

Weymouth and Portland Core Strategy

# **“Our Community, Your Future: Options” Consultation Document**

June 2009





WEYMOUTH & PORTLAND LOCAL DEVELOPMENT FRAMEWORK

# **CORE STRATEGY** JUNE 2009

## **“OUR COMMUNITY, YOUR FUTURE: OPTIONS” CONSULTATION DOCUMENT**

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## Foreword

The pace of change can be daunting and we must plan carefully for the challenges that we face not just now but for many years into the future. Whilst hosting the Olympic and Paralympic Sailing events in 2012 presents great opportunities for the Borough of Weymouth and Portland we are planning for the long term – to 2026. In 2007 we asked for views in the Issues and Options Leaflet called "Your Place, Our Future". We were extremely pleased to have heard from so many of you. This consultation document was an early stage in the preparation of a series of planning policy documents that will eventually replace the Weymouth and Portland Local Plan.

We have taken time to analyse in detail all of your comments. From these results and from undertaking more detailed studies and research we have produced this second document which sets out more detailed Options, based on those comments we have received. We now need to know whether the detailed Options we have put forward in this paper really do represent what you think should happen in this area over the next 20 years or more. This document sets out a strategic vision for the Borough to help it develop, grow and prosper over time.

The Council is keen to hear your views on how we can plan to deliver better housing, employment, sport and recreation, community facilities and services, environment and transport. If you can, please spend some time looking through the options and let us know which ones you support or not, and whether you have any suggestions of your own. You can respond using the Comments Form provided or via our website, where all the background documents can also be found. Please send your comments to:

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Please join us so we can work together to shape our own future and deliver places which truly meet our aspirations.

**Environment and Sustainability Briefholder**  
**Weymouth & Portland Borough Council**



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**Aerial photography by Getmapping plc, 2009**



## 1.0 Introduction

- 1.1 Work leading to the preparation of this document began over two years ago when we asked residents, businesses and stakeholders for their views on how the Borough should develop, including issues such as housing, transport, employment, the environment, economic development and social housing. Since then extensive evidence has been gathered and research undertaken to enable us to bring forward this Options document for public consultation.
- 1.2 Once completed, the Core Strategy will be a document that provides broad strategic guidance on the scale and distribution of development and the necessary supporting infrastructure to ensure its function is sustained. It will ensure that decisions on future investment are co-ordinated and not made in isolation with the aim of creating sustainable development. The options created are consistent with plans and programmes at a regional and national level including the Weymouth & Portland Community Plan and the South West Regional Spatial Strategy.



↑ Issues & Options consultation 2007



↑ Weymouth and Portland Community Plan

- 1.3 'Higher level' policies for delivering the 20 year spatial vision set out the general pattern of future development whilst further options set out future strategic housing and employment growth sites. Many of the policies set out in this document will be used by the Local Planning Authority and taken into account when determining planning applications.

1.4 Proposed Changes to the South West Regional Spatial Strategy provide targets for us to provide 5,600 new homes, 9,500 jobs and 28 hectares of employment land by 2026. Development on Portland will be scaled down but Weymouth will enhance its role as an employment and service centre and as a tourist resort, and increase its self containment by providing for:

- Improvements to and expansion of retail, service and leisure facilities and the public realm in the town centre
- Diversification of its economy, including through the re-use of redundant employment sites
- Management of flood risks

1.5 That's a large number of houses and jobs to plan for and that is why it is so important for you to read this document. You may also be interested in some of the background research and studies we have undertaken – The Core Strategy must be based on up to date and sound “evidence”, as this will be tested by an independent inspector when the Core Strategy is Examined (similar to the old Local Plan Inquiries). These studies include specialist reports including housing market assessment, local needs housing survey, affordable housing viability, strategic flood risk assessments, sport and recreation study, transport strategy, joint retail study, joint economic visioning study, strategic housing land availability assessments, employment land review, workspace strategy, etc. In addition the Core Strategy draws on a range of studies and work undertaken to support specific projects such as Weymouth Seafront Regeneration, Weymouth Relief Road, Weymouth Transport Package for 2012, Park and Ride study, Pavilion and Ferry Terminal Development, etc. The key issues arising from the evidence and the early public consultation are set out in twelve Issues Papers on the following topics:

1. Spatial Context
2. Health
3. Sport and Recreation
4. Environment
5. Landscape
6. Housing
7. Heritage, Arts, Culture, and Regeneration
8. Crime
9. Retail
10. Education
11. Transport and Movement
12. Economy, Employment & Tourism

- 1.6 All the background studies and documents are available at local libraries and on our website [www.weymouth.gov.uk](http://www.weymouth.gov.uk). If you are unable to find a document please contact the Strategic Planning team at the Borough Council.
- 1.7 In the summer of 2007 the Borough Council and Weymouth & Portland Partnership jointly consulted on an early Core Strategy Issues and Options leaflet, a range of Issues Papers, and the Community Plan. This has led to the development of a shared vision for the Core Strategy and Community Plan, and a range of issues raised by the public and statutory bodies have been taken into account in the development of this Options Document.

## **Vision**

***“In 2026 Weymouth and Portland will be an exciting place to live and work. The Borough will have a strong, diversified economy building on its advantages in the marine sector, advanced engineering, tourism and leisure. Weymouth town centre and seafront will be regenerated with improved public spaces and accessibility, modern shopping units and business support services, an improved waterfront and development of key sites to improve the quality of the built environment and develop Weymouth’s cultural and leisure offer. Throughout the Borough there will be support for business growth and a range and choice of well paid jobs for its residents.***

***Portland will see a focus on sustaining existing communities, with a slower rate of housing development, but a strong focus on it’s maritime assets, developing the Island’s specialist industries on major employment sites. Weymouth will see a slightly higher rate of housing development in sustainable locations with a mix of uses in the town centre to make it more attractive and viable, whilst maintaining key attributes of an attractive compact waterfront resort town, surrounded by attractive coastline.***

***The Borough’s outstanding natural environment will be protected and enhanced with improved access to nature, and the Borough’s built and historic environment will be preserved and enhanced. New development will be planned and designed to minimise the impacts of climate change, and the need to reduce carbon emissions.***

***Local residents will be proud of where they live and will feel safe and secure. People of all ages will be engaged with their local community, feel a real sense of belonging, civic pride and get involved in local communities. “***

## **Core Strategy Objectives**

- 1.8 These objectives are critical as every option needs to demonstrate how it meets those objectives, and how it measures up to other objectives in the Regional Spatial Strategy, and the Community Plan. These are summarised as a matrix at the end of each chapter. Every option is also considered in terms of advantages and disadvantages. A separate Sustainability Appraisal has been undertaken of the options and will be consulted on at the same time as the Options document.
- 1 To improve the quality of life, well-being, safety and security of present and future residents in a sustainable manner that does not compromise the needs of future generations.
  - 2 To conserve and enhance the natural environment through a green infrastructure strategy to provide and protect biodiversity, landscape and amenity/recreational assets.
  - 3 To protect the distinct identity of settlements or communities, conserve and enhance the built heritage of the Borough, providing opportunities for arts and culture.
  - 4 To provide a mix of housing that meets economic, market and affordable housing needs, and the needs of specific groups.
  - 5 To continue the regeneration of the local economy by providing a choice of employment land and sites and providing opportunities for quality, better paid jobs
  - 6 Focus employment growth on the marine sector, advanced engineering, tourism and leisure
  - 7 To regenerate Weymouth town centre, waterfront and key sites, and develop its' retail, cultural and leisure offer and a range of employment prospects
  - 8 To improve movement and accessibility for all both within and to and from the Borough particularly for pedestrians and cyclists, and provide opportunities to reduce car use, improve safety and network efficiency.
  - 9 To locate major development in the most sustainable locations, achieve high quality and sustainability in design, and minimise the impacts of climate change.
  - 10 To improve the health and well-being of residents by ensuring access to active space, sport and recreation and areas to grow food as a "healthy town".
  - 11 To ensure requirements of particular groups including the young, elderly and disabled are met in development and design.

## 2.0 Spatial Strategy

### Context and Background

- 2.1 Weymouth is the largest urban area in Dorset (excluding the Bournemouth/Poole conurbation) though it is not characterised by a continuous built up area, but is dissected by key landscape features and large wetland reserves which extend into the urban core of Weymouth. Many of the historic villages on the outskirts of the town have retained their distinctive identities. The northern part of the Borough is within the Dorset Area of Outstanding Natural Beauty (AONB) and the coastal cliffs are within the East Devon and Dorset World Heritage site designated in recognition of their geological significance, and furthermore the majority of the coastal strip is also designated as Heritage Coast.
- 2.2 Portland is a unique coastal area with distinct villages and settlements. These settlements are physically and visually separated from Weymouth and the rest of Dorset in a setting dominated by the sea to the north and west, and the rising slopes of Verne Heights to the south and east. The Island is also important for its geological, ornithological, botanical & entomological interest, and increasingly for climbing and walking. Portland's industrial archaeology is also considered nationally significant.



↑ View of Chesil Beach, the Fleet and Weymouth

- 2.3 In 2012, Weymouth and Portland will host the Sailing Events of the London Olympic and Paralympic Games. As such, the Borough will be the only main venue outside of London itself. A number of agencies including the Borough Council are helping to ensure that the people of Weymouth & Portland are both prepared for the event itself and that they enjoy a real legacy from this opportunity. The geography of development and other proposals in this plan build upon and take forward these legacies for the long term benefit of all who live, work or visit the Borough.



↑ View of Weymouth Town Centre and Weymouth Bay

- 2.4 Results from the 'Your Place' Issues and Options consultation indicated support for making the best use of brownfield land and existing urban areas, although recognising that some Greenfield development may be necessary paying due regard to landscape impacts and sustainability impacts.

## **Options for Development**

### **Option SS1**

**FUTURE DEVELOPMENT SHOULD CONTRIBUTE TO THE OBJECTIVE OF MAKING WEYMOUTH AND PORTLAND MORE SELF CONTAINED, BY REDUCING THE NEED TO TRAVEL BY CAR.**



**Advantages** – This option will reduce distances travelled to and from work, in particular between Portland, Weymouth and Dorchester. It will enable work places and other services to be located close to where people live and will contribute towards sustainable development. Will reduce traffic congestion and therefore reduce demands for potentially environmentally damaging new road schemes.

**Disadvantages** – The ability to bring forward large areas of land for development within Weymouth and Portland will be difficult given the physical and natural constraints on the Borough. Significant differences can only be made by joint planning of the Weymouth urban area with West Dorset District Council, particularly in respect of the location of future employment development.

## **Option SS2a**

### **75% OF FUTURE DEVELOPMENT SHOULD BE ON PREVIOUSLY DEVELOPED LAND OR PREMISES**

**Advantages** – This option will allow future expansion of development into greenfield land offering larger sites will better opportunities for delivering houses rather than flats, affordable housing and other community benefits.

**Disadvantages** – This option will consume more greenfield land which may be environmentally sensitive or have landscape value.

## **Option SS2b**

### **90% OF FUTURE DEVELOPMENT SHOULD BE ON PREVIOUSLY DEVELOPED LAND OR PREMISES**

**Advantages** – This policy will help protect areas of greenfield land from development pressure.

**Disadvantages** – Brownfield development generally requires higher development costs than greenfield development. There is also limited opportunity for large scale development which is often constrained and tends to offer a more limited choice of housing types – with a high proportion of flats.

## **Option SS3a**

### **STRATEGIC GREENFIELD SITES SHOULD BE PHASED TO BE DEVELOPED AFTER 2016, SUBJECT TO MONITORING**

**Advantages** – Will allow the existing stock of housing sites on previously developed sites to come forward first which have been identified to meet current demands, allowing the need Greenfield sites to be assessed through monitoring and land availability studies.

**Disadvantages** – This may lead to a shortfall of available sites and choice if the housing market climate and housing demands change.

## **Option SS3b**

**STRATEGIC GREENFIELD SITES SHOULD BE PHASED EVENLY THROUGH THE PLAN PERIOD, SUBJECT TO MONITORING**



↑ A greenfield housing development option in Wey Valley, looking towards the Dorchester Road

**Advantages** - Will ensure the plan period has a sufficient supply of sites from all sources to meet its housing requirement

**Disadvantages** - May restrict supply of currently deliverable previously developed sites. Will allow greenfield housing sites, which may be environmentally sensitive or have landscape value, to come forward earlier than required.

## **Option SS4a**

**WEYMOUTH TOWN CENTRE SHOULD BE A FOCUS FOR NEW RETAIL, CULTURAL, COMMERCIAL AND HOUSING DEVELOPMENT, WITH ASSOCIATED IMPROVEMENTS TO THE PUBLIC REALM AND WATERFRONT, TO ASSIST HERITAGE LED REGENERATION , AND ENHANCE THE VITALITY AND ATTRACTIVENESS OF THE TOWN.**

**Advantages** – Increases self containment and sustainability of the whole Borough, improves access to services, improves the vitality and viability of the town centre, and will also assist in regenerating the town centre.

**Disadvantages** – The principle of development in the Town Centre is dependent on overcoming flood risk. Ignoring flood risk would bring on going costs over the lifetime of the development. This option will create high traffic generation and congestion with greater requirements for car parking.

### **Option SS4b**

**SUBJECT TO THE MANAGEMENT OF FLOOD RISKS, WEYMOUTH TOWN CENTRE SHOULD BE A FOCUS FOR NEW RETAIL, CULTURAL, COMMERCIAL AND HOUSING DEVELOPMENT, WITH ASSOCIATED IMPROVEMENTS TO THE PUBLIC REALM AND WATERFRONT, TO ASSIST HERITAGE LED REGENERATION, AND ENHANCE THE VITALITY AND ATTRACTIVENESS OF THE TOWN.**

**Advantages** – Development can be brought forward which takes into consideration flood risk issues in the Town Centre. Increases self containment and sustainability of the whole Borough, improves access to services, improves the vitality and viability of the town centre, and will also assist in regenerating the town centre. Regeneration and development benefits are likely to outweigh the future costs of maintaining effective flood defences and the future costs of abandonment.

**Disadvantages** – Overcoming issues of flood risk may limit the opportunity for development and contribute significantly to the cost of development. This option will create high traffic generation and congestion with greater requirements for car parking.

- 2.5 The future of town centre is a key issue for Weymouth and Portland, to ensure that the vitality and vibrancy is maintained and enhanced, particularly in view of the national trend to use out of town shopping facilities, and that there is emerging competition from other town centres, in particular Dorchester but also Poole/Bournemouth and Yeovil. Therefore a separate Area Action Plan (AAP) addressing transport, movement, regeneration and conservation issues is to be prepared. This will be the next document to be prepared after the Core Strategy.

## **Option SS5**

**THE WEYMOUTH URBAN EXTENSION SHOULD INCORPORATE LAND FOR EMPLOYMENT TO ASSIST IN ACHIEVING SUB-REGIONAL OBJECTIVES FOR MORE EMPLOYMENT GROWTH IN WEYMOUTH.**

**Advantages** – Will provide employment opportunities in areas deficient in employment opportunities such as Littlemoor; can provide space for growth sectors; can improve the supply and demand employment space across the whole travel to work area; well connected by improvements to the transport network

**Disadvantages** – Employment will lie outside the administrative boundary of Weymouth and Portland. In some locations this could add to the existing concentration of employment sites in Chickerell and therefore not improve the supply and demand of employment space across the whole travel to work area.

## **Option SS6**

**DEVELOPMENT SHOULD ACHIEVE THE HIGHEST STANDARD OF QUALITY AND DESIGN:**

**NEW DEVELOPMENT SHOULD RESPECT AND BE INFORMED BY THOSE FEATURES BOTH NATURAL AND BUILT THAT CONTRIBUTE TO 'LOCAL DISTINCTIVENESS' AND THE CHARACTER OF THE AREA TO CREATE HIGH QUALITY PLACES AND LIVING ENVIRONMENTS;**

**DESIGNS AND LAYOUTS SHOULD TAKE ACCOUNT OF; THE DIVERSE NEEDS OF ALL GROUPS IN SOCIETY, CRIME PREVENTION, THE PRIVACY AND AMENITY OF EXISTING AND FUTURE OCCUPIERS, HIGHWAY SAFETY, AIR QUALITY, AND GIVE PRIORITY TO PEDESTRIANS;**

**PROPOSALS SHOULD NOT RESULT IN THE LOSS OF OPEN SPACE BUT SHOULD HELP 'GREEN' THE ENVIRONMENT BY INCORPORATING SUSTAINABLE DRAINAGE, CONTRIBUTING TO BIODIVERSITY, PROMOTING ENERGY EFFICIENCY, SOFT LANDSCAPING, OPEN SPACES AND CREATING MORE OPPORTUNITIES FOR RETAINING AND PLANTING TREES IN THE BOROUGH;**

**EXTENSIONS AND ALTERATIONS TO EXISTING BUILDINGS SHOULD BE IN KEEPING WITH THE EXISTING BUILDING AND REFLECT THE POSITION AND SCALE OF NEIGHBOURING BUILDINGS.**

2.6 Local Distinctiveness means that the layout of buildings and spaces should have a clear identity (e.g. streets and squares), having regard to the urban form of the area and relationship with existing buildings, and respecting the particular attributes of their rural or urban context. Existing topographical, landscape and wildlife features, including trees, woodlands, hedgerows, ponds and water courses should be incorporated into site layouts, or where appropriate, replaced. The groups in society referred to include the elderly, disabled, young, female and those from different sexual orientations, faiths or race.

