

All development proposals in this zone should be accompanied by a flood risk assessment.

Policy aims

In this zone, developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area through the layout and form of the development, and the appropriate application of sustainable drainage systems.

Zone 3a - high probability

Definition

This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

Appropriate uses

The water-compatible and less vulnerable uses of land (table 2) are appropriate in this zone. The highly vulnerable uses should not be permitted in this zone.

The more vulnerable uses and essential infrastructure should only be permitted in this zone if the Exception Test is passed. Essential infrastructure permitted in this zone should be designed and constructed to remain operational and safe for users in times of flood.

Flood risk assessment requirements

All development proposals in this zone should be accompanied by a flood risk assessment.

Policy aims

In this zone, developers and local authorities should seek opportunities to:

- reduce the overall level of flood risk in the area through the layout and form of the development and the appropriate application of sustainable drainage systems;

- relocate existing development to land in zones with a lower probability of flooding; and
- create space for flooding to occur by restoring functional floodplain and flood flow pathways and by identifying, allocating and safeguarding open space for flood storage.

Zone 3b - the functional floodplain

Definition

This zone comprises land where water *has* to flow or be stored in times of flood.

Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. The identification of functional floodplain should take account of local circumstances and not be defined solely on rigid probability parameters. But land which would flood with an annual probability of 1 in 20 (5%) or greater in any year, or is designed to flood in an extreme (0.1%) flood, should provide a starting point for consideration and discussions to identify the functional floodplain.

Appropriate uses

Only the water-compatible uses and the essential infrastructure listed in table 2 that has to be there should be permitted in this zone. It should be designed and constructed to:

- remain operational and safe for users in times of flood;
- result in no net loss of floodplain storage;
- not impede water flows; and
- not increase flood risk elsewhere.

Essential infrastructure in this zone should pass the Exception Test.

Flood risk assessment requirements

All development proposals in this zone should be accompanied by a flood risk assessment.

Policy aims

In this zone, developers and local authorities should seek opportunities to:

- reduce the overall level of flood risk in the area through the layout and form of the development and the appropriate application of sustainable drainage systems;
- relocate existing development to land with a lower probability of flooding.

Table 1; NPPF Technical Guidance Table 1, Flood zones and appropriate land uses.

<p>Essential infrastructure</p> <ul style="list-style-type: none"> • Essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk. • Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations; and water treatment works that need to remain operational in times of flood. • Wind turbines.
<p>Highly vulnerable</p> <ul style="list-style-type: none"> • Police stations, ambulance stations and fire stations and command centres and telecommunications installations required to be operational during flooding. • Emergency dispersal points. • Basement dwellings. • Caravans, mobile homes and park homes intended for permanent residential use³. • Installations requiring hazardous substances consent⁴. (Where there is a demonstrable need to locate such installations for bulk storage of materials with port or other similar facilities, or such installations with energy infrastructure or carbon capture and storage installations, that require coastal or water-side locations, or need to be located in other high flood risk areas, in these instances the facilities should be classified as “essential infrastructure”⁵).
<p>More vulnerable</p> <ul style="list-style-type: none"> • Hospitals. • Residential institutions such as residential care homes, children’s homes, social services homes, prisons and hostels. • Buildings used for dwelling houses, student halls of residence, drinking establishments, nightclubs and hotels. • Non-residential uses for health services, nurseries and educational establishments. • Landfill and sites used for waste management facilities for hazardous waste⁶. • Sites used for holiday or short-let caravans and camping, <i>subject to a specific warning and evacuation plan</i>.⁷
<p>Less vulnerable</p> <ul style="list-style-type: none"> • Police, ambulance and fire stations which are <i>not</i> required to be operational during flooding. • Buildings used for shops, financial, professional and other services,

Table 2; NPPF Technical Guidance Table 2, Flood risk vulnerability classification

Table 3: Flood risk vulnerability and flood zone ‘compatibility’

Flood risk vulnerability classification (see table 2)		Essential infrastructure	Water compatible	Highly vulnerable	More vulnerable	Less vulnerable
Flood zone (see table 1)	Zone 1	✓	✓	✓	✓	✓
	Zone 2	✓	✓	Exception Test required	✓	✓
	Zone 3a	Exception Test required	✓	✗	Exception Test required	✓
	Zone 3b functional floodplain	Exception Test required	✓	✗	✗	✗

Key: ✓ Development is appropriate.
 ✗ Development should not be permitted.

Notes to table 3:

This table does not show:

- a. the application of the Sequential Test which guides development to Flood Zone 1 first, then Zone 2, and then Zone 3;
- b. flood risk assessment requirements; or
- c. the policy aims for each flood zone.

Table 3; NPPF Technical Guidance Table 3: Flood risk vulnerability and flood zone ‘compatibility’

Appendix C – Principal Document Extracts

1. Level 2 Strategic Flood Risk Assessment Technical Element, 2009.
2. Weymouth Flood Risk Management Strategy, Final report – June 2010.
3. Weymouth town centre interim flood defence policy, 2011.
4. River Basin Management Plan, South West River Basin District.
5. West Dorset Catchment Flood Management Plan, Summary Report 2012.

1. Level 2 Strategic Flood Risk Assessment, Technical Element, 2009

EXECUTIVE SUMMARY Key findings

Figures 6.6 and 6.7, contained within this report, show the Flood Hazard for a 1 in 200 year tidal flood event plus climate change, with wave overtopping for 2086 and 2126 if existing flood defences are not raised and extended.

2086 and 2126 respectively represent the potential development life for commercial and residential development which may be proposed as part of Weymouth & Portland Borough Council's Core Strategy.

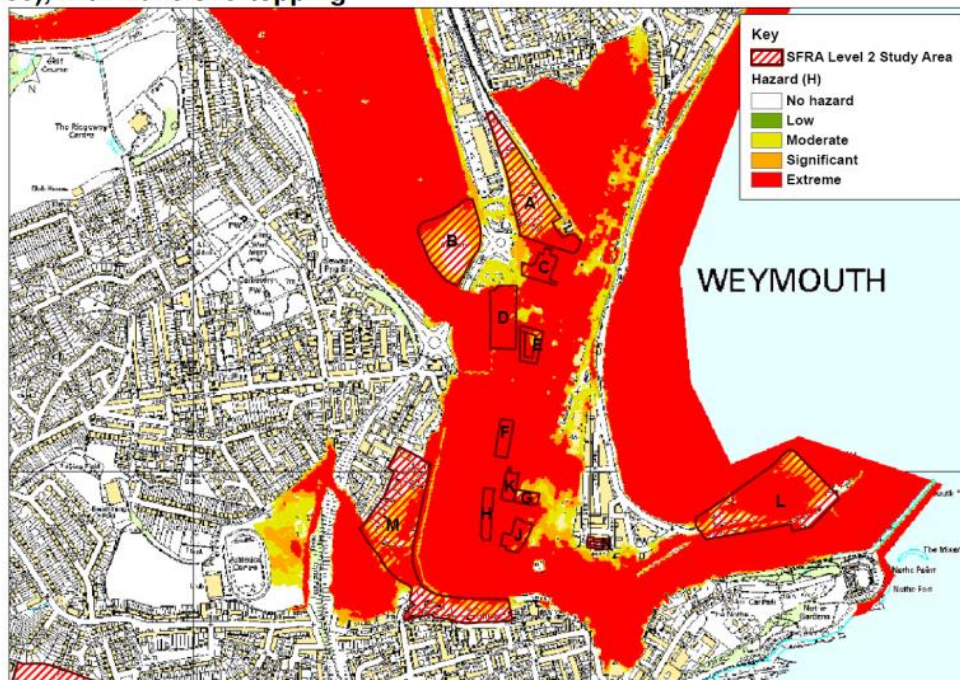
Section 6.4 of the report concludes that 'As it currently stands, by 2086 only sites A (Train Station & Jubilee Sidings), M (Gasholder, Magistrates Court, Fire Station and Council Offices), N (Governors Lane Car Park) and possibly L (Pavilion and Ferry Terminal), display potential for safe access and egress according to the hazard maps (Figure 6.6).

By 2126 this is reduced to sites M (Gasholder, Magistrates Court, Fire Station and Council Offices) and possibly N (Governors Lane Car Park) (which would rely on access / egress along the Esplanade). New and improved defences would therefore be required to allow development of all of the sites due to the lack of access and egress. The esplanade has a moderate hazard during the 2126 event therefore confirming that it would not be a suitable safe access / egress route. This is primarily due to the large velocities in this area due to wave overtopping.

An investigation into the defences in the town centre area is currently being undertaken by the Environment Agency. The outcomes of this will help determine what defences are needed and when, and will therefore aid W&PBC when determining what development can proceed.