**Advantages** – Quality, design and sustainability considerations are considered in all developments

**Disadvantages** – some of the criteria can conflict with each other and need to be balanced

## Linkages to Core Strategy Objectives and other Key Documents

Source	Options									How do we measure up?	
	SS1	SS2a	SS2b	SS3a	SS3b	SS4a	SS4b	SS5	SS6		
Core Strategy objective	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	To improve the quality of life, well-being, safety and security of present and future residents in a sustainable manner that does not compromise the needs of future generations
Core Strategy objective		✗	✓							✓	To conserve and enhance the natural environment through a green infrastructure strategy to provide and protect biodiversity, landscape and amenity/recreational assets
Core Strategy objective								✓			To continue the regeneration of the local economy by providing a choice of employment land and sites and providing opportunities for quality, better paid jobs
Core Strategy objective						✓	✓				To regenerate Weymouth town centre, waterfront and key sites, and develop its' retail, cultural and leisure offer and a range of employment prospects
Core Strategy objective									✓		To locate major development in the most sustainable locations, achieve high quality and sustainability in design, and minimise the impacts of climate change.
Core Strategy objective									✓		To ensure requirements of particular groups including the young, elderly and disabled are met in development and design
Conformity with RSS (Policy SD1)	✓							✓			The region's Ecological Footprint will be stabilised and then reduced by... minimising the need to travel and securing a shift to use of more sustainable modes of travel by effective planning of future development, better alignment of jobs, homes and services, improved public transport...
Conformity with RSS (Development Policy E)	✓								✓		High Quality Design – all development should deliver the highest possible standards of design, both in terms of urban form and sustainability criteria
Conformity with RSS (Development Policy G)									✓		Sustainable construction – Local Planning Authorities should promote best practice in sustainable construction... including the use of sustainable drainage systems to minimise flood risk... designing for flexible use and

										adaptation to reflect changing lifestyles and needs...
Conformity with RSS (Development Policy H)		✓	✓							Re-using land – the full potential of previously used land will be taken into account in providing for new development, whilst recognising that previously developed land may not always be in the most sustainable locations... For the region as a whole the aim should be to achieve at least 50% of housing development on previously developed land (including the conversion of existing buildings)
Conformity with RSS (Policy HMA12)	✓	x				✓	✓	✓	✓	Weymouth SSCT – will enhance its role as an employment and service centre and as a tourist resort, and increase its self-containment by providing for: improvements and expansion of retail, service and leisure facilities and the public realm in the town centre; diversification of its economy, including through the re-use of redundant employment sites; and management of flood risks
Links to Community Plan	✓	✓	✓	✓	✓	✓	x	✓	✓	<ul style="list-style-type: none"> <li>• Develop the image and identity of the Borough as a business location to attract investment and new business</li> <li>• Improve the variety and type of work opportunities in the Borough</li> <li>• Use the natural assets of the Borough to increase work opportunities and boost the economy, within environmental limits</li> <li>• Improve opportunities for adults with disabilities, including learning difficulties, to access rewarding jobs</li> <li>• Support projects to regenerate key areas in the Borough in order to support business growth</li> <li>• Recognise the importance of a high quality environment which is clean, well designed and maintained</li> <li>• Improve awareness and adoption of good quality design and architecture</li> <li>• Improve the seafront, town centre, and other key areas within Weymouth and Portland</li> <li>• Work to ensure a balance between development and the protection of green spaces</li> <li>• Maximise the development of brownfield [previously developed] land to protect greenfield sites and spaces</li> </ul>





### **3 Weymouth Town Centre**

#### **Background and Context**

- 3.1 In accordance with the draft Regional Spatial Strategy and extensive supplementary plans and documents, prepared by and for the Borough Council, the principal focus of regeneration should be Weymouth town centre and the Esplanade. It should be heritage-led with a strong emphasis on the enhancement of the public realm, the need for architectural excellence and good design. This should be integrated with the commissioning of public art to reinforce the character and local distinctiveness of the area.
- 3.2 To achieve this goal it is essential that the qualities of the historic built form of the town centre are clearly understood. The Weymouth Town Centre Conservation Area (WTCCA) character appraisal provides the basis for this understanding. The character appraisal also provided the basis for the Melcombe Regis and Esplanade Townscape Heritage Initiative and its management plan. The appraisal was developed through documents<sup>1</sup> that identified a programme of public realm enhancement projects and new buildings along the Esplanade. This programme is about to start through funding from the Borough Council, Dorset County Council (DCC), the South West of England Regional Development Agency (SWRDA) and other partners including the Arts Council for England - South West. The delivery of this programme of projects is the first stage of regeneration through the enhancement of the public realm and architectural excellence.
- 3.3 The Borough Council's Weymouth Watermark proposal for funding from the Department of Culture, Media and Sports Sea Changes programme was unsuccessful. It did, however, identify projects that could make the town centre's western side a new frontage facing the Inner Harbour and the Swannery. It also recommended a Waterside Loop that should improve pedestrian movement between, through and around the town centre, the harboursides and the Esplanade.
- 3.4 The Pavilion/Ferry Terminal Development Brief provides detailed development criteria and planning policy guidelines for the development of potentially the largest development site adjoining the core of the town centre. In the context of the current economic climate any significant development of this site is now unlikely before the 2012 Games. The options for this site therefore need to be reconsidered.

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<sup>1</sup> Urban Landscape Appraisal and Masterplan for the Weymouth Seafront Regeneration – Design Guide – Watkins Dally 2007

- 3.5 In terms of retailing the town centre is a reasonably attractive centre with a large number of service related uses such as restaurants and banks, but a low provision of convenience food stores. The town centre is considered to be a reasonably healthy centre given the presence of some multiple retailers and the demand for larger shop units<sup>2</sup>. Independent studies<sup>3</sup> indicate a need to provide and enhance existing focal points in the centre. This includes those at New Bond Street Square, to the rear of the Marks & Spencer and along the Esplanade generally. In addition much greater effort should be placed on improving the pedestrian environment along the Quayside/Harbour and Marina. Every effort should be made to link these areas better with the core retail centre, so that they blend effortlessly together, which in turn will create a diverse and attractive destination for shoppers, visitors and workers.
- 3.6 The town centre needs to be extended significantly to allow for additional convenience, and in particular comparison floorspace, to meet the needs of the existing and future population and to “clawback” retail expenditure that is spent outside the Borough at present.
- 3.7 The new financial realities provide a challenge to the growth of town centres and this is probably more so within those of historic importance. This challenge requires innovative approaches to the delivery and management of this regeneration and the need for high quality design solutions to ensure that the distinctive character of the built heritage is enhanced and reinforced as part of this process of growth.

## **Options for Development**

### **Option TC1a**

**TO PROVIDE FOR FUTURE RETAIL, CULTURE AND COMMERCIAL NEEDS WEYMOUTH TOWN CENTRE WILL BE EXTENDED BY THE SIGNIFICANT DEMOLITION OF EXISTING BUILDINGS WITHIN THE TOWN CENTRE TO PROVIDE A SITE FOR DEVELOPMENT.**

**Advantages** – Can provide space to meet significant demand for retail and commercial and leisure development within Weymouth town centre.

**Disadvantages** – Could lead to significant delays in delivery in providing a site of sufficient size to be of commercial interest. Demolition of buildings could be contrary to preserving and enhancing the character of the town centre.

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<sup>2</sup> CBRE Joint Town Centre and Retail Study, December 2008

<sup>3</sup> CBRE Joint Town Centre and Retail Study, December 2008



↑ Weymouth Town Centre historic core ↗ Lakeside Superbowl - Town Centre development options

## Option TC1b

**TO PROVIDE FOR FUTURE RETAIL, CULTURE AND COMMERCIAL NEEDS WEYMOUTH TOWN CENTRE WILL BE EXTENDED WESTWARDS AND NORTHWARDS TOWARDS THE INNER HARBOUR AND THE SWANNERY BY DEVELOPING ON SURFACE LEVEL CAR PARKS AND OTHER UNDER-UTILISED LAND**



↑ Swannery car park

⇒ Car parks, options for Town Centre expansion westwards and northwards



**Advantages** – Can provide space to meet significant demand for retail, commercial and leisure development within and adjoining Weymouth’s town centre core. The Borough Council’s significant ownership of land in this area could facilitate the delivery of this option within a shorter time scale. It could enhance the appearance and the character of the town centre.

**Disadvantages** – Could lead to the relocation of short stay car parking provision.

## Option TC1c

**TO PROVIDE FOR FUTURE RETAIL, CULTURE AND COMMERCIAL NEEDS IN WEYMOUTH TOWN CENTRE ADDITIONAL SPACE WILL BE PROVIDED IN EXISTING BUILDINGS AND SITES THAT COULD BE CONVERTED OR MORE INTENSIVELY USED ON MORE THAN ONE LEVEL**

**Advantages** – Can provide additional space to meet demands for retail, commercial and leisure development within the existing buildings in Weymouth’s town centre core.

**Disadvantages** – The opportunities to meet demand is likely to be limited and unlikely to provide many comprehensive, commercially attractive development projects.



↑ ↗ Examples of underused upper floors in Town Centre buildings

- 3.8 Option TC1a is possibly seen as an attractive choice. However this complex option will not necessarily provide an easily deliverable option. It is of course an option that is likely to be contrary to national and local guidelines and policy in regard to the protection of the built heritage.
- 3.9 The Strategic Housing Land Availability Assessment 2008 undertaken by the Borough Council has identified sites within the area suggested in TC1b for housing development. However, they could also be capable of supporting mixed use development of retail, commercial, leisure and residential. Option TC1b is probably easier to make early progress with in terms of delivery timetable because much of the area is in the ownership of the Council.

- 3.10 Options TC1b and TC1c could progress in combination to provide innovative solutions to meeting the growth demands of the town centre. Such an approach would definitely require innovative approaches from the Borough Council to the delivery and management of this process. This could include a proactive approach to the use of compulsory purchase powers and similar legislative tools.

## Option TC2

**TO PROVIDE FOR FUTURE RETAIL, CULTURE AND COMMERCIAL NEEDS WEYMOUTH TOWN CENTRE WILL BE EXTENDED BY THE PROVISION OF SIGNIFICANT NEW RETAIL DEVELOPMENT TO THE NORTH OF KING STREET.**

**Advantages** – Can provide additional space to meet significant demands for retail, commercial and leisure development in the longer term adjoining Weymouth’s town centre core.

**Disadvantages** – The scale of the development, particularly in regard to retail opportunities could be at the expense of more centrally located but harder to deliver town centre sites.

- 3.10 This option would not reinforce the regeneration of the commercial core of the town centre to the south and could in fact dilute the process of regenerating the town. However, the Joint Town Centre Retail and Leisure Study undertaken for the Borough Council by CBRE (December 2008) has identified the area recommended in Option TC2 as one with potential for mixed use development in the longer term.



↑ Coach park at Jubilee Sidings – a development option to expand the Town Centre northwards

## Option TC3a

TO ASSIST THE REGENERATION OF THE BOROUGH THE PAVILION AND FERRY TERMINAL SITE IS IDENTIFIED FOR A COMPREHENSIVE MIXED USE DEVELOPMENT THAT MAY INCLUDE HOUSING, A NEW FERRY TERMINAL, A NEW OR REMODELLED COMMUNITY THEATRE, RETAIL AND LEISURE DEVELOPMENT, A TRANSPORT INTERCHANGE, A LARGE PUBLIC SQUARE, AND IMPROVEMENTS TO THE PUBLIC REALM AND ESPLANADE, PLUS A HOTEL, MARINA, VISITOR/EDUCATION CENTRE AND PUBLIC CAR PARKING.



↑ Weymouth Pavilion and Ferry Terminal site at the entrance to Weymouth Harbour

**Advantages** – An under-used site in need of redevelopment and regeneration. Can provide space to meet demand for housing, community and commercial/leisure development adjoining Weymouth’s town centre core to assist in meeting a wide range of regeneration objectives for the town centre and Borough as a whole. The Borough Council’s ownership of the site could facilitate the delivery of this option within a short time scale. A transport interchange at the site will assist in reducing car based journeys.

**Disadvantages** – The high level of community facilities means this option likely to be less economically viable. The scale of the development required to be viable could detract from the appearance and character of the Esplanade. The wider range of facilities will attract additional car based journeys to the site along the Esplanade, contrary to the public realm objectives in this part of the town centre.

## Option TC3b

**TO ASSIST THE REGENERATION OF THE BOROUGH THE PAVILION AND FERRY TERMINAL SITE IS IDENTIFIED FOR A COMPREHENSIVE MIXED USE DEVELOPMENT THAT MAY INCLUDE HOUSING, A NEW FERRY TERMINAL, A NEW OR REMODELLED COMMUNITY THEATRE, RETAIL AND LEISURE DEVELOPMENT, A TRANSPORT INTERCHANGE, A LARGE PUBLIC SQUARE, AND IMPROVEMENTS TO THE PUBLIC REALM AND ESPLANADE**

**Advantages** - An under-used site in need of redevelopment and regeneration. Can provide space to meet demand for housing, community and commercial/leisure development adjoining Weymouth's town centre core to assist in meeting a range of regeneration objectives for the town centre and Borough as a whole. The lower level of community facilities means this option likely to be more economically viable. The Borough Council's ownership of the site could facilitate the delivery of this option within a short time scale. It could enhance the appearance and the character of the Esplanade. A transport interchange at the site will assist in reducing car based journeys. The reduced range of facilities would attract less additional car based journeys to the site along the Esplanade.

**Disadvantages** – A reduced level of community facilities would be provided. The scale of the development required could detract from the appearance and character of the Esplanade. Any additional car based journeys to the site along the Esplanade, could be considered contrary to the public realm objectives in this part of the town centre.

- 3.11 Option TC3a is similar to the mix of uses proposed in the Pavilion/Ferry Terminal Site Development Brief March 2008. However, in the context of other regeneration programmes, projects and options together with the current economic climate the development potential of the site should perhaps be re- evaluated. This is perhaps most relevant in regard to those elements that fall as a significant cost on the development – a large high quality hotel and extensive public car parking. In addition the marina, which was considered 'cost neutral' was seen as an essential component of the proposed development in attracting a large high quality hotel to Weymouth.
- 3.12 The potential of the development of site to exploit the opportunities arising from the Borough hosting the 2012 sailing events provides an opportunity to re-evaluate of the development of the site. Option TC3b still recommends a comprehensive mixed use development for the site including housing but does not include those elements that could fall as a major cost to the development. In terms of bringing

forward the site for development this option should provide a more deliverable project in the medium term.

- 3.13 The redevelopment of the site is to be housing led and not retail led in both options TC3a and TC3b. Option TC3b, however, could be more complementary to other objectives of the Weymouth Seafront Regeneration programme in that it would not become such a significant generator of additional vehicle movements with consequences that would extend along the Esplanade.
- 3.14 The Borough Council will continue to invest in the implementation of the Weymouth Seafront Regeneration programme as part of the 2012 legacy. This investment in the ongoing programme will have to be phased and will be subject to funding and identifying partners. (See Chapter 9 Implementation and Delivery).

## Option TC4

**A WATERSIDE LOOP PROJECT WILL BE IMPLEMENTED TO IMPROVE AND ENHANCE THE PUBLIC REALM AND LINK THE WATERSIDE VISUALLY AND PHYSICALLY TO THE REST OF THE TOWN CENTRE. THIS WILL EXTEND FROM RADIPOLE LAKE AND THE SWANNERY BESIDE THE INNER HARBOUR TO THE ESPLANADE VIA CUSTOM HOUSE QUAY. PEDESTRIANS AND THE TOWN CENTRE CIRCULAR BUS ROUTE WILL HAVE PRIORITY AND ARTISTS WILL BE INVOLVED IN THE DESIGN PROCESS**



↑ Impression of improvements from the Waterside Loop project along the Inner Harbour

**Advantages** – This option will create more space for pedestrians and those with mobility problems to access the town centre, and creates important links between the harboursides and key shopping areas. It will help reduce the dominance of the car in the town centre and associated congestion and emissions. It will improve the visual appearance of the town adding to its attractiveness as a visitor destination.



**Disadvantages** – This option may require the relocation of some parking spaces to more peripheral car parks. Access by the private car to some parts of the town will be more difficult.

- 3.15 This option would provide a complementary programme of mainly small and easy to implement projects to provide public realm enhancement, particularly in association with Option TC1b. There are also potentially small scale commercial opportunities that could be associated with Option TC4.
- 3.16 Options TC1b and TC4 in conjunction could provide the town centre with a new western frontage facing the Inner Harbour that would improve the 'offer' of Weymouth town centre as the commercial core of the Borough while at the same time enhancing its appearance and character.

## Linkages to Core Strategy Objectives and other Key Documents

Source	Options							Objective/Policy
	TC1a	TC1b	TC1c	TC2	TC3a	TC3b	TC4	
Core Strategy objective	✗	✓	✓		✓	✓	✓	To protect the distinct identity of settlements or communities, conserve and enhance the built heritage of the Borough, providing opportunities for arts and culture
Core Strategy objective	✓	✓	✓	✓	✓	✓	✓	To regenerate Weymouth town centre, waterfront and key sites, and develop its' retail, cultural and leisure offer and a range of employment prospects
Core Strategy objective							✓	To improve movement and accessibility for all both within and to and from the Borough particularly for pedestrians and cyclists, and provide opportunities to reduce car use, improve safety and network efficiency
Core Strategy objective	✓	✓	✓	✓	✓	✓	✓	To locate major development in the most sustainable locations, achieve high quality and sustainability in design, and minimise the impacts of climate change
Conformity with RSS (Policy A)	✓	✓	✓	✓	✓	✓		The primary focus for development will be the Strategically Significant Cities and Towns (SSCTs ) - ....Weymouth
Conformity with RSS (Policy ENV1)	✗	✓	✓				✓	The quality, character, diversity and local distinctiveness of the natural and historic environment will be protected and enhanced
Conformity with RSS (Policy ENV5)	✗	✓	✓				✓	The historic environment of the South West will be preserved and enhanced. Local authorities and other partners will identify and assess the significance of the historic environment and its vulnerability to change, using characterisation to understand its contribution to the regional and local environment and to identify options for its sensitive management
Conformity with RSS (Policy HMA12)	✓	✓	✓	✓	✓	✓	✓	Improvements to and expansion of retail, service and leisure facilities and the public realm in the town centre
Conformity with RSS (Policy HMA12)								Diversification of its economy, including through the re-use of redundant employment sites
Conformity with RSS (Policy HMA12)								Management of flood risks

Links to Community Plan								<ul style="list-style-type: none"> <li>• Reduce our car use - take public transport, cycle or join a car share scheme. Walk to school/work/the shops</li> <li>• Develop the image and identity of the Borough as a business location in order to attract investment and new business</li> </ul>
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## 4.0 Housing

### Context and Background

- 4.1 Weymouth and Portland is the most densely populated area in Dorset outside Bournemouth and Poole. It has experienced slower than average population growth and has a higher average number of people of retirement age (approximately 20% of the population). Young people tend to leave the Borough and immigrants tend to be families with young children. In addition there are a number of deprived areas within the Borough; there has also been a massive increase in house prices in relation to wages.
- 4.2 There is a need to provide housing in the numbers outlined in Government documents, with particular regard to the needs of different sectors of the population particularly the increasingly elderly population, families, vulnerable groups and gypsies and Travellers. There is particular focus on increasing the provision of affordable housing. Locations for these numbers have to be found within the Borough with reference to other spatial policies with a particular the emphasis on making the best use of brownfield land within existing urban areas, reinforcing existing centres and ensuring there is no loss of mixed use schemes. It is recognized however that some green field development may be necessary but this would have to take careful regard of landscape, conservation and other sustainability impacts.
- 4.3 The Core Strategy has been informed by policy guidance from Planning Policy Guidance 3: Housing (PPS3), Bournemouth and Poole Structure Plan, Draft Regional Spatial Strategy, adopted Weymouth and Portland Local Plan 2005, Housing Strategy 2008- 2012 and the Community Plan.
- 4.4 The Draft Regional Spatial Strategy identifies Weymouth as a Strategically Significant City and Town (SSCT) and requires that a rolling 5 year supply of housing sites is identified to achieve delivery of 280 dwellings per annum to 2026 in the Borough. Approximately 250 dwellings will be focused on the urban area of Weymouth whilst the remaining 30 dwellings per annum should be provided in settlements outside Weymouth (Portland) in order to support existing services. Provision is to be made for at least 35% of all housing development annually to be affordable housing. In addition Regional Policy sets out the requirement to provide the 25 Transit pitches and no residential pitches for Gypsy and Traveller accommodation in the Borough of Weymouth and Portland.

- 4.5 Regional Planning Policy recognises that future housing development in Weymouth and Portland is highly constrained and that the Borough cannot accommodate the identified future need. The Draft Regional Spatial Strategy has proposed a 700 dwelling urban extension in West Dorset adjoining the Weymouth area to be delivered by 2026, consideration is given to whether the extension could be larger than 700 dwellings; split between each location on smaller sites and whether particular areas might also be more suited to supporting employment uses.
- 4.6 The level of housing completions in Weymouth and Portland has varied on a year by year basis. Completions over the last 10 years averaged 292 dwellings per annum, and over the past 5 years 318 per annum. Since 1994/95 the annual average of completions of affordable housing has been 48 dwellings or about 18% of total completions. In comparison with the other Dorset district authorities, Weymouth and Portland are currently providing the highest proportion of (as a % of total completions) of affordable housing and have been doing so for the past three years.
- 4.7 To meet the government's objectives on housing delivery Local Authorities are required to prepare a Strategic Housing Land Availability Assessment. The Borough Council has undertaken this work in partnership with West Dorset District Council for the wider Weymouth-Dorchester Housing Market Area (HMA). In July 2008, Weymouth and Portland Borough Council completed a Strategic Housing Land Availability Assessment (SHLAA) which identified current and future land availability for housing. The SHLAA exercise demonstrates that WPBC can identify sufficient specific sites for housing to meet the strategic housing requirement for the next 5 years and potential land for 15 years and beyond. The immediate 5 year supply is made up of largely committed and allocated sites, WPBC demonstrated 1411 net deliverable dwellings in the 5 year period to March 2012 (effectively 5.4 years of supply). Longer term supply (0-15 years) includes all deliverable submitted and identified sites from consultation, plus remaining Local Plan allocations and permissions assuming 95% take up rate. The 15 year supply also contains a justified windfall assumption based on the previous 5 year completion trend to assist in meeting the strategic requirement – this equates to approximately 18 years of supply.
- 4.8 A joint exercise forming a part of a wider Strategic Housing Market Assessment has been conducted by a partnership involving all nine local authorities in Bournemouth, Poole and Dorset along with a number of other stakeholders with a broad aim to provide the primary research at household level to understand the need and demand for different forms of housing to feed into the evidence base for housing policies. The population and household mobility figures indicate that Weymouth and

Portland has a relatively high level of self containment which is the highest in Dorset. 68.3% of households that have moved in last two years have actually moved within the district. The flows between Weymouth and Portland and West Dorset are significant ones. 6.3% of all moves into West Dorset came from Weymouth and Portland and 9.2% of households moving from Weymouth and Portland expect to move to West Dorset. Although a large proportion of moves involved the private rented sector, a key finding was the significant number of in-migrating older person households – the vast majority of such households moved to owner-occupied dwellings and shows the desirability of the area for retirement.

- 4.9 The ageing population is a key issue for Weymouth and Portland as highlighted in the Housing Need and Demand Survey. Lifetime Homes, Lifetime Neighbourhoods Strategy: a National Strategy for Housing in an Ageing Society, Feb 2008 sets out the government's plan to create lifetime homes in lifetime neighbourhoods. Lifetime homes are residential units that can be easily adapted to provide for the needs of the elderly, families with young children and the disabled providing functional and spacious adaptable accommodation that can accommodate wheelchairs and be adapted to incorporate ground floor level access shower rooms and through floor lifts at minimal costs.
- 4.10 Development Policy G of the RSS tasks local authorities with promoting best practice is sustainable construction and achieving the national timetable for reducing carbon emissions from residential and non residential buildings. The national time table for carbon reduction in residential development is a phased programme to improve energy efficiency over 2006 standards by 25% by 2010, 44% by 2013 and achieve zero carbon by 2016. This equates to achieving the Equivalent energy / carbon standard in the Code for Sustainable Homes level 3, 4 and then 6 by these dates.
- 4.11 The Code for Sustainable Homes measures the sustainability of a home against nine categories, some of which are mandatory to give a rating for the whole building. The categories includes: Energy and CO2 Emissions, Water, Materials, Surface Water run off, Waste, Pollution, Health and Well being, Management and Ecology. The key issue for the planning authority is whether we should bring forward the Code Level 4 requirement early, before the government intends introducing it in 2013.
- 4.12 Through the Housing Strategy the Council 2008-2012, which identifies the needs of the community over a long term period to 2026 the authority has identified four strategic aims for the Borough:

1. Provide more affordable housing
2. Improve the quality and energy efficiency of all housing
3. Provide sustainable solutions to homelessness and
4. Meet the needs of particular groups.

## **Options for Development**

### **Option HO1**

**A ROLLING 5 YEAR SUPPLY OF HOUSING SITES WILL BE IDENTIFIED TO ACHIEVE DELIVERY OF 280 DWELLINGS PER ANNUM TO 2026 IN THE BOROUGH, FOCUSED ON THE URBAN AREA OF WEYMOUTH TO ACCOMMODATE APPROX 250 DWELLINGS PER ANNUM. APPROX 30 DWELLINGS PER ANNUM WILL BE PROVIDED WITHIN THE SETTLEMENTS OF PORTLAND TO SUPPORT EXISTING SERVICES**

**Advantages** – This option will meet the required Government target for housing delivery whilst respecting the physical environmental and access constraints which inhibit further significant development on Portland.

**Disadvantages** – This option will reduce the ability to deliver very large development sites on Portland and could reduce the amount of future family housing delivered.

- 4.13 All of the options HO1a – HO1d are strategic locations in which some level of housing development could be achieved. Some parts of these strategic locations may not be suitable for residential use including important open gaps, wildlife links/corridors, and woodlands which would need to be protected as part of any development. Any detailed site allocation will set out the parameters and constraints to development in a future allocation Development Plan Document. The Core Strategy sets out the broad locations where new Greenfield residential development will be directed. The strategic development options have been identified through the Strategic Housing Land Availability Assessment (SHLAA) exercise and include the most significant submitted sites through consultation. It is possible that only part of some strategic locations will eventually be considered suitable for development, and the submitted core strategy will only need to identify two broad locations for new greenfield residential development to contribute to the Borough housing supply.



## Options for Development

### Option HO2a

#### A STRATEGIC GREENFIELD HOUSING LOCATION IS PROPOSED AT PRESTON DOWNS

**Advantages** – Parts of the area previous local plan allocation; once relief road is completed no significant road infrastructure requirements. Within walking/cycling distance of Littlemoor centre and Chalbury corner close to schools, etc. Partly within an area of low flood risk. Close to public transport corridor

**Disadvantages** – An area with landscape interest and visually provides an open gap as part of Lorton Valley. Wyke Oliver Hill is an important and distinctive landscape feature. Important biodiversity asset. Part in flood zone 2 and 3. Part highway reservation



## Option HO2b

### A STRATEGIC GREENFIELD HOUSING LOCATION IS PROPOSED AT MARKHAM AND LITTLE FRANCIS

**Advantages** – Large area could provide for substantial part of housing requirement if phased. Within walking and cycling distance of local facilities including employment, retail, health and education. Development would provide a substantial number of affordable housing units as part of any scheme.

**Disadvantages** – Development would adversely affect the most significant strategic open undeveloped part of Weymouth. Development on southern part of site would be very visible on rising slopes. Development would impact on visual and wildlife corridor links to the Heritage Coast to west. Parts of this area affected by SNCI status and land with village green status which would constrain development.



⇒ The extent of Markham and Little Francis from above,

⇐ View from Wyke Road looking Northwards towards the Ridgeway



## Option HO2c

### A STRATEGIC GREENFIELD HOUSING LOCATION IS PROPOSED AT EASTON, PORTLAND

**Advantages** – Would help to meet the Borough’s overall housing target of 5,600 units by 2026. Would provide a substantial number of affordable housing units as part of any scheme. Within walking and cycling distance of local facilities including employment, retail, health and education.

**Disadvantages** – Provision of extensive housing units on Portland is not in conformity with Regional Spatial Strategy housing provision split.



## Option HO2d

### A STRATEGIC GREENFIELD HOUSING LOCATION IS PROPOSED AT THE WEY VALLEY

**Advantages** – Would help to meet the Borough’s overall housing target of 5,600 units by 2026. Development would provide a substantial number of affordable housing units as part of any scheme.

**Disadvantages** – Development would effectively close the gap between Dorchester Road and the village of Nottingham. Development would significantly affect the existing landscape character.

- 4.14 The following three options HO3, HO4, and HO5 for the Weymouth Urban Extension are being consulted on in partnership with West Dorset District Council who would need to identify the preferred site in the West Dorset Core Strategy. The Weymouth Urban Extension whilst helping to meet housing needs of the Weymouth area, will not contribute to housing targets for the Borough as all options lie outside the Borough boundary in West Dorset District.



## Option HO3

### WEYMOUTH URBAN EXTENSION OPTION 1 – EXTENSION TO LITTLEMOOR (MAINLY IN WDDC)

**Advantages** – There is potential for employment uses as part of a mixed development. Development would provide a substantial number of affordable housing units as part of any scheme. Access to this area will benefit significantly from the construction of the Weymouth Relief Road. Will provide housing to support future development needs of Weymouth urban area as a whole, and as the area crosses administrative boundaries will require joint working with WDDC to be identified in both Core Strategy documents

**Disadvantages** - Within an Area of Outstanding Natural Beauty (AONB). Prominent visual position and steep slopes will limit extent of development.



⇒ The extent of urban extension option north of Littlemoor

⇐ View north from Littlemoor Road towards the AONB



## Option HO4

### WEYMOUTH URBAN EXTENSION OPTION 2 – EXTENSION OF SOUTHILL (MAINLY IN WDDC)

**Advantages** – Potential for employment uses as part of a mixed development, particularly given proximity to existing transformer station. Will provide housing to support future development needs of Weymouth urban area as a whole, and as the area crosses administrative boundaries will require joint working with WDDC to be identified in both Core Strategy documents.

**Disadvantages** – Access to site would require significant investment in infrastructure. Close to existing transformer station.



⇒ The extent of urban extension option west of Southhill including the Wessex Stadium and golf club

⇐ View south towards the Granby



## Option HO5

### WEYMOUTH URBAN EXTENSION OPTION 3 – EXTENSION TO CHICKERELL VILLAGE (IN WDDC)

**Advantages** – Potential for employment uses as part of a mixed development. Will provide housing to support future development needs of Weymouth urban area as a whole, and as the area is outside the Borough in West Dorset District will require joint working with WDDC would need to be identified in the West Dorset Core Strategy document only.

**Disadvantages** – High landscape value – strategic views to/from Heritage Coast. Access to area not possible without significant infrastructure costs.

- 4.15 Options HO3 to HO5 are at this stage these are possible areas for development rather than the exact land that the development should be located on. There is scope to see whether the development could be larger than 700 dwellings; split between each location on smaller sites and whether particular areas might also be more suited to supporting employment uses.



## **Option HO6**

**THERE ARE PARTS OF THE TOWN CENTRE WHERE THE POTENTIAL FOR REDEVELOPMENT FOR HOUSING TOGETHER WITH OTHER USES WILL BE ENCOURAGED, SUBJECT TO THE MITIGATION OF FLOOD RISK. THE AREAS ARE SOUTH OF WESTHAM BRIDGE, WESTHAM BRIDGE TO KING STREET, NORTH OF KING STREET, OUTER HARBOUR, AND PAVILION.**

**Advantages** – Would help to meet the Borough’s overall housing targets of 5,600 units by 2026. Regeneration benefits as well as housing provision. Sustainable location close to facilities and so occupants would not be reliant on the use of the car. No nature conservation or landscape constraints. No substantial infrastructure costs.

**Disadvantages** – dependant on outcome of Transport Strategy to provide alternatives to car parking, High Flood Risk Area, some sites potential contamination issues.



## Housing Development Options Appraisal

			Development Criteria											Assessment				Comments/Remarks	
Strategic Location	Key Sites		Previously developed (brownfield) land	Avoids development into open countryside	Pedestrian access to food shop	Pedestrian access to school	Avoids physical constraints, e.g. slopes, land stability	Existing employment use	Opportunities for further employment	Avoids land of nature conservation importance	Avoids land of amenity importance	Avoids land of landscape importance	Opportunities for other mix of uses	Minimising flood risk	Transport	Energy			
Windfall opportunities (existing built-up areas)	Littlemoor		✓	✓	✓	✓	✗	✗	✗	✗	✓	✗	✓	✓	✗	✓	✓	✓	Limited opportunities for windfall development due to 1980s suburban development
	Melcombe Regis		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✓	✓	Extensive opportunities for windfall opportunities due to mixture of hotels, large houses redevelopment of underused sites such as car parks, Pavilion, etc.
	Preston		✓	✓	✗	✓	✗	✗	✗	✗	✓	✗	✓	✓	✗	✓	✓	✗	Mixed - Large dwellings with gardens, often well set back from road, still some opportunities for flat development, but also a lot of 1970's suburban development with more limited opportunity
	Radipole		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✓	✗	Mainly suburban, small gardens leading to limited opportunities for windfall development
	Upwey & Broadway		✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗	✓	✓	✗	Large houses and some infill – opportunities for flat development

		Development Criteria												Assessment		Comments/Remarks		
Strategic Location	Key Sites	Previously developed (brownfield) land	Avoids development into open countryside	Pedestrian access to food shop	Pedestrian access to school	Avoids physical constraints, e.g. slopes, land stability	Existing employment use	Opportunities for further employment	Avoids land of nature conservation importance	Avoids land of amenity importance	Avoids land of landscape importance	Opportunities for other mix of uses	Minimising flood risk	Transport	Energy			
		✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓	✓	✗	✓	✓	✗	Mainly suburban, small gardens leading to limited opportunities for windfall development
	Wey Valley	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✓	✗	Limited conversions of guest houses and hotels leaving small scope for flat development
	Westham East	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓	Limited opportunities for windfall development due to single infill plots
	Westham North	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓	✓	✗	✓	✓	✗	Limited opportunities due to single infill plots
	Westham West	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✗	Some large houses capable for conversion leaving opportunities for flat conversions
	Weymouth East	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✗	Large houses, largely backland development
	Weymouth West	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓	✓	✗	✓	✓	✗	Mainly suburban, small gardens leading to limited opportunities for windfall development
	Wyke Regis	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✗	

			Development Criteria											Assessment		Comments/Remarks			
														Transport	Energy				
	Strategic Location	Key Sites	Previously developed (brownfield) land	Avoids development into open countryside	Pedestrian access to food shop	Pedestrian access to school	Avoids physical constraints, e.g. slopes, land stability	Existing employment use	Opportunities for further employment	Avoids land of nature conservation importance	Avoids land of amenity importance	Avoids land of landscape importance	Opportunities for other mix of uses	Minimising flood risk	Low traffic generation	Impacting the road network	Access to public transport, cycling and walking	Scope for District Heating and/or Combined Heat & Power	
	<b>Tophill East</b>		✓	✓	✓	✓	✗	✓	✓	✗	✓	✗	✓	✓	✗	✓	✓	✓	Limited opportunities due to single in-fill plots
	<b>Tophill West</b>		✓	✓	✗	✓	✗	✓	✓	✗	✓	✗	✓	✓	✗	✓	✓	✗	Limited opportunities due to single in-fill plots
	<b>Underhill</b>		✓	✓	✓	✓	✗	✓	✓	✗	✓	✗	✓	✗	✗	✓	✓	✓	Limited opportunities due to single in-fill plots. May be some opportunities on car parks, subject to flood risk
<b>Town Centre</b>	<b>South of Westham Bridge</b>	Commercial Road CP Governors Lane CP Ten Pin Bowling	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓	✓	✗	✗	✓	✓	✓	Conservation areas imposes constraints but significant opportunities for mixed use developments – area at most risk of flooding so residential development may be more restricted.
	<b>Westham Bridge to King Street</b>	Bus Station	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓	✓	✗	✗	✓	✓	✓	Opportunity to enhance the conservation area with new development
	<b>North of King Street</b>	Jubilee Sidings Train Station	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓	✓	✗	✗	✓	✓	✓	Opportunities exist in and around the train station site for mixed use development to accompany the Interchange proposal, and there may

			Development Criteria											Assessment		Comments/Remarks			
														Transport	Energy				
	Strategic Location	Key Sites	Previously developed (brownfield) land	Avoids development into open countryside	Pedestrian access to food shop	Pedestrian access to school	Avoids physical constraints, e.g. slopes, land stability	Existing employment use	Opportunities for further employment	Avoids land of nature conservation importance	Avoids land of amenity importance	Avoids land of landscape importance	Opportunities for other mix of uses	Minimising flood risk	Low traffic generation	Impacting the road network	Access to public transport, cycling and walking	Scope for District Heating and/or Combined Heat & Power	
																			be longer term potential for employment/commercial use, not housing, at Jubilee Sidings
	Outer Harbour	Gasholder Magistrates Court Fire Station Council Offices	✓	✓	✓	✗	✗	✓	✓	✓	✗	✓	✓	✓ ✗	✗	✓	✗	✓	Prominent harbourside sites – opportunities for flat development, close to food shopping and town centre. Some contamination and flooding constraints
	Pavilion	Pavilion and Ferry Terminal	✓	✓	✗	✗	✗	✓	✓	✓	✗	✗	✓	✗	✗	✓	✗	✓	The largest single redevelopment site in the town centre capable of delivering a mix of uses including housing to contribute to the regeneration of the area as a whole.
Other Strategic Sites	Preston Downs	Land between Littlemoor and Preston inc Louviers Road	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✓	✓ ✗	✗	✓	✓	✗	Steeply sloping, flooding issues downstream. Flood mitigation measures may reduce sites capacities. Development would need to respect setting of Wyke Oliver Hill and maintain biodiversity corridor.

			Development Criteria											Assessment		Comments/Remarks			
														Transport	Energy				
Strategic Location	Key Sites		Previously developed (brownfield) land	Avoids development into open countryside	Pedestrian access to food shop	Pedestrian access to school	Avoids physical constraints, e.g. slopes, land stability	Existing employment use	Opportunities for further employment	Avoids land of nature conservation importance	Avoids land of amenity importance	Avoids land of landscape importance	Opportunities for other mix of uses	Minimising flood risk	Low traffic generation	Impacting the road network	Access to public transport, cycling and walking	Scope for District Heating and/or Combined Heat & Power	
	<b>Markham &amp; Little Francis</b>	Land adjacent Chickerell Road and Lanehouse Rocks Road	x	x	✓	✓	x	x	✓	x	x	x	✓	✓	x	✓	✓	x	Part of site subject to Town Green application, and development restricted by TPO's and SNCI. Large site with opportunity to provide other community benefits.
	<b>Wey Valley</b>	Land off Nottingham Lane and west of Dorchester Road	x	x	x	✓	✓	x	✓	✓	✓	✓	✓	✓ x	x	✓	✓	x	Flood risk downstream and landscape/visual impacts would need to be overcome.
	<b>Easton</b>	Land at disused quarry	x	✓	✓	✓	x	✓	✓	✓	x	x	✓	✓	x	✓	✓	✓	Final finished level and relationship to Grove Conservation Area key. Much of site may be required for educational purposes.
<b>Urban Extensions</b>	<b>Littlemoor</b>	Land north of Littlemoor Road	x	x	x	✓	x	x	✓	✓	x	x	✓	✓	x	✓	✓	✓	Area within Area of Outstanding Natural Beauty, easy access to the area after the completion of Relief Road in 2011. Opportunities for employment development.

		Development Criteria											Assessment		Comments/Remarks			
													Transport	Energy				
Strategic Location	Key Sites	Previously developed (brownfield) land	Avoids development into open countryside	Pedestrian access to food shop	Pedestrian access to school	Avoids physical constraints, e.g. slopes, land stability	Existing employment use	Opportunities for further employment	Avoids land of nature conservation importance	Avoids land of amenity importance	Avoids land of landscape importance	Opportunities for other mix of uses	Minimising flood risk	Low traffic generation	Impacting the road network	Access to public transport, cycling and walking	Scope for District Heating and/or Combined Heat & Power	
Southill		✓ x	x	✓	✓	x	✓	✓	x	x	x	✓	x	x	✓	✓	✓	Access to the area would require improvements to the Wessex Stadium roundabout, flooding issues downstream, retained or redeveloped football stadium may be required. Opportunities for employment development.
Chickerell	Land north and east of Chickerell (outside borough)	✓	x	x	✓	x	x	✓	✓	x	x	✓	✓	x	✓	✓	✓	Some steeply sloping land, good access to shops, services, school, cycle, walking and transport connections. Opportunities for employment development.

## **Option HO7a**

**TO MEET THE CHANGING NEEDS OF FAMILIES AND THE SPECIFIC NEEDS OF A GROWING ELDERLY AND DISABLED POPULATION, PROPOSALS FOR ONE OR MORE RESIDENTIAL UNITS WILL COMPLY WITH LIFETIME HOMES REQUIREMENTS. IN ADDITION, ON SCHEMES OF 10 UNITS OR MORE 10% OF DWELLINGS WILL BE PROVIDED TO FULL WHEELCHAIR ACCESSIBLE STANDARD.**

**Advantages** – Will ensure future homes are designed and built to meet the needs of a growing elderly population and more vulnerable groups in Weymouth and Portland

**Disadvantages** – Will provide a small additional build cost to each new home

## **Option HO7b**

**TO MEET THE CHANGING NEEDS OF FAMILIES AND THE SPECIFIC NEEDS OF A GROWING ELDERLY AND DISABLED POPULATION, PROPOSALS FOR ONE OR MORE RESIDENTIAL UNITS WILL COMPLY WITH LIFETIME HOMES REQUIREMENTS. IN ADDITION, ON SCHEMES OF 5 UNITS OR MORE 20% OF DWELLINGS WILL BE PROVIDED TO FULL WHEELCHAIR ACCESSIBLE STANDARD.**

**Advantages** – Will ensure future homes are designed and built to meet the needs of a growing elderly population and vulnerable groups in Weymouth and Portland

**Disadvantages** – Will provide a small additional build cost to each new home

## **Option HO8a**

**ALL RESIDENTIAL DEVELOPMENT WILL MEET CODE FOR SUSTAINABLE HOMES LEVEL 3.**

**AFFORDABLE HOUSING WILL BE SOUGHT ON DEVELOPMENTS OF ONE OR MORE RESIDENTIAL UNITS. ON SMALL SITES OF ONE OR TWO RESIDENTIAL UNITS A FINANCIAL CONTRIBUTION WILL BE SOUGHT. ON SITES OF 3 OR MORE UNITS PROVISION WILL BE ON-SITE. IN WEYMOUTH 40% OF ALL HOUSING WILL BE AFFORDABLE; AND ON PORTLAND 30% OF ALL HOUSING WILL BE AFFORDABLE, SUBJECT TO SITE SPECIFIC VIABILITY BEING DEMONSTRATED.**

**Advantages** – Will help to deliver a much stronger affordable housing contribution to meet the needs of vulnerable groups and those who cannot afford to enter the market.

**Disadvantages** – Could affect the buoyancy of the housing market in the short term, particularly in the delivery of small sites in which the margins for profit are reduced.

## **Option HO8b**

**ALL RESIDENTIAL DEVELOPMENT WILL MEET CODE FOR SUSTAINABLE HOMES LEVEL 4.**

**AFFORDABLE HOUSING WILL BE SOUGHT ON DEVELOPMENTS OF ONE OR MORE RESIDENTIAL UNITS. ON SMALL SITES OF ONE OR TWO RESIDENTIAL UNITS A FINANCIAL CONTRIBUTION WILL BE SOUGHT. ON SITES OF 3 OR MORE UNITS PROVISION WILL BE ON-SITE. IN WEYMOUTH 30% OF ALL HOUSING WILL BE AFFORDABLE; AND ON PORTLAND 25% OF ALL HOUSING WILL BE AFFORDABLE, SUBJECT TO SITE SPECIFIC VIABILITY BEING DEMONSTRATED.**

**Advantages** – Will help to deliver a much stronger affordable housing contribution to meet the needs of vulnerable groups and those who cannot afford to enter the market.

**Disadvantages** – Could affect the buoyancy of the housing market in the short term, particularly in the delivery of small sites in which the margins for profit are reduced

- 4.16 Since April 2008 all new social housing must be built to minimum sustainable homes code level 3 and so Private housing would be in line with social housing in terms of reduction in CO2 emissions and more efficient running costs for occupants. Equivalent energy / carbon standard in Code level 3 mandatory Building Regulation requirements by 2010. Building to meet sustainable homes level 4 will help to provide an even greater reduction in CO2 emissions and more efficient running costs for occupants. Equivalent energy / carbon standard in Code level will be a mandatory Building Regulation requirement by 2013.

## **Option HO9**

**DEVELOPMENT OF 10 OR MORE RESIDENTIAL UNITS WILL BE REQUIRED MEET BUILDING FOR LIFE CRITERIA TO PROVIDE - FUNCTIONAL, ATTRACTIVE AND SUSTAINABLE HOUSING**

**Advantages** – Will ensure future homes are designed and built to meet the needs of a growing elderly population and more vulnerable groups in Weymouth and Portland

**Disadvantages** – Will provide a small additional build cost to each new home

- 4.17 Policy HO9 supports a new national standard for well-designed homes and neighbourhoods. Building for Life promotes design excellence and celebrates best practice in the house building industry to attain good quality housing. It is run by partnership between several national agencies and led by CABE and Home Builders Federation. There are '20 Building for Life' criteria are used to evaluate the quality of



new housing developments embodying the vision of functional, attractive and sustainable housing.

### **Option HO10**

**FLATS, HOSTELS, HOUSING IN MULTIPLE OCCUPATION, SHELTERED HOUSING AND RESIDENTIAL HOMES SHOULD MAKE A POSITIVE CONTRIBUTION TO THE LOCALITY, AND SHOULD NOT HAVE A DETRIMENTAL IMPACT ON NEIGHBOURING RESIDENTS. THEY SHOULD BE DESIGNED TO BE COMPATIBLE WITH THE CHARACTER OF THE AREA, HAVE NO ADVERSE IMPACT ON NEIGHBOURS AMENITY, AND PROVIDE FACILITIES FOR OCCUPANTS INCLUDING LANDSCAPING, AMENITY SPACE (AT LEAST 10% OF THE SITE AREA FOR CONVERSIONS AND 20% OF THE SITE FOR NEW BUILD, UNLESS SUCH PROVISION IS UNDESIRABLE OR INAPPROPRIATE IN URBAN DESIGN TERMS), BINS STORES, CYCLE STORAGE AND RECYCLING POINTS. SHELTERED HOUSING AND RESIDENTIAL HOMES SHOULD BE LOCATED IN A REASONABLE LEVEL WALKING DISTANCE TO LOCAL AMENITIES AND TRANSPORT ROUTES.**

**Advantages** – Will ensure all types of future homes are designed and built to acceptable standards to meet the needs of occupants. Proposals will be sensitive to the character of the area and amenity of neighbouring occupants.

**Disadvantages** – Will provide a small additional build cost to each unit.

- 4.18 Flats, Hostels, Housing in multiple occupation, sheltered housing and Residential Homes are likely to comprise a high proportion of future housing delivered as the sites that will comprise most of our supply in the future tend to be within the existing built up area, often on previously developed sites, and may include the conversion of existing buildings which generally results higher densities of development.

### **Option HO11**

**EXTENSIONS TO RESIDENTIAL PROPERTIES SHOULD BE VISUALLY AND PHYSICALLY SUBSERVIENT TO THE ORIGINAL BUILDING, UNLESS A SIGNIFICANT VISUAL ENHANCEMENT CAN BE ACHIEVED TO BOTH THE BUILDING AND SURROUNDING AREA.**

**Advantages** – Will ensure extensions are appropriate in design terms and not detrimental to neighbours amenity or highway safety.

**Disadvantages** – Could restrict the supply of new housing units. May create a small additional build cost or restrict the size of extension possible.

4.19 Extended properties improve the capacity of the existing housing stock and can help meet the needs of extended families, including elderly and disabled family members, and young family members unable to find or afford a home of their own.

## Linkages to Core Strategy Objectives and other Key Documents

Source	Options								How do we measure up?
	HO1	HO2a	HO2b	HO2c	HO2d	HO3	HO4	HO5	
Core Strategy objective	✓	✓	✓	✓	✓	✓	✓	✓	To provide a mix of housing that meets economic, market and affordable housing needs, and the needs of specific groups.
Core Strategy objective	✗	✗	✗	✗	✗	✗	✗	✗	To protect the distinct identity of settlements or communities, conserve and enhance the built heritage of the Borough, providing opportunities for arts and culture.
Core Strategy objective	✓	✓	✓	✓	✗	✓	✓	✓	To locate major development in the most sustainable locations, achieve high quality and sustainable design, and minimize the impacts of climate change.
Core Strategy objective	✓	✗	✗	✗	✓				To improve the quality of life, well being, safety and security of present and future residents in a sustainable manner that does not compromise the needs of future generations.
Core Strategy objective	✓				✓				To ensure requirements of particular groups including the young, elderly and disabled are met in development and design.
Conformity with RSS (Policy G)									To promote best practice sustainable construction and help to achieve the national timetable for reducing carbon emissions from residential and non residential buildings.
Conformity with RSS (Policy H)	✓	✗	✗	✗	✗	✗	✓	✗	The full potential of previously used land will be taken into account when providing for new development.
Conformity with RSS (Policy HMA12)	✓	✓	✓	✓	✓	✓	✓	✓	Provision for sustainable housing growth will comprise 5,000 new homes within the existing urban area of Weymouth and Portland, 700 new homes at Area 12B at Weymouth (West Dorset)
Links to Community Plan									<ul style="list-style-type: none"> <li>• Improve the supply and quality of affordable housing for all</li> <li>• Research new ways of tackling housing issues and prioritising for local people, particularly young people</li> <li>• Work with landlords and land owners to increase the supply and quality of homes in the private sector</li> <li>• Work to ensure the maximum number of affordable and appropriate homes are provided as part of new developments and through the</li> </ul>

									<p>planning system</p> <ul style="list-style-type: none"> <li>• Supply and deliver housing across all tenures to meet the needs of local people and businesses</li> <li>• Work to ensure the housing needs of the 'Weymouth and Dorchester Housing Market Area' are met and ensure surveys are undertaken regularly to make sure that housing needs analysis is up to date</li> <li>• Work with local organisations supporting those at risk of homelessness to identify preventative actions and support mechanisms</li> <li>• Tackle the causes of homelessness and reduce the number of households living in temporary accommodation</li> <li>• Provide suitable accommodation, including provision of 'Lifetime Homes' for the needs of disabled people and the ageing population</li> <li>• Address the accommodation needs of specific groups including gypsies and travellers, the elderly and disabled</li> <li>• Address issues of rent deposits and access to housing</li> <li>• Develop the use of debt counselling services for households whose accommodation is put at risk</li> <li>• Improve awareness of sustainable construction techniques and alternative types of housing</li> </ul>
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Source	Options								How do we measure up?
	HO6	HO7a	HO7b	HO8a	HO8b	HO9	HO10	HO11	
Core Strategy objective	✓	✓	✓			✓	✓		To provide a mix of housing that meets economic, market and affordable housing needs, and the needs of specific groups.
Core Strategy objective	✓								To protect the distinct identity of settlements or communities, conserve and enhance the built heritage of the Borough, providing opportunities for arts and culture.
Core Strategy objective	✓			✓	✓	✓			To locate major development in the most sustainable locations, achieve high quality and sustainable design, and minimize the impacts of climate change.

Core Strategy objective	✓			✓	✓	✓			To improve the quality of life, well being, safety and security of present and future residents in a sustainable manner that does not compromise the needs of future generations.
Core Strategy objective			✓	✓	✓	✓			To ensure requirements of particular groups including the young, elderly and disabled are met in development and design.
Conformity RSS (Policy HMA12)	✓			✓	✓				To promote best practice sustainable construction and help to achieve the national timetable for reducing carbon emissions from residential and non residential buildings.
Conformity RSS (Policy HMA12)	✓							✓	The full potential of previously used land will be taken into account when providing for new development.
Conformity RSS (Policy HMA12)	✓								Provision for sustainable housing growth will comprise 5,000 new homes within the existing urban area of Weymouth and Portland, 700 new homes at Area 12B at Weymouth (West Dorset)
Links to Community Plan									<ul style="list-style-type: none"> <li>• Improve the supply and quality of affordable housing for all</li> <li>• Research new ways of tackling housing issues and prioritising for local people, particularly young people</li> <li>• Work with landlords and land owners to increase the supply and quality of homes in the private sector</li> <li>• Work to ensure the maximum number of affordable and appropriate homes are provided as part of new developments and through the planning system</li> <li>• Supply and deliver housing across all tenures to meet the needs of local people and businesses</li> <li>• Work to ensure the housing needs of the 'Weymouth and Dorchester Housing Market Area' are met and ensure surveys are undertaken regularly to make sure that housing needs analysis is up to date</li> <li>• Work with local organisations supporting those at risk of</li> </ul>

									<p>homelessness to identify preventative actions and support</p> <ul style="list-style-type: none"> <li>• Tackle the causes of homelessness and reduce the number of households living in temporary accommodation</li> <li>• Provide suitable accommodation, including provision of 'Lifetime Homes' for the needs of disabled people, ageing population.</li> <li>• Address the accommodation needs of specific groups including gypsies and travellers, the elderly and disabled</li> <li>• Address issues of rent deposits and access to housing</li> <li>• Develop the use of debt counselling services for households whose accommodation is put at risk</li> <li>• Improve awareness of sustainable construction techniques and alternative types of housing</li> </ul>
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## 5.0 Economy & Employment

### Background and Context

- 5.1 In the past the Borough Council has supported local businesses as well as encouraging inward investment, in order to continue the process of diversification of an economy that was traditionally dependent on defence and seasonal tourism related employment. Weymouth has begun to recover from a difficult economic period and is now seeking to upgrade its tourism role and diversify its local economy, furthering its role as a sub regional centre. The importance of maintaining and enhancing the economy of Weymouth is reflected in three Core Strategy objectives.
- 5.2 Following the Naval defence closures in the 1990s, there is still a significant potential supply of employment land throughout the Borough. A number of Planning Permissions for mixed use development exist at Osprey Quay and a further permission at Portland Port. Whilst in Weymouth, planning permission exists at Mount Pleasant Business Park as part of the redevelopment of the New Look distribution Centre. Sites remain allocated for employment on Portland including parts of Southwell Business Park, Tradecroft Industrial Estate and Inmosthay. The majority of employment premises with the exception of Portland Port and Southwell Business Park are reasonably modern, although Southwell Business Park has recently undergone significant improvements incorporating gymnasium, spa and conference facility.
- 5.3 Weymouth and Portland suffer from poor accessibility (perceived and real) and upgrading of the infrastructure network through the Weymouth to Dorchester Relief Road is likely to open up new opportunities for employment as well as helping improve connections to existing sites. Consideration should be given to specific needs of locally important sectors and sectors with potential for growth such as the finance and business services, marine sector and the aviation sector. As Weymouth & Portland and Osprey Quay is an Olympic venue there will be improvements undertaken to IT infrastructure to serve the requirements of the sailing events and its reporting. There is the prospect for longer term benefit from this provision for local and new businesses subject to there being sufficient demand. If this were to occur it would be a significant legacy from the games and efforts are being made to ensure it becomes a reality
- 5.4 Across the Borough, a number of different market segments are catered for by existing employment premises. Jubilee Business Park and Southwell Business Park

serve small enterprise units whilst Osprey Quay provides employment land related that is being actively promoted to the marine sector. Sites on and close to Portland suffer from being in a less strategic location in terms of access and communications, that may make sites less attractive for some other employment market segments. Portland Port has a significant amount of employment land potential but is constrained by nature conservation constraints. Despite this significant expansion of the port is planned including some land reclamation, and a Harbour Revision Order has recently been confirmed. Employment in Weymouth is served largely by the Granby Industrial Estate outside of the administrative boundary of the Borough in Chickerell, West Dorset.

- 5.5 The economic vision for Weymouth and Portland acknowledges the recovery from a difficult economic period by seeking to upgrade its tourism role and diversify its local economy, further developing its sub-regional role.

*“The Vision for Weymouth is of a lively, forward-looking town with a strong, diversified economy building on its advantages in the marine sector, advanced engineering, tourism and leisure, and regenerating its town centre, waterfront and key sites to improve its quality, develop its cultural and leisure offer, support business growth and provide good quality, better paid jobs for all its residents.”*

### Supply & Demand

- 5.6 The Regional Spatial Strategy identifies 28ha of new employment land to accommodate up to 9,500 jobs within the Dorchester to Weymouth Travel to Work area (TTWA). However, a more recent employment land review study by GVA Grimley for all Dorset authorities outlines a much lower target based at both Travel to Work Area and District/Borough levels. Results from the ‘Your Place’ Issues and Options consultation suggested that over 90% of residents would like to see future employment in Weymouth and Portland as opposed to Dorchester and surrounding villages.

#### Supply/demand balance for Weymouth and Portland

Total	2006-2011	2011-2016	2016-2021	2006-2026
Demand	13.4	-7.7	-0.	5.6
Supply	4.1	9.1	4.5	17.7
Balance	-9.3 (ha)	16.8 (ha)	4.6 (ha)	12.1 (ha)

Source: Bournemouth Dorset and Poole Workspace Strategy, GVA Grimley, October 2008

- 5.7 In essence, the outcome of the land review study reveals that Weymouth & Portland has a supply shortage in the short term which will lead to an additional general



demand for employment land in the Weymouth area that could be met to a degree in West Dorset where the key employment sites of Granby and Lynch Lane exist at present. This additional demand will be increased because of the specialist opportunities for marine technologies at Osprey Quay, therefore, the study identified the importance that supply needs to be planned across the local authority boundaries.

- 5.8 Employment in distribution and retailing is projected to grow in relative terms the most in the Weymouth and Dorchester TTWA. Employment is projected to grow the least in the education and health sectors due to the high numbers already employed in these areas. Consultation at issues and options stage revealed that approximately 33% of residents suggested that future employment should be in high technology industries, 42% in marine based industries and 24% in tourism and the service sectors.

## Options for Development

### Option EC1

**FUTURE EMPLOYMENT GROWTH TO BE LOCATED IN EXISTING ALLOCATED EMPLOYMENT AREAS; THESE AREAS SHOULD BE RETAINED FOR EMPLOYMENT USE**



↑ Osprey Quay, a development site for marine excellence ↑ Southwell Business Park, Portland

**Advantages** – Will help utilise existing employment land still allocated for employment use avoiding development in Greenfield locations

**Disadvantages** – The majority of available sites are concentrated on Portland adding to existing problems of accessibility. Likely to not meet the demand for sites in key growth areas with the exception of marine related industry.

## Option EC2

### PERMIT SOME EXISTING EMPLOYMENT LAND TO BE REDEVELOPED FOR USES OTHER THAN EMPLOYMENT

**Advantages** - Alternative uses may be appropriate in some locations, e.g. where sites are close to residential properties, or where the sites are old and no longer suitable for modern employment purposes

**Disadvantages** – Would result in insufficient employment land being supplied

- 5.9 Option EC1 is more favourable than EC2 in terms of ensuring a more sustainable option for future employment growth largely as it is the only option that can provide enough employment land to meet the requirements for the Borough. All of the large strategic employment sites in the Borough are of good quality with the potential to deliver growth, particularly in marine related industry – growth in these areas will be enhanced by the opportunities of employment and legacy from the 2012 sailing events.

## Option EC3

### LOCATE NEW EMPLOYMENT LAND AS PART OF MIXED USE URBAN EXTENSION TO LAND NORTH OF LITTLEMOOR (PART IN WDDC)



↑ ↗ Greenfield land north of Littlemoor Road

**Advantages** – Will provide employment opportunities in areas deficient of an employment centre; can provide space for growth sectors; can improve the supply and demand employment space across the whole travel to work area; well connected by improvements to the transport network. Will provide employment land to support future development needs of Weymouth urban area as a whole, and as the area crosses administrative boundaries will require joint working with WDDC to be identified in both Core Strategy documents

**Disadvantages** – Employment would lie largely outside the administrative boundary of Weymouth and Portland and would therefore not contribute significantly to the Boroughs employment land requirements. Employment in this location will help to support future development needs of Weymouth urban area as a whole, and as the area crosses administrative boundaries but will require joint working with WDDC to be identified in both Core Strategy documents.

## **Option EC4**

### **LOCATE NEW EMPLOYMENT LAND AS PART OF MIXED USE URBAN EXTENSION TO LAND WEST OF SOUTHILL (MAINLY IN WDDC)**

**Advantages** – Can provide space for growth sectors

**Disadvantages** – Employment would lie largely outside the administrative boundary of Weymouth and Portland and would not contribute significantly to the Boroughs own employment requirements. Employment in this area would add to the existing concentration of employment sites in Chickerell and therefore not improve the supply and demand of employment space across the whole travel to work area. Employment in this location will help to support future development needs of Weymouth urban area as a whole, and as the area crosses administrative boundaries but will require joint working with WDDC to be identified in both Core Strategy documents.



↑ ↻ Greenfield land at Southill looking south towards the Granby Industrial Estate

## **Option EC5**

### **LOCATE NEW EMPLOYMENT LAND AS PART OF MIXED USE URBAN EXTENSION TO LAND AT CHICKERELL VILLAGE (IN WDDC)**

**Advantages** – Can provide space for growth sectors

**Disadvantages** – Employment will lie entirely outside the administrative boundary of Weymouth and Portland and would not contribute to the Boroughs employment land requirements. Development would add to the existing concentration of employment sites in Chickerell. Employment in this area would provide employment land to support future development needs of Weymouth urban area as a whole, and as the area is outside the Borough in West Dorset District but will require joint working with WDDC would need to be identified in the West Dorset Core Strategy document only.

- 5.10 The land review study by Grimley encourages the feasibility of incorporating B-use-class employment in the proposed Weymouth urban extension locations; land north of Littlemoor; land west of Southill and land at Chickerell Village. Provision of employment in these areas would ease the long term employment supply shortage within the whole TTWA of Weymouth and Dorchester but would not contribute significantly towards the Boroughs employment land requirements.

## Option EC6

### PRIORITISE OFFICE, RETAIL AND COMMERCIAL EMPLOYMENT IN WEYMOUTH TOWN CENTRE



↑ ↗ Examples of existing office and retail opportunities in the Town Centre

**Advantages** – Can provide space for growth sectors e.g. finance and business services; can address the issue of limited office availability in Weymouth and Portland and support wider job growth

**Disadvantages** – Would not reduce the opportunity to reduce car travel in the Town Centre

- 5.11 Options EC3 to EC6 represent opportunities for future employment focus. Although employment at the three urban extension options (EC3, EC4, EC5) is not a requirement, each option represents an opening to encourage employment as part of a mixed use scheme making any future growth more holistic and sustainable. Each urban extension option is not mutually exclusive which means that the opportunity for future development could be delivered to a much wider catchment.

## Option EC7

**MAJOR TOURIST/LEISURE SITES IN WEYMOUTH AND PORTLAND MAKE A SIGNIFICANT CONTRIBUTION TO THE BOROUGH'S ECONOMY. THESE SITES SHOULD BE RETAINED FOR TOURIST/LEISURE PURPOSES**

**Advantages** – Will continue to attract visitors and help to grow and sustain the existing important tourism market.

**Disadvantages** – Will limit the opportunity to redevelop sites for other uses



↑ Brewers Quay, a key site for tourism in the Borough, ↑ The Nothe Fort

## Option EC8

**TOURIST ACCOMMODATION MAKES BOTH A VALUABLE CONTRIBUTION TO THE ECONOMY OF THE BOROUGH AS WELL AS A SIGNIFICANT CONTRIBUTION TO THE USE OF OUTDOOR SPACES THROUGHOUT THE BOROUGH IT IS PARTICULARLY IMPORTANT TO RETAIN SERVICED ACCOMMODATION ON THE ESPLANADE. EXISTING, CHALETS, STATIC AND TOURING CARAVAN AND CAMPING SITES SHOULD NOT BE CONVERTED OR EXPANDED TO PERMANENT BUILT DEVELOPMENT USES**

**Advantages** – The loss of tourist accommodation would be detrimental to the image of the town and the local economy. Retention of existing sites would help to ensure that the impact on landscape and/or visual importance is less intrusive.

**Disadvantages** – Will limit the opportunity to redevelop for other uses



↑ Tourism accommodation on The Esplanade, ↑ Camp sites and chalets in the Preston area

5.11 Options EC7 and EC8 are included to reflect the importance of tourism to the Borough’s economy. Key tourism/leisure sites within the Borough include Nothe Fort, Brewers Quay, Bowleaze Coveaway and Osprey Quay; many other key sites exist and function in and around the Town Centre. The visual appearance of the Borough is fundamental to the performance of the tourist offer, balancing the needs of preserving what makes the Borough attractive for the tourist whilst ensuring growth in an already large employment sector isn’t prejudiced is difficult.

## Linkages to Core Strategy Objectives and other Key Documents

Source	Options								How do we measure up?
	EC1	EC2	EC3	EC4	EC5	EC6	EC7	EC8	
Core Strategy objective	✓	✗	✓	✓	✓	✓	✓	✓	To continue the regeneration of the local economy by providing a choice of employment land and sites and providing opportunities for quality, better paid jobs
Core Strategy objective	✓	✗	✗	✗	✗	✗	✗	✗	Focus employment growth on the marine sector
Core Strategy objective	✗	✗	✗	✗	✗	✓	✗	✗	To regenerate Weymouth town centre
Conformity with RSS (Policy HMA12)	✗	✗	✗	✗	✗	✓	✗	✗	Improvements to and expansion of retail, service and leisure facilities and the public realm in the town centre
Conformity with RSS (Policy HMA12)	✓	✗	✓	✓	✓	✓	✓	✓	Diversification of its economy, including through the re-use of redundant employment sites
Conformity with RSS (Policy HMA12)	✓	✗	✓	✓	✓	✓	✓	✓	Management of flood risks
Links to Community Plan	✓	✗	✓	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>• Develop the image and identity of the Borough as a business location in order to attract investment and new business</li> <li>• Drive for employment growth, up-skilling the workforce and better paid jobs</li> <li>• Improve the variety and type of work opportunities in the Borough</li> <li>• Work to establish the Borough as a centre of marine and leisure excellence</li> <li>• Develop a thriving creative industries sector, including arts, multi-media and new technologies</li> <li>• Increase the number of social enterprises operating locally, combining business activity with social capital</li> <li>• Develop the appeal of the Borough beyond a traditional tourist resort, taking advantage of changing markets and tourism patterns, including sustainable and cultural tourism</li> <li>• Use the natural assets of the Borough to increase work opportunities and boost the</li> </ul>

										<p>economy, within environmental limits</p> <ul style="list-style-type: none"><li>• Support projects to regenerate key areas in the Borough in order to support business growth</li></ul>
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## 6.0 Community

### Sport and Recreation

- 6.1 The countryside and coastline are key components in (what is considered locally to be) a good quality of life. The natural environment is also the basis of the Borough's tourism industry and plays a significant role in attracting business investment. The area is a world class sailing destination with sailing waters that are considered to be the best in northern Europe.



↑ Traditional sports such as football are common, ↑ Sailing events taking place in Weymouth Bay

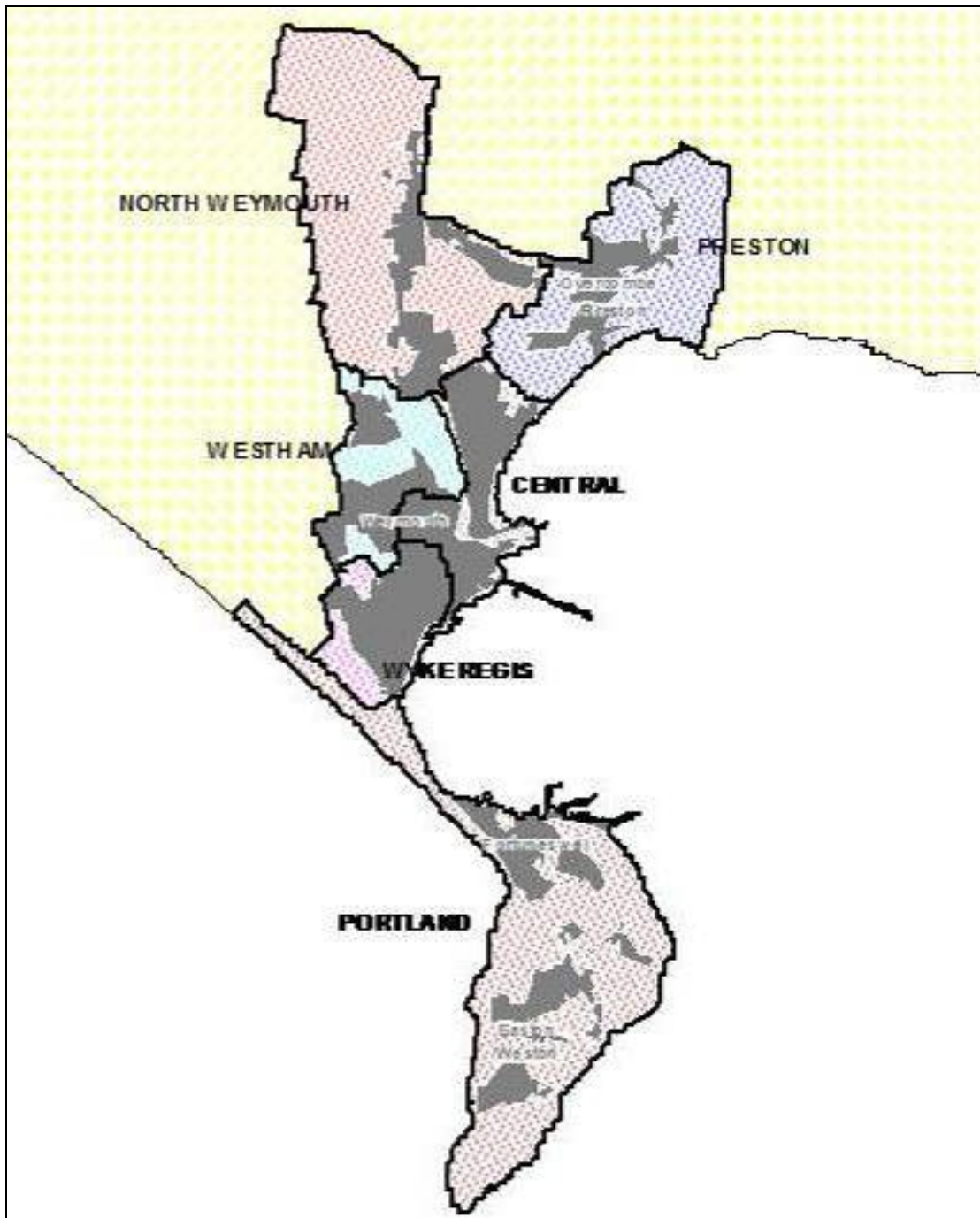
- 6.2 Feedback from 'Your Place issues and options' consultation suggests that from a public perspective that there are already sufficient opportunities for sport, walking and cycling in the Borough, however, this is a broad topic area which ranges from formal sports pitches through to informal use of the countryside and includes allotments, public open space and sports clubs. Weymouth and Portland Borough Council have looked at existing evidence and carried out a PPG17 Open Space Assessment, from which we have identified the following key issues:

- The provision of community centres at Littlemoor and Preston should be a priority
- A good network of accessible outdoor provision is required in the Westham area
- Revisit proposals for a sub-regional athletics facility to free up areas at the Marsh for other sports use
- Continue focusing funding on Magnet play areas
- To provide an allotment site of approximately 50 plots in the Littlemoor area
- Funding for new allotments should be a priority over existing sites and should be secured through a future development contributions policy
- Protection of existing facilities including tennis courts, football pitches etc.
- New or extended site for cemetery

- Network of informal open space e.g. Natural Green space, Local Nature Reserves and Community Orchards.
- New civic space(s) required in town centre

## Options for Development

Diagram 1 – Analysis areas for Open Space Provision Standards



↑ Sport, open space and recreational area analysis areas

## **Option CM1**

**ALL RESIDENTIAL DEVELOPMENT ON SITES OF 3 OR MORE UNITS WILL BE REQUIRED TO PROVIDE ON-SITE OPEN SPACE IN ACCORDANCE WITH THE PROVISION STANDARDS FOR OPEN SPACE, SPORT AND RECREATION FACILITIES SET OUT IN TABLE 1 FOR THE AREAS SHOWN IN DIAGRAM 1. ON SMALL SITES OF ONE OR TWO RESIDENTIAL UNITS OR WHERE ON-SITE PROVISION IS CONTRARY TO DESIGN AND QUALITY CONSIDERATIONS SET OUT IN OPTION SS9, OFF SITE PROVISION OR A FINANCIAL CONTRIBUTION OF EQUIVALENT VALUE WILL BE REQUIRED.**

**Advantages** – will provide good quality developments with sufficient on site open space, and in addition a source of contributions towards future open space and sport and recreational provision. Could be linked to any future Community Infrastructure Levy (CIL)

**Disadvantages** – In times of recession or if development does not proceed for other reasons anticipated funding may be reduced. Contribution required dependent on catchment area. Additional cost to development.

**Diagram 1. Local Open Space Provision Standards**

Typology	Component	Central	Portland	North Weymouth	Wyke Regis	Westham	Preston
Parks and gardens	<b>Quantity</b> <i>(hectares per 1,000 population)</i>	1.90	0.29	0.22	0.19	0.11	0.65
	<b>Quality</b>	Score of 60% or higher on qualitative site assessment					
	<b>Accessibility</b>	All settlement areas within 400m of a local park and/or 1,200m of Borough park and/or 3,200m of a borough park					
Provision for children and young people	<b>Quantity</b> <i>(hectares per 1,000 population)</i>	0.03	0.11	0.08	0.07	0.08	0.06
	<b>Quality</b>	Score of 60% or higher on qualitative site assessment					
	<b>Accessibility</b>	All settlement areas within 400m of a LEAP (pedestrian route) and/or 1,000m of a NEAP (pedestrian route) and/or 1,000 or a site greater than a SEAP (Straight line distance)					
Allotments	<b>Quantity</b> <i>(hectares per 1,000 population)</i>	0.19	0.17	-	0.77	0.40	-
	<b>Quality</b>	Score of 60% or higher on qualitative site assessment					
	<b>Accessibility</b>	To keep the waiting lists to a minimum					

Typology	Component	Central	Portland	North Weymouth	Wyke Regis	Westham	Preston
<b>Total Open Space Provision Standard</b>	<b>Quantity</b>	2.12	0.57	0.3	1.03	0.59	0.71

Typology	Component	Central	Portland	North Weymouth	Wyke Regis	Westham	Preston
<b>Outdoor sport and recreation facilities</b>	<b>Quantity</b>	0.79	1.10	2.84	0.04	0.01	0.73
	<b>Quality</b>	Site quality rating of good					
	<b>Accessibility</b>	Teams to have access to appropriate site at relevant time					

Consideration for the Provision of Indoor sport and recreation facilities must also be given for the following criteria:

Typology	Component	Sports halls	Multi-use halls	Swimming pools	Fitness facilities	Squash courts	Tennis courts	Bowls centres
<b>Indoor sport and recreation facilities</b>	<b>Quantity</b> (expressed in minutes so that everyone living in the Borough is within the identified drive-time for each type of facility)	15 minutes	5 minutes	15 minutes	10 minutes	15 minutes	No indoor tennis courts	20 minutes

Typology	Component	Sports halls	Multi-use halls	Swimming pools	Fitness facilities	Squash courts	Tennis courts	Bowls centres
<i>(Indoor sport and recreation facilities continued)</i>	<b>Quality</b>	Site quality rating of at least adequate condition						
	<b>Accessibility</b>	Adequate day-time community use						
	<b>Minimum acceptable size</b> (Based on Sport England guidance)	33m x 18m x 7.6m	No recognised standard	A standard pool, less than 8-laneswide and 25m long plus adequate accommodation for competitors and spectators to stage local galas and events.	No recognised standard	Length: 9.75m Width: 6.4m	One court – 17.07m x 34.75m Two courts – 31.70m x 34.75m <i>(+ runback – 5.49m, side run – 3.05m, in between courts – 3.66m)</i>	<u>Indoor rink dimensions:</u> Length = 36.5m Width = 4.6m

## **Option CM2**

### **AN ACCESSIBLE ALLOTMENT (OF APPROXIMATELY 50 PLOTS) WILL BE PROVIDED IN THE LITTLEMOOR AREA**

**Advantages** – Will meet an identified deficiency and need whilst providing an important facility which can improve wider social and health problems

**Disadvantages** – Dependent on the availability of a strategic development sites whether part of the Lorton Valley Country Park, or other options in Littlemoor which could provide sufficient space. Provision to be determined through a future allocations DPD.

## **Option CM3**

### **A NEW SUB-REGIONAL ATHLETICS FACILITY WILL BE PROVIDED AT REDLANDS COMMUNITY SPORTS HUB**

**Advantages** – Would free up the existing all-weather facility at the Marsh Sports Field (currently in very poor condition) for alternative sports use and meet an identified deficiency of outdoor sport and recreational facilities required in the Westham area.

**Disadvantages** – Would be predicated on a loss of facilities at Weymouth College

## **Arts and Culture**

- 6.3 Weymouth and Portland’s economy is largely based around its image, environment and facilities. Whether it is tourists visiting for a seaside holiday or sports enthusiasts taking advantage of the exceptional natural qualities of the local waters – Art and Culture play an important role in creating and maintaining a successful image, and the Borough Council is using art and artists in the Weymouth Seafront Regeneration schemes.
- 6.4 Public art is being recognised in the Borough through a Public Art Planning Strategy. This emerging strategy document will provide an enabling framework to help integrate public art in future development and capitalise on investment from both the public and private sectors in enhancing the amenities within Weymouth and Portland.

- 6.5 Weymouth and Portland already has many successful cultural and leisure attractions and facilities both formal and informal. Formal activities are provided through venues such as the Pavilion Theatre and local museums. Some of these venues are thriving through much wider influences, for example, the World Heritage Site has already benefited both the Borough and the region in terms of tourism and in culture. Proposals to build a Heritage Visitor Centre as part of the Pavilion and Ferry Terminal redevelopment scheme have been developed to provide a tourist resource as well as a cultural tool in what is considered to be a significant destination along the Heritage Coast. Further to this, an extension to the existing Chesil Beach Centre is proposed to help accommodate increasing visitor numbers who come to Chesil Beach and the Fleet to experience the World Heritage Coast, the extension is planned to accommodate extra interpretation classroom space and a new café.
- 6.6 The Borough also has the benefit of hosting the sailing events for the 2012 Olympic and Paralympic Games. Weymouth and Portland are creating their own Cultural Olympiad comprising a four year celebration which began in 2008. On a local level, it is an opportunity for all in the Borough to celebrate in the growing Olympic legacy and showcase our diverse and unique heritage, bringing together people and organisations from all over the South West. In the build up to the events in 2012, there will be events held in local museums, libraries, schools, art galleries and open spaces. Many of the proposals put forward for the Cultural Olympiad will benefit from investment from the seafront regeneration bids and will lead to a lasting cultural legacy.
- 6.7 Cultural activities are wide-ranging, feedback from the from 'Your Place issues and options' consultation suggested that future arts and cultural facilities should be located within existing museums, libraries, schools, theatres and other sites and facilities. We have a challenge of making cultural events and places accessible to all, providing funding and support, maintaining and enhancing built and natural heritage assets and ensuring new development is sympathetic to culturally valued environments. Option iD4 (Chapter 9) proposes a policy option for contributions to art, design and the public realm.

## **Crime**

- 6.8 We know that crime and community safety in particular plays a significant role in determining quality of life in Weymouth and Portland. Home Office crime figures for April 2005 to March 2006 show that Weymouth and Portland has total crime rate of 107 offences per 1000 population, a rate which is second only to Bournemouth (134/1000) in the County. This rate varies considerably throughout the year with



figures for April to September significantly higher than the national averages. Approximately 500 more offences take place during the months of July to September than the winter months of January to March.

6.9 Much of the crime in Weymouth is concentrated in the Town Centre itself, and there is an evident link between crime and the town's role as both a major tourist centre and the principal late-night economy destination in Dorset. The influx of people into Weymouth combined with the fact that many of the popular, high volume, licensed premises in Weymouth are concentrated in a small section of the Town Centre, is likely to have exacerbated alcohol-related problems and created incident 'flashpoints'. This is reflected in the Melcombe Regis Ward having a rate of 378 crimes per 1,000 population – a concentration of crimes more comparable with the towns of Poole and Bournemouth than rural Dorset. Other wards of some concern are Westham East (137 crimes per 1000) and Littlemoor (98 crimes per 1,000) population based on a three year average. The introduction of CCTV has had a significant impact on the ability to combat crime and provide evidence. Ensuring new development provides a 'safe' environment is well established in existing planning policy through the promotion of good design and layouts in both small and large scale developments. Sufficient capacity exists within present police and crime facilities so there are no strategic policy options for new strategic facilities, although crime issues are dealt with in Policy Option SS6.



↑ CCTV are well used in the town centre, ↑ Signage helps to deter criminal activity

## Education

6.10 The County Council has assessed the population growth within the Borough and concluded that there is no long term physical requirement in the Borough to provide major new educational buildings or complexes. The present buildings have a sufficient capacity to contain the projected school population in relation to both primary and secondary schooling.

- 6.11 There are limited further and higher educational facilities which are concentrated at Weymouth College. Many of the facilities at the College are modern and of high quality but the higher education provision only covers a limited range of subjects. The lack of a wide range of further and higher education courses is considered to be one of the reasons for the migration of many local young people in their late teenage years and their 20's from the Borough to other larger cities and towns with such specialised educational facilities. Education may well be a contributor to this trend, but the reason for the migration also lies with a combination of higher wages and greater career opportunity in large cities elsewhere in the UK.



↑ Weymouth College is an important resource further and higher education, ↑ IT skills and vocations

- 6.12 A strong skills base is a real incentive for companies to move into a location such as Weymouth. A workforce that is well versed in IT, or well trained technically, means that new or expanding companies can start to operate more quickly and efficiently. A strong skills base could be one of the main factors to offset the distance and access problems that face the Borough.
- 6.13 A proposal for a Portland Academy is under development but at a very early stage, this is a scheme to provide privately sponsored state-financed schools to raise education standards for 0-19 year olds. The proposed site would be close to three existing schools and would include one infant/foundation, one junior and one senior school all under the same 'hub' site located at Independent Quarry. It is proposed that the hub would be linked by shared governance (not physically) to two 0-11 Learning Centres. New build on the main Academy site would be funded by Building

Schools for the Future (BSF) via the National Framework. As part of the Academy proposal discussions are also underway to establish a new primary school for the Underhill area at Osprey Quay.

## **Options for Development**

### **Option CM4a**

**A PORTLAND ACADEMY WILL BE ESTABLISHED TO PROVIDE A 0-19 EDUCATION SYSTEM WITH A NEW EDUCATION/COMMUNITY SITE BEING ESTABLISHED AT INDEPENDENT QUARRY**

**Advantages** – Opportunity to improve the quality of educational facilities and the quality of learning and vocational opportunities for students on the Island

**Disadvantages** – Could increase trip generation in the Easton area as journeys from multiple establishments are combined to a single site with further trips generated by employment and residential purposes. An existing planning condition for restoration of the site for nature conservation (limestone grassland habitats) could not be fully implemented.

### **Option CM4b**

**A PORTLAND ACADEMY WILL BE ESTABLISHED TO PROVIDE A 0-19 EDUCATION SYSTEM WITH A NEW EDUCATION/COMMUNITY FACILITY BEING ESTABLISHED AS PART OF A LARGER HOUSING AND MIXED USE DEVELOPMENT AT INDEPENDENT QUARRY**

**Advantages** – Opportunity to improve the quality of educational facilities and the quality of learning and vocational opportunities for students on the Island whilst providing provision of additional supporting employment and housing.

**Disadvantages** – Could increase trip generation in the Easton area as journeys from multiple establishments are combined to a single site with further trips generated by employment and residential purposes. An existing planning condition for restoration of the site for nature conservation (limestone grassland habitats) could not be fully implemented.

## **Health**

- 6.14 Weymouth and Portland as a predominantly urban area would be expected to have a slightly different health profile than the more rural parts of the Dorset.

Concentrations of health deprivation are found in the recognised areas of multiple deprivation with the most serious being in Fortuneswell South and Littlemoor North. Borough wide, life expectancy is very slightly lower for men and a little higher for women than the national average.

- 6.15 The 2007 Health Profile for Weymouth showed that the occurrence of the following health issues was significantly greater than in the rest of the UK.
- Teenage Pregnancy
  - Mental Health
  - Tooth decay in children
- 6.16 More specialisation is likely to occur in primary care and practice based consortia of surgeries and GPs are already becoming more common. It is likely that all Weymouth area GPs will form such consortia. More minor medical treatment will take place in the consortia surgeries releasing some of the burden on the hospitals. As this process is presently in its early stages there is no estimate of whether the new system will require surgeries to expand or move from their present sites. The Primary Care Trust has judged the time/distance factor for emergency service response as acceptable, therefore there is no proposal for any extra land use for this range of health facilities.
- 6.17 There is a link between good health and the taking of regular exercise. As a part of the Government's programme to promote health this Council seeks to provide or support a range of informal sporting and recreational activities throughout the Borough. Walking and cycling are also activities which can improve physical and mental wellbeing and there are a range of paths and cycleways through the Borough. Obesity and in particular childhood obesity levels in the Borough are high and need to be tackled. There is sufficient capacity within present health facilities to cater for the next 20 years and no strategic policy options are required.

## Linkages to Core Strategy Objectives and other Key Documents

Source	Option					How do we measure up?
	CM1	CM2	CM3	CM4a	CM4b	
Core Strategy objective	✓	✓	✓	✗	✗	To improve the health and well-being of residents by ensuring access to active space, sport and recreation and areas to grow food as a “healthy town”
Core Strategy objective	✗	✗	✗	✗	✗	To regenerate Weymouth town centre, waterfront and key sites, and develop its’ retail, cultural and leisure offer and a range of employment prospects
Conformity with RSS (Policy)	✗	✗	✗	✗	✗	Provision will be made to enhance cultural facilities and participation in cultural activity taking account of regional and sub – regional cultural strategies
Community Plan	✓	✓	✗	✗	✗	<ul style="list-style-type: none"> <li>Promote healthy lifestyles including eating well and increased physical activity for all ages</li> <li>Improve access to physical activities, healthy eating and healthy workplaces</li> </ul>
Community Plan	✗	✗	✗	✗	✗	<ul style="list-style-type: none"> <li>Develop the identity of the Borough as a vibrant and creative place</li> <li>Develop a varied programme of temporary and permanent arts, heritage and cultural activities</li> <li>Introduce a programme of public art for the Borough which enhances the character Develop policies to secure financial contributions for art works through public and private finance</li> <li>Establish the Borough as a centre for training and enterprise within the cultural industries</li> <li>Involve young people and use their creativity and skills to create a sense of belonging and pride of place</li> <li>Increase the provision of cultural venues, both temporary and permanent</li> <li>Develop the artistic direction of Weymouth Carnival as a showcase for the South West and a legacy for 2012</li> <li>Participate in the cultural programmes of the World Heritage Coast and wider Dorset area, including activities to link arts and the environment.</li> <li>Promote volunteering as a way to develop and utilise the skills of residents</li> </ul>
Community Plan	✗	✗	✗	✓	✓	<ul style="list-style-type: none"> <li>Encourage young people to stay in education and continue to improve the provision of high-quality education and training opportunities for all, including work based training and apprenticeships</li> <li>Continue to improve access to further education and training opportunities locally, reducing the need for young people to travel and attracting more people to the area</li> </ul>



## 7.0 Environment

### Introduction

- 7.1 Protection and enhancement of biodiversity is essential in promoting sustainability and the conservation of habitats and species is linked to our quality of life. The NERC Act 2004 places a legal duty for local authorities to conserve biodiversity bringing nature conservation clearly into the set of statutory commitments for local authorities. Biodiversity is under threat from development, climate change and rising sea levels. Biodiversity is important in Weymouth and Portland because of the extent and range of sites and habitats in the Borough. These consist of sites of both international and national importance (Special Protection Areas, SSSIs, Special Areas of Conservation and Ramsar), and as an intertidal saline lagoon the Fleet is a priority habitat under the EU Habitats Directive and the UK Biodiversity Action Plan.



↑ Much of the Isle of Portland is protected, ↗ Chesil Beach and the Fleet are designated SSSI

- 7.2 An extensive network of Sites of County significance (Sites of Nature Conservation Interest or SNCIs) and Regionally Important Geological Sites (RIGS) exist in the Borough, indeed the whole of Portland is classified as RIGS. The East Devon and Dorset World Heritage site, designated for its geological interest includes much of the coastline of the Borough. Considerable biodiversity interest exists across the Borough including UK Biodiversity Action Plan (BAP) and Dorset BAP protected species.

- 7.3 In order to protect and enhance the natural resources, assets and features which contribute to the diverse and attractive natural environment of the Borough a network of designated sites, (international, national, regional and local), corridors and links, rivers and coast, and other identified habitats and protected species will be used as a framework. This framework will also be extended to include important open gaps and open green spaces in the Borough.
- 7.4 The framework should minimise the fragmentation of habitats through creation of new habitats and connection of existing areas to create an ecological network throughout the Borough. This is also essential as part of climate change adaptation to allow species to migrate as climatic conditions change. Creation of a green infrastructure will also improve access for people to the natural environment and the open countryside which will enhance their quality of life.
- 7.5 Important Open Gaps are also included as they fulfil an open green function and some are notably important in preserving the identity of individual settlements, by preventing the coalescence or merging of two distinct areas, and by providing open green corridors of aesthetic and wildlife value, and by linking open areas that extend from urban centres into the open countryside. These that can be particularly vulnerable to incremental development that can gradually erode their open character.

**Option EN1**

**THE BIODIVERSITY AND GEODIVERSITY IN THE BOROUGH WILL BE PROTECTED AND ENHANCED**



↑The Borough is home to a diverse range of plant and animal life, ↑ Radipole Lake Nature Reserve



**Advantages** – Protecting the biodiversity and geodiversity of the Borough will protect assets for their own sake and will also contribute to the quality of life of residents, people who work here and visitors alike and also to the local economy, thus creating a more sustainable community.

**Disadvantages** – May be conflicts with development in the Borough if loss to the habitat or species occurs and there are no feasible mitigation options. If the environmental quality was to be eroded, loss of habitats and protected species would occur and diminish the quality of life and attractiveness of the Borough to residents, people that work here and visitors alike and potential investors in development.

## **Option EN2**

**TO IMPROVE CONNECTIVITY BETWEEN WILDLIFE CORRIDORS, PROTECT HABITATS AND IMPORTANT OPEN GAPS, AND IMPROVE ACCESS TO GREEN SPACE A NETWORK OF GREEN INFRASTRUCTURE HAS BEEN IDENTIFIED ON THE KEY DIAGRAM THAT WILL REMAIN OPEN AND UNDEVELOPED.**

**Advantages** – This would allow adaptation to climate change, increase connectivity, increase wildlife corridors and networks, avoid fragmentation and further erosion of habitats and loss of protected species. Also where there is no conflict with biodiversity interest it would improve the quality of life of both residents and visitors alike through access to green spaces and quiet enjoyment/tranquility of the natural environment and enhance access to the coast and open countryside.

**Disadvantages** – May be conflict with development in the Borough if ecological linkages are lost or opportunities for linkages are lost as mitigation may not be an option. If development was to occur there would be a loss of quality of life and opportunities for people to have increased access through green spaces to enjoy the natural environment and open countryside. Loss of biodiversity and protected species and opportunities to migrate in response to climate change.

## **Lorton Valley Country Park**

- 7.6 The Borough Council has been seeking the establishment of a new Country Park to provide a range of active recreation and educational opportunities, utilising the existing public footpath network and links between the existing managed Reserves (Lorton Meadows and Lodmoor). Funding is required to develop a Management Plan in consultation with landowners, the community and those with an interest in the area setting out proposals for managing habitats, species protection, new habitats and recreational/access opportunities, to be jointly produced by the Country Park Partnership (those with an interest in the area including Weymouth and Portland

Borough Council, Dorset County Council, landowners, and environmental organizations)

- 7.7 A significant proportion of funding is already secured, via the Weymouth Relief Road, to deliver a core “Ecological Mitigation Area” including some footpath/access improvements, outdoor classrooms, environmental enhancements. Additional funding is also required to extend improvements to footpaths, provide information/interpretation points, picnic areas and education/health promotion.

### **Option EN3**

**A COUNTRY PARK IS PROPOSED IN THE LORTON VALLEY. THIS WILL INCLUDE AN ECOLOGICAL MITIGATION AREA TO BE PROVIDED IN CONJUNCTION WITH THE WEYMOUTH RELIEF ROAD ALONG WITH ENHANCED PUBLIC ACCESS FOR INFORMAL RECREATIONAL AND EDUCATIONAL PURPOSES WILL BE PROVIDED.**

**Advantages** – A Country Park will provide opportunities to increase the biodiversity worth of the area through habitat creation and enhance and increase access to informal recreation and provide education opportunities.

**Disadvantages** – May be conflicts between different uses and users of the Park.

### **Landscape and Townscape**

- 7.8 The variations in landscape types all contribute to the uniqueness of the Borough and quality of its environment. The AONB and Heritage Coast areas are designated as being of national importance and as such boundary amendments are outside the Council’s remit. A Landscape Character Assessment has been prepared recognising the merits of the landscape character types that have resulted from the differences in a range of features including field and settlement patterns, biodiversity, soils, ground cover and condition, cultural heritage and local building materials.
- 7.9 Townscape is considered to be equally important and within the urban environment the impact of any development, whether in a conservation area or not, will be particularly important.

### **Option EN4**

**THE FOLLOWING LANDSCAPE CHARACTER TYPES AND AREAS WILL BE USED AS A BASIS FOR ASSESSING LANDSCAPE QUALITY IN ACCORDANCE WITH THE LANDSCAPE CHARACTER ASSESSMENT:**

- LIMESTONE ISLAND (PORTLAND PLATEAU, PORTLAND COAST AND CLIFFS)
- SEASCAPE (PORTLAND HARBOUR, WEYMOUTH BAY)
- PEBBLE BANK (CHESIL BEACH)
- ESCARPMENT (NORTHWEST ESCARPMENT, CENTRAL ESCARPMENT, CHALBURY AND BINCOMBE RIDGE, SPRINGHEAD ESCARPMENT)
- GREAT RIDGE (WYKE RIDGE; WYKE VILLAGE; BUXTON; CHAPELHAY; SOUTHLANDS; TO THE NOTHE; FLEET HINTERLAND [LINKING NORTH WESTWARDS ALONG THE FLEET SHORES INTO WEST DORSET])
- ROLLING RIDGES (SOUTHDOWN, HUIH HILL, FRIAR WADDEN HILL)
- VALLEYS (WEY VALLEY [CUTTING NORTH TO SOUTH ACROSS THE GRAIN OF THE RIDGE AND VALE], LORTON VALLEY, JORDAN VALLEY, BINCOMBE VALE, PRESTON BROOK)
- INTER-VALLEY PLATEAU (REDLANDS [SOUTH OF LORTON GAP])
- UNDULATING VALLEY SLOPES (SOUTHILL, WESTHAM, LANEHOUSE TO THE MARSH, MARKHAM AND LITTLE FRANCIS, RADIPOLE TO MELCOMBE, LODMOOR HILL TO MELCOMBE)
- OLD TOWN (BETWEEN THE STATION AND OUTER HARBOUR)
- LAGOON / WETLAND (THE FLEET, RADIPOLE LAKE, LODMOOR)

**Advantages** – Landscape Character Assessment adopts a more robust and holistic approach in assessing the landscape and townscape of the Borough and would help preserve local distinctiveness.

**Disadvantages** – There would not be the implication that areas outside the local designation and Dorset Area of Outstanding Natural Beauty do not have any landscape/townscape value that needs taking into consideration or enhancement and protection.

### **Historic Built Environment/Heritage**

- 7.10 The designation of conservation areas, scheduled ancient monuments and the listing of buildings are all issues that can be addressed outside of the local development framework. This presents both challenges and opportunities in bringing forward new development through intensification and redevelopment that respects the built heritage of the borough and enhances the appearance and character of an area. As a result of character assessments three new areas of special character will be established.

## Option EN5

**AREAS OF SPECIAL CHARACTER WILL BE ESTABLISHED AT WYKE ROAD/BUXTON ROAD, COOMBE VALLEY ROAD, AND SOUTHWELL WHERE THE DISTINCT CHARACTERISTICS AS SET OUT IN THE CHARACTER ASSESSMENTS WILL BE PROTECTED.**

**Advantages** – This would enhance the quality of life of both residents and visitors to Weymouth and Portland and retain local distinctiveness, preventing incremental and inappropriate development.

**Disadvantages** – No alternative option/approach considered appropriate.



↑ View looking along Buxton Road towards Rodwell, ↗ View east along Wyke Road

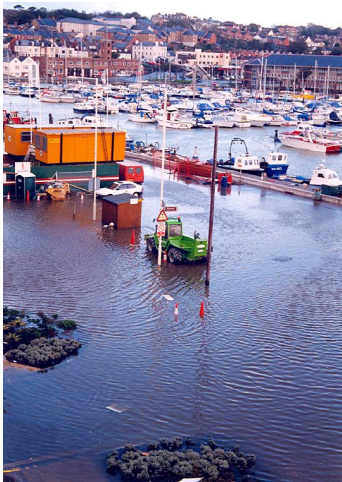
## Climate Change

- 7.11 Climate change is one of the biggest challenges facing the Borough. Weymouth and Portland have signed the Nottingham declaration on climate change which is a public statement of intent to work with the local community and businesses to respond to the challenges of climate change. This includes cutting greenhouse emissions such as carbon dioxide and preparing for adaptation.
- 7.12 The LDF needs to ensure that the use and development of land will help slow down the rate of, (but also resistant to the effects of), climate change. The Borough Council will also need to both mitigate and adapt to the challenges of Climate Change. Development must also seek to adapt for the anticipate negative impacts from climate change upon biodiversity by protecting the Boroughs natural capital and applying an ecological network approach – re-enforcing and creating links between core areas of biodiversity (refer to biodiversity section).

There are three major areas that directly impact or result from the impacts of climate change:

## (i) Flood Risk

- 7.13 Parts of the Borough are at risk from both fluvial and tidal flooding and from coastal erosion. In particular the Park District and Town Centre are vulnerable, and recently Southill has been flooded with water that has originated in Chickerell, in West Dorset. The Borough has had a Strategic Risk Assessment Level 1 carried out and is currently embarking on a more detailed SFRA II which will concentrate on considering those areas most at risk. Inevitably there are serious concerns about the impacts of coastal erosion and coastal flooding both in respect of current properties at risk but also the long term management of the affected areas. The implications of flood risk and coastal erosion are not quite the same as other environmental concerns as they can have a direct impact on human health and safety.



↑ Flooding at Commercial Road, ↑ Flooding at the Town Bridge

The Environment Agency defines flood risk in terms of three zones:

- Zone 1 has a low probability of flooding
- Zone 2 has a medium probability of flooding
- Zone 3a has a greater than 1 in 100 probability of river flooding in any one year or 1 in 200 of coastal flooding
- Zone 3b is the functional flood plain

- 7.14 In order to assist the process of determining where new development should be located the Council has commissioned a Level II Strategic Flood Risk Assessment that builds on the earlier SFRA I and the information it contains will be used to influence the type and location of development and its phasing. This will lead to a better quality of life for both current and future generations.

## **(ii) Coastal erosion**

- 7.15 Parts of the Weymouth and Portland coastline are under threat from the sea and some is defended against erosion. Many of these defences demonstrate the risk of local instability. There is a Shoreline Management Plan in existence that is currently under review. This document is important as it identifies those coastal areas such as Old Castle Road in Wyke and Furzy Cliffs where the coastline is expected to continue to erode.
- 7.16 Emerging from the Shoreline Management Plan review are likely to be areas where 'managed realignment' is proposed. This is an approach whereby the natural processes of erosion and deposition are allowed to take place without the need for expensive engineering works. It brings benefits such as geological exposures of the World Heritage Site and includes the creation or recreation of inter-tidal habitats, of concern at both Lodmoor and Radipole but may result in the loss of land and property and infrastructure.
- 7.17 The Core Strategy will need to take account of any proposals emerging from the review of the Shoreline Management Plan. It may be necessary to ensure that no permanent development is permitted in areas at risk from coastal erosion or inundation by the sea. Specific issues that the Plan might need to address include:
- Requiring schemes to demonstrate that they have had regard to the Shoreline Management Plan
  - Providing appropriate levels of protection from erosion or flooding for the assets of the area; or
  - Establishing the means by which the social, economic and environmental consequences of erosion/flooding are to be remedied.
  - The applicant for time limited planning permissions shall provide evidence that the development is not threatened by erosion or flooding during the life of the development.
  - Permitted development rights will be removed in all such locations.

## **Option EN6**

**PROPOSALS FOR DEVELOPMENT WILL BE CONSIDERED IN THE CONTEXT OF FLOOD RISK TAKING CLIMATE CHANGE AND WAVE ACTION INTO ACCOUNT. WHERE APPROPRIATE THE BOROUGH COUNCIL WILL ADOPT THE RELEVANT COASTAL PROTECTION STRATEGY AS ADVISED BY THE ENVIRONMENT AGENCY.**

**Advantages** – Will allow planning for development and future generations to be sustainable by ensuring that the type of development is appropriate to its location with regard to flood risk and coastal erosion.

**Disadvantages** - May be issues arising from the restriction of types and location of development within the Borough due to the identification of zones where development is not acceptable due to flooding or coastal erosion

### **(iii) Energy**

- 7.18 The UK is committed to reducing CO2 emissions and has set targets of reducing CO2 emissions by 2010 and that by 2010, 10% of electricity is to be from renewable sources with 20% by 2020.
- 7.19 The government has estimated that around one third of the country's carbon emissions come from energy generation. It therefore advocates, through Planning Policy 22, the encouragement of schemes that utilise renewable energy resources. This should in tandem with energy efficiency measures, particularly in new development (including commercial development).
- 7.20 Weymouth and Portland area can contribute towards the regeneration of renewable energy, most notably through CHP and micro renewables. As the concept of renewable energy is promoted at national level and the nature of the Borough is restrictive to certain options such as wind farms it is appropriate to apply regional policy and encourage the generation of renewable energy, most notably to local communities and protect environmental resources.

### **Option EN7**

**IN ORDER TO CONTRIBUTE TO THE MITIGATION AND ADAPTATION OF THE EFFECTS OF CLIMATE CHANGE RENEWABLE ENERGY AND ENERGY EFFICIENCY MEASURES WILL NEED TO BE INCORPORATED IN ALL DEVELOPMENT. MAJOR DEVELOPMENTS WILL NEED TO CONSIDER THE PROVISION OF COMBINED HEAT AND POWER PLANTS AND/OR LINKS TO DISTRICT HEATING SYSTEMS.**

**Advantages** – Contribute to a sustainable future for future generations both locally and globally by assisting in the mitigation and adaptation of the effects of climate change.

**Disadvantages** – May be issues arising from the restriction of types and location of development within the Borough and the siting of renewable energy technology due to natural and built environmental constraints.

## Linkages to Core Strategy Objectives and other Key Documents

Source	Options							How do we measure up?
	EN1	EN2	EN3	EN4	EN5	EN6	EN7	
Core Strategy	✓	✓	✓	✗	✗	✗	✗	To conserve and enhance the natural environment through a green infrastructure strategy to preserve and protect biodiversity, landscape and amenity/recreational assets.
Core Strategy	✓	✓	✓	✓	✓	✓	✓	To improve the quality of life, well-being, safety and security of present and future residents in a sustainable manner that does not compromise the needs of future generations
Core Strategy	✓	✓	✗	✗	✗	✓	✓	To locate major development in the most sustainable locations, achieve high quality and sustainability in design, and minimise the impacts of climate change.
Conformity with RSS (Policy SD2)	✓	✓	✓	✗	✗	✓	✓	Managing the impact of future climate change on the environment, economy and society
Conformity with RSS (Policy SD2)	✓	✓	✗	✗	✗	✓	✗	Identifying the most vulnerable communities and ecosystems given current understanding of future climate change and provide measures to mitigate against these effects.
Conformity with RSS (Policy SD3)	✓	✓	✓	✓	✗	✗	✗	Ensuring that development respects landscape and ecological thresholds of settlements
Conformity with RSS (Policy SD3)	✓	✓	✓	✓	✗	✗	✗	Positive planning to enhance natural environments through development, taking a holistic approach based on landscape or ecosystem scale planning.
Conformity with RSS (Policy SD3 )	✓	✓	✓	✓	✗	✗	✗	Contributing to regional biodiversity targets through the restoration, creation, improvement and management of habitats.
Conformity with RSS (Policy SD4)	✓	✓	✓	✗	✗	✗	✗	Providing networks of accessible green space for people to enjoy.
Conformity with RSS (Policy GI1)	✓	✓	✓	✗	✗	✗	✗	Conserving and managing existing GI, creating new GI; and enhancing its functionality, quality and connectivity.
Conformity with RSS (Policy GI1)	✓	✓	✓	✗	✗	✗	✗	Ensure that a key aim of green infrastructure is the maintenance and improvement of biodiversity.



Conformity with RSS (Policy GI1)	✓	✓	✓	✗	✗	✗	✗	Protect the integrity of sites of international importance and provide new areas of appropriate greenspace where development would cause unacceptable recreational pressure on sites of ecological importance.
Conformity with RSS (Policy GI1)	✓	✓	✓	✗	✗	✗	✗	Maximise the role of GI in mitigating and adapting to climate change.
Conformity with RSS (Policy ENV 2)	✗	✗	✗	✓	✓	✗	✗	Undertake landscape character assessments in order to identify priority areas for the maintenance, enhancement or restoration of that character and provide an appropriate framework in Local Development Plan Documents...
Conformity with RSS (Policy ENV4)	✓	✓	✓	✗	✗	✗	✗	Nature Map should be used to help map local opportunities for biodiversity enhancement in LDDs, taking into account the local distribution of habitats and species, and protecting these sites and features from harmful development. Proposals which provide opportunities for the beneficial management of these areas and habitats and species generally should be supported, including linking habitats to create more functional units which are more resilient to climate change.
Conformity with RSS (Policy ENV 5)	✗	✗	✗	✓	✓	✗	✗	The historic environment will be preserved and enhanced. Using characterisation.
Conformity with RSS (Policy F1)	✗	✗	✗	✗	✗	✓	✗	Taking account of climate change and the increasing risk of coastal and river flooding
Conformity with RSS (Policy RE1)	✗	✗	✗	✗	✗	✗	✓	By 2010 a minimum target of 509 to 611 MWe installed capacity from a range of onshore renewable energy technologies . Target for Dorset 64-84 MW

Community Plan	✓	✓	✓	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>• Protect and promote the Borough and its natural assets</li> <li>• Work with other organisations to develop projects which celebrate and enhance the environment and coastline.</li> <li>• Improve the Borough's nature reserves, parks and gardens.</li> <li>• Walk or cycle and enjoy the natural environment</li> <li>• Use the natural assets of the Borough to increase work opportunities and boost the economy, within environmental limits.</li> <li>• Improve awareness of sustainable construction and renewable energies and develop planning policies supporting their use.</li> </ul>
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## 8 Transport and Movement

### Background and Context

- 8.1 Nationally, regionally and locally Weymouth and Portland are the southern terminus destinations of considerable volumes of functional and leisure transportation movements. Much of the infrastructure that exists today is a historical reminder of the predominant modes for longer distance travel as they changed over the centuries.
- 8.2 A step-change in Transport Strategy is therefore needed due in part to the constrained nature of Weymouth and Portland providing limited opportunity for increased capacity to the network. The escalation of environmental impacts associated with travel and the corresponding legislation/economic penalties may also enforce mode shift. This step change will require increased utilisation or adaption of existing infrastructure to assist access by the low impact transport modes of walking, cycling and public transport. Weymouth and Portland have four significant assets that will require significant increased use; the railway line, the Rodwell Trail, the waterways and town centre infrastructure (road space and car parks).
- 8.3 Dorset County Council has commissioned a series of Transport Studies across Dorset to inform emerging Local Development Frameworks. The Weymouth & Portland Transport Study identifies that public transport connectivity is poor and that there is an oversupply of town centre car parking which could benefit from improved demand management. The study identifies potential to bring about substantial improvements to both services and connectivity throughout the Borough to assist the shift away from dominance of the car as the prime means of transport.
- 8.4 In recognition of the preferred hierarchy of modes, the Transport Study also identifies the opportunities to improve walking and cycle connectivity in the Borough. These factors will contribute to the shift from car dominance and in particular will enable the town centre to be a place where non-car modes, and in particular the pedestrian profile, is equal with its roles of traditional sea-side and attractive shopping/leisure destination.

## Options for Development

### Option TR1

A PACKAGE OF MEASURES INCLUDING RESTRICTION (THROUGH PARKING AND NETWORK MANAGEMENT) TOGETHER WITH ENHANCEMENTS, IMPROVEMENTS AND PRIORITISATION, WILL BE DELIVERED TO INCREASE WALKING, CYCLING AND PUBLIC TRANSPORT USE, AND TO MINIMISE CONGESTION.

IN THE SHORT TERM A WEYMOUTH TRANSPORT PACKAGE FOR 2012 WILL DELIVER NETWORK MANAGEMENT AND PUBLIC TRANSPORT IMPROVEMENTS ALONG THE WEYMOUTH-PORTLAND CORRIDOR

**Advantages** – Transport package improvements will improve the signalling at key town centre junctions, will also create a real time traffic management system to regulate traffic within the corridor improve information at bus stops offering a greater incentive for people to use public transport and relieve congestion on the network. Will offer bus companies more patronage for existing and potential new services

**Disadvantages** - Less choice and availability of car parking in the town centre, and some parts of the town may be less accessible to private car users.

### Option TR2a

A NEW PARK AND RIDE SITE FOR 900 SPACES WILL BE PROVIDED AT MOUNT PLEASANT IN CONJUNCTION WITH THE WEYMOUTH RELIEF ROAD. THE SITE WILL PROVIDE REGULAR BUS SERVICES TO/FROM WEYMOUTH TOWN CENTRE.



↑ Mount Pleasant Park and ride approved layout that could deliver options TR2a or TR2b

**Advantages** – An increase in the number of parking spaces in the town will make it more attractive and competitive. Would improve integration between car and bus and connectivity to Weymouth Town Centre

**Disadvantages** – This option does not support connectivity with any other transport modes on site and provides limited choice of routes and services

## **Option TR2b**

**A NEW PARK AND RIDE SITE FOR 900 SPACES WILL BE PROVIDED AT MOUNT PLEASANT IN CONJUNCTION WITH THE WEYMOUTH RELIEF ROAD. THE SITE WILL PROVIDE REGULAR BUS SERVICES TO/FROM DORCHESTER (NON-STOP), WEYMOUTH TOWN CENTRE, WEYMOUTH RAILWAY STATION INTERCHANGE, AND UPWEY RAILWAY STATION.**

**Advantages** - An increase in the number of parking spaces in the town will make it more attractive and competitive. Would improve integration between car and bus and improve connectivity with Weymouth Town Centre, Dorchester, Upwey Station and Weymouth Station.

**Disadvantages** - Does not support connectivity with any other transport modes on site

## **Option TR2c**

**A MOUNT PLEASANT TRANSPORT HUB IS PROPOSED INCLUDING THE RELOCATION OF UPWEY STATION AND A NEW PARK AND RIDE SITE FOR 900 SPACES, ALLOWING INTEGRATION WITH RAIL, BIKE, AND BUS. THE SITE WILL PROVIDE REGULAR BUS SERVICES TO/FROM DORCHESTER (NON-STOP), WEYMOUTH TOWN CENTRE, AND WEYMOUTH RAILWAY STATION INTERCHANGE.**

**Advantages** – An increase in the number of parking spaces in the town will make it more attractive and competitive. The sighting of the bus based Park and Ride at Mount Pleasant would improve integration between car and bus. Opportunities for interchange would be between car, bus (existing routes), and cycle and on foot. An additional station at Mount Pleasant (or the closures of the Upwey Station) would provide a more accessible station and a rail based park and ride site for both Weymouth and Dorchester Town Centres. Further reinforcement of the site as a transport node is the presence of a significant amount of employment and housing at Mount Pleasant and the opportunity to develop this further. Residents in the Redlands/Radipole area will have improved access to rail services via the new railway station.

**Disadvantages** - Relocating Upwey Station is subject to agreement of Network Rail, and has not been fully costed. Residents of Upwey and Littlemoor will have poorer access to rail services via the new railway station.

- 8.5 A Weymouth Park and Ride Study<sup>4</sup> has been undertaken to consider the viability of option TR2a. This study shows that there will be occupancy of 115 – 250 parking spaces per day with peak parking levels of between 300 and 650 spaces in July and August at the P&R. The report alluded to the fact that this level of Park and ride use will not be self sustaining and will require subsidy. Options TR2b and TR2c have not been tested but are likely to result in the site being more attractive and economically viable, as integration between different modes of transport is made easier.
- 8.6 Additional work<sup>5</sup> has been undertaken to study the relationship between town centre parking and the Park and Ride site. There are currently 1865 car parking spaces in the town centre, and the Mount Pleasant Park and Ride site will provide 1,015 spaces, 50% more spaces than in the town centre. In a neutral month, only 32% of the parking spaces in the town centre car parks are filled in the peak parking hour. This varies from location to location. In the multi-storey car park 25% of the spaces, at most, are filled in the peak hour, whereas most of the Harbourside spaces are filled. It is suggested that the equivalent of the peak occupancy levels of 300 – 650 spaces at the park and ride site could and should be removed from town centre car parks. Although reducing the amount of town centre parking the total supply of parking in Weymouth and Portland would increase due to the construction of the additional spaces at the Park and Ride site.

### **Option TR3**

**THE NUMBER OF CAR PARKING SPACES IN WEYMOUTH TOWN CENTRE WILL BE REDUCED, AND DEMAND MANAGEMENT MEASURES INTRODUCED TO PRIORITISE WALKING, CYCLING AND USE OF PUBLIC TRANSPORT IN ORDER TO MAXIMISE THE USE OF THE MOUNT PLEASANT PARK AND RIDE SITE/TRANSPORT HUB, REDUCE THE NUMBER OF VEHICLES AND EMISSIONS IN THE TOWN CENTRE, AND TO ASSIST THE REGENERATION OF THE TOWN.**

**Advantages** –This option would encourage more people to use public transport and reduce the number of cars entering the town centre reducing congestion and emissions. Changes would make more efficient use of town centre land by making surplus car parks available for new development and would improve the pedestrian environment and public realm. A large number of new parking spaces would be available at the Mount Pleasant park and ride site, and it would be cheaper to park and travel from the park and ride site than parking in the town centre. Reducing town centre parking will make the park and ride site more viable and attract some

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<sup>4</sup> Weymouth Park and Ride Study (Atkins March 2009)

<sup>5</sup> Town Centre Parking Restraint and Park & Ride Technical Note (Buro Happold April 2009)

visitors to the town who are currently deterred by town centre congestion and pollution.

**Disadvantages** – There would be less choice and availability of car parking in the town centre, more expensive parking in the town centre (subject to the demand management measures adopted), and some parts of the town centre may be less accessible to private car users, as they will be pedestrianised. This may make Weymouth less attractive to some visitors in the short term. Parking fees provide an important source of revenue for the Borough Council to fund local services, and they may be reduced. Loss of parking may result in less flexibility in the capacity to provide for growth in the town centre.

### **Option TR4a**

#### **SECURE PARKING FOR HOTELS AND BUSINESSES WILL BE PROVIDED ON EDGE OR OUT OF CENTRE CAR PARKS**

**Advantages** – Will assist in supporting the town centre economy, businesses and tourism offer, and will assist in reducing car use and using other modes of transport. Likely to be cheaper than town centre car parks.

**Disadvantages** - It may take longer for businesses or tourists to access private vehicles

### **Option TR4b**

#### **SECURE PARKING FOR HOTELS AND BUSINESSES WILL BE PROVIDED WITHIN TOWN CENTRE CAR PARKS**

**Advantages** – This option will assist in supporting the town centre economy, businesses and tourism offer, and private vehicles will be more easily accessible to businesses or tourists

**Disadvantages** – This option will not assist in reducing car use or using other modes of transport and will use valuable short term shoppers parking spaces. Likely to be more costly than an edge of centre/out of centre car park.

### **Option TR5a**

#### **A TOWN CENTRE PEDESTRIANISED CORDON IS PROPOSED INCLUDING ST THOMAS STREET:**



**WHERE ACCESS BY VEHICLES IS SEVERELY RESTRICTED; WITHIN WHICH ENVIRONMENTAL ENHANCEMENTS ARE MADE TO IMPROVE THE PUBLIC REALM.**

**Advantages** – This option will help reduce vehicle congestion and emissions in a key shopping/leisure area, and assist with the regeneration of the town. This option will remove conflict between pedestrians and large vehicles, including buses, whilst improving access to town centre continuous loop bus service.

**Disadvantages** – This option will limit access and servicing of local shops and businesses. This option will limit through bus route options in St Thomas Street.

### **Option TR5b**

**A TOWN CENTRE PEDESTRIANISED CORDON IS PROPOSED INCLUDING ST THOMAS STREET AND CUSTOM HOUSE QUAY (PART)**

**WHERE ACCESS BY VEHICLES IS SEVERELY RESTRICTED; WITHIN WHICH ENVIRONMENTAL ENHANCEMENTS ARE MADE TO IMPROVE THE PUBLIC REALM.**

**Advantages** – This option will help reduce vehicle congestion and emissions in a key shopping/leisure areas, and assist with the regeneration of the town and public realm improvements along parts of Custom House Quay. This option will remove conflict between pedestrians and large vehicles, including buses, whilst improving access to town centre continuous loop bus service.

**Disadvantages** - This option will limit access and servicing of local shops, businesses and parts of the harbourside. It will also limit through bus route options in St Thomas Street.

### **Option TR5c**

**A TOWN CENTRE PEDESTRIANISED CORDON IS PROPOSED INCLUDING ST THOMAS STREET AND CUSTOM HOUSE QUAY:**

**WHERE ACCESS BY VEHICLES IS SEVERELY RESTRICTED; WITHIN WHICH ENVIRONMENTAL ENHANCEMENTS ARE MADE TO IMPROVE THE PUBLIC REALM. KING STREET AND WESTHAM BRIDGE BE PART OF THIS CORDON RESTRICTED TO PUBLIC TRANSPORT ACCESS ONLY:**

**Advantages** – This option will help reduce vehicle congestion and emissions in large tracts of the key shopping/leisure areas, and assist with the regeneration of the town and public realm improvements and permeability by pedestrians in the town centre as a whole. This option will prioritise public transport, improve journey times by bus,

and increase patronage of buses. It will allow pedestrianisation of Westham Bridge with access for buses only and remove conflict between pedestrians and large vehicles, including buses in St Thomas Street whilst improving access to the town centre continuous loop bus service.

**Disadvantages** – This option will limit access and servicing of local shops, businesses and parts of the harbourside. This option will limit through bus route options in St Thomas Street and remove access to King Street by private vehicles. Car parking spaces would be lost from Westham Bridge.



↑ Custom House Quay as existing, ↓ As Custom House Quay might look following pedestrianisation



## Option TR6

**LAND AT WEYMOUTH RAILWAY STATION SHOULD BE DEVELOPED AS A PUBLIC TRANSPORT INTERCHANGE AND NEW GATEWAY TO THE TOWN TO FACILITATE BETTER PUBLIC TRANSPORT INTERCONNECTIONS. ANCILLARY MIXED**

**DEVELOPMENT, IMPROVED PEDESTRIAN ACCESS AND ASSOCIATED TRAFFIC MANAGEMENT MEASURES MAY BE REQUIRED.**

**Advantages** – Development would improve connectivity between pedestrians and bus networks. A new interchange would improve public realm creating a better first impression for visitors to Weymouth and improve the character of the conservation area.

**Disadvantages** – Development potential subject to agreement with Network Rail. This option will only be effective with operation of Option TR5 and the agreement of the bus operators. Will not be effective in isolation as some distance from town centre core – will only work with secondary transport hubs.



↑ An impression of public realm improvements at Weymouth Railway station and King Street

⇒ Existing connections made by taxis only



8.7 Funding for the development of a public transport interchange at King Street is identified in the Local Transport Plan and may also form part of the Weymouth Transport Package Bid for 2012 and additional improvements to the station building and access could be funded from developer contributions released by developing part of the site. The development and regeneration of this key gateway site would fit with the emerging vision for the Weymouth Town Centre Area Action Plan, with the aim of providing an improved “first impression” of Weymouth for visitors, including those expected to arrive by train for the 2012 Olympic and Paralympic sailing events, and providing a new transport interchange as identified in the Weymouth & Portland Local Plan, and the Local Transport Plan as a long standing commitment.

8.8 The principal aim of introducing a King Street Transport Interchange in Weymouth is to facilitate better public transport interconnections and the greater use of public transport within and outside the Borough. However, it is essential that while the interchange is of course functional there should be significant enhancements of the public realm that welcomes visitors to the town and provides better pedestrian links

across the site and into the town centre and on to the Esplanade. Some of these improvements could be achieved through identifying development potential within or adjoining the site area and which, by agreement, could provide additional means of funding for the public realm enhancements.

## **Option TR7**

**A NEW GYRATORY SYSTEM FOR ALL BUSES ENTERING THE TOWN CENTRE WILL BE NEGOTIATED WITH THE BUS OPERATORS SERVING THE RAILWAY STATION INTERCHANGE AND A SERIES OF SECONDARY TRANSPORT HUBS AT THE PAVILION/FERRY TERMINAL SITE, WESTHAM ROAD AND ESPLANADE (NORTH)**

↑ Option TR7 as envisaged showing the new gyratory bus network in the Town Centre

**Advantages** – This option has links to Weymouth Seafront Regeneration proposals for King George III Square and provides bus operators with opportunities for more patronage.

**Disadvantages** – This route is unlikely to be commercially viable but new residents are likely to be representative of the existing aged population and generate increased demand for such a service.

## **Option TR8**

**A TOWN CENTRE “CONTINUOUS LOOP” BUS SERVICE IS PROPOSED CONNECTING COMMERCIAL ROAD, TOWN BRIDGE AND ESPLANADE WITH THE GYRATORY SYSTEM OPTION TR5.**

**Advantages** – This option will provide a frequent bus service serving all parts of the town centre and will be particularly valuable for tourists or those with limited mobility. It will also provide more choice for existing and new town centre residents

**Disadvantages** - This route is unlikely to be commercially viable in the short term, or in the off-peak tourist months, and will require developer or other subsidy.

## **Option TR9**

**A DORCHESTER-WEYMOUTH-PORTLAND BUS RAPID TRANSIT NETWORK (BRT) IS PROPOSED: A HIGH FREQUENCY BUS/GUIDED BUS NETWORK USING THE EXITING RAILWAY BETWEEN DORCHESTER AND WEYMOUTH, THE RODWELL TRAIL BETWEEN WEYMOUTH AND PORTLAND AND EXISTING ROADS, POTENTIALLY ELECTRICALLY POWERED.**

**Advantages** - A guided bus could provide the flexibility provided by a traditional bus coupled with the rapid congestion free journey time of rail at higher frequency. Additional benefits might include better connection between the existing railway stations in Dorchester, more convenient public transport access in to Weymouth Town Centre and reopening of Westham Bridge to buses would provide traffic free access to the Rodwell Trail an additional guided busway to Wyke Regis. Both routes could potential be used by cyclists with realistic frequencies only providing a few buses an hour meaning a negligible impact and still a preferred ambiance to the trafficked streets.

**Disadvantages** - Would require significant costs involved in the removal of the existing tracks between Dorchester and Weymouth and the laying of a suitable surface (hard standing). Timetabling of bus routes would have to be carefully planned and suitable passing places accommodated due to the existing single track. Through train services would not operate from Weymouth and passengers would need to change at Dorchester for train services to London or Bristol that could be detrimental to the economy and reduces choice of mode of transport. The section of route over Ham Beach is included in the Chesil and Fleet SAC.

↑ Option TR9 showing the Bus Rapid Transport Network extending from Dorchester to Portland

## **Option TR10**

### **A STRATEGIC CYCLE ROUTE NETWORK IS PROPOSED TO IMPROVE CONNECTIVITY, IMPROVE JOURNEY TIME AND IMPROVE HEALTH**

**Advantages** – This option will complete a comprehensive cycle route network in the Borough, providing safe routes and more opportunities for functional or leisure based cycling.

**Disadvantages** - Priority measures for cyclists at certain junctions may reduce journey times for private vehicles and public transport.

## **Option TR11**

### **THE LAND SAFEGUARDING FOR THE A354 PORTLAND ROAD RELIEF ROAD (WESTERN ROUTE) BE REMOVED FROM THE DEVELOPMENT PLAN AND THE ROAD PROPOSAL DELETED**

**Advantages** – This option conforms with the removal of the alignment from the West Dorset District Local Plan and work to support the 1994 Structure Plan Review.

**Disadvantages** – This option would not provide an alternative access route to Portland to help relieve congestion in Rodwell, Wyke and Underhill areas

- 8.9 An improvement to the road access to Portland is necessary to help pedestrian safety and ease traffic congestion in the Wyke Regis and Rodwell areas. The A354 Rodwell and Wyke Regis Relief Road (Western Route) would provide a short link between B3157 south of Chickerell to the A354 as it crosses the causeway to Portland and in doing so provide an alternative to the A354 through existing residential areas. This 5 km single carriageway scheme would improve access to Portland, shorten journey times and reduce community severance. It would also overcome problems of congestion and lead to a significant reduction in the number of households affected by noise and vehicle exhaust fumes. This route is currently protected in the Local Plan, whilst other alternative improvements have been investigated. The road would provide relief to the A354 strategic route and also local roads such as the B3156. There would be benefits to development sites on Portland and to strategic development options at Markham, Easton and Chickerell.
- 8.10 The proposal is however vulnerable to serious environmental constraints based on proximity to Chesil Beach and the Fleet lagoon (a Special Protection Area, RAMSAR site and Special Area of Conservation) and impact of the setting of the AONB and Heritage (Jurassic) Coast. Government guidance states that any proposed

development in or close to internationally important wildlife sites should be subject to the most rigorous examination by national and local authorities. The cost of the Western Route is now estimated to be £23.2 million<sup>6</sup>. It is unlikely that funding for the road could be secured given the potential negative environmental impacts, and the fact that Weymouth and Portland have been the benefactors of substantial income from the Regional Funding Allocation in recent history, namely the Weymouth Relief Road. In light of this fact, Weymouth is unlikely to benefit from this funding in the near future.

## **Option TR12**

**IMPROVEMENTS WILL BE MADE TO THE A354/B3157 PORTLAND CORRIDOR FROM BOOT HILL, BUXTON ROAD, AND WYKE ROAD/LANEHOUSE ROCKS ROAD TO PORTLAND ROAD TO MANAGE THE NETWORK AND PRIORITISE PUBLIC TRANSPORT.**

- 8.11 The Borough Council has been collecting contributions towards these improvements, and will continue to do so under Policy Options iD1, iD2 and iD3 (Chapter 9 Implementation and Delivery).

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<sup>6</sup> Highway Infrastructure Schemes Technical Note (Buro Happold April 2009)



## Linkages to Core Strategy Objectives and other Key Documents

Source	Options							How do we measure up?
	TR1	TR2a	TR2b	TR2c	TR3	TR4a	TR4b	
Core Strategy objective	✗	✗	✗	✗	✓	✗	✓	To regenerate Weymouth town centre, waterfront and key sites, and develop its' retail, cultural and leisure offer and a range of employment prospects
Core Strategy objective	✓	✓	✓	✓	✓	✓	✗	To improve movement and accessibility for all both within and to and from the Borough particularly for pedestrians and cyclists, and provide opportunities to reduce car use, improve safety and network efficiency.
Conformity with RSS (Policy RTS2)	✓	✓	✓	✓	✓	✓	✗	To introduce demand management measures to reduce the growth of road traffic levels and congestion
Conformity with RSS (Policy RTS3)	✓	✓	✓	✓	✓	✓	✗	Parking measures should be implemented to reduce reliance on the car and encourage the use of sustainable transport modes
Links to Community Plan	✓	✓	✓	✓	✓	✓	✗	<ul style="list-style-type: none"> <li>• Improve the transport systems wherever possible, including the Weymouth Relief Road, Olympic Transport Package and railway improvements</li> <li>• Improve access to the Borough and support plans to reduce traffic congestion</li> <li>• Review the parking strategy for the Borough, including park and ride opportunities</li> <li>• Work towards more integrated public transport provision throughout the Borough</li> <li>• Provide better access to services for people with disabilities and people who do not have access to private transport</li> <li>• Raise awareness of sustainable transport options and reduced dependence on car use, including provision of connected cycle paths in the Borough</li> <li>• Improve access to jobs and to facilities for health, training, shopping