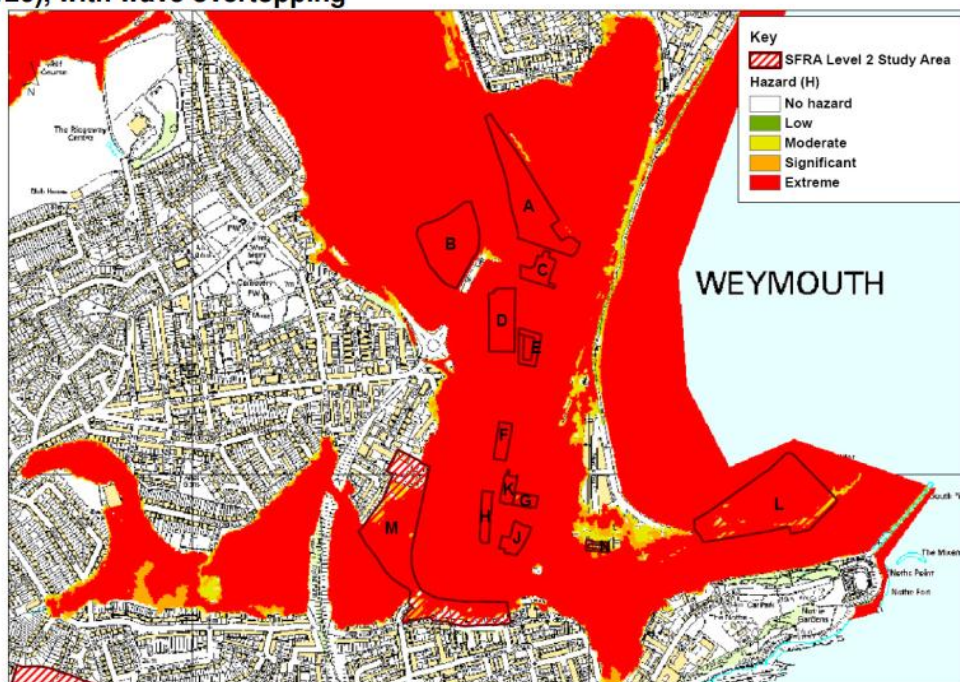
New development situated within close proximity of formal defences will require a detailed breach assessment to ensure that the potential risk to life can be safely managed throughout the lifetime of the development. The nature of any breach failure analysis should be agreed with the Environment Agency.

Figure 6.6 – Flood Hazard for 1 in 200 year tidal flood event plus climate change (2086), with wave overtopping



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Figure 6.7 – Flood Hazard for 1 in 200 year tidal flood event plus climate change (2126), with wave overtopping



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Figures 6.6 & 6.7 from Level 2 Strategic Flood Risk Assessment 2009;

2. Weymouth Flood Risk Management Strategy, Final report – June 2010;

RECOMMENDED ACTIONS:

Modelling shows that currently the standard of protection within the harbour is less than 1 in 200 years and therefore works are required now to improve that standard of defence. A more detailed study looking at the tidal barrier is therefore required as soon as possible to ensure that the barrier is put in place before the standard of protection reduces further due to sea level rise. Likewise, the modelling has shown that wave overtopping currently puts the Park District at risk from at least a 1 in 25 year event. Investigations are therefore required now into raising the Esplanade, including a wave return wall. These investigations should also include a cut-off to prevent percolation. Work then needs to be undertaken on the Esplanade as soon as possible to provide the recommended 1 in 200 year standard of protection to the Park District. The raising of the Esplanade is also required to help to provide safe access and egress to parts of Weymouth Town Centre e.g. the Pavilion site.

The proposal is that Option 4b, involving the phased delivery of a raised Esplanade sea wall and cut-off wall, tidal barrier, limited quay wall raising and stabilising other harbour walls should go forward for more detailed appraisal within the Weymouth Bay and Portland Harbour Strategy Study, other options within this report will also be further developed to allow comparison and ensure the optimum business case is found. Option 4b will be the foundation for the development of a core strategy policy for dealing with flood risk in spatial planning terms.

6.2 Future flood risk

Table 6.1 – Predicted sea level rise per year in the South West

Administrative Region	Net Sea Level Rise (mm/yr) Relative to 1990			
	1990 to 2025	2025 to 2055	2055 to 2085	2085 to 2115
South West	3.5	8.0	11.5	14.5

Source: Table B.1 Planning Policy Statement 25: Development and Flood Risk

Table 6.1 – Predicted sea level rise per year in the South West

Table 6.2 – Predicted future Extreme Tide Levels for Weymouth

Return Period (yrs)	Predicted water levels (mOD) for various horizons						
	2002	2010	2035	2060	2086	2110	2126
MHWS	1.17	1.20	1.33	1.55	1.85	2.20	2.43
1	1.77	1.80	1.93	2.15	2.45	2.80	3.03
5	1.95	1.98	2.11	2.33	2.63	2.98	3.21
10	2.03	2.06	2.19	2.41	2.71	3.06	3.29
25	2.13	2.16	2.29	2.51	2.81	3.16	3.39
50	2.21	2.24	2.37	2.59	2.89	3.24	3.47
100	2.29	2.32	2.45	2.67	2.97	3.32	3.55
200	2.37	2.40	2.53	2.75	3.05	3.40	3.63
500	2.47	2.50	2.63	2.85	3.15	3.50	3.73
1000	2.55	2.58	2.71	2.93	3.23	3.58	3.81

Table 6.2 – Predicted future Extreme Tide Levels for Weymouth

As a result of the effects of climate change over the next 116 years, tidal flood risk to the town centre is expected to increase owing to a predicted rise of mean sea level of 1.26m. This will put approximately 4000 properties at risk compared to approximately 450 under current conditions.

Table 12.2 – Options benefit/ cost ratio for 2126

The report suggests that Option 4b had a present value cost of £66 million and a present value benefit of £145 million. This gives a level of protection from a 1 in 200 year event in 2126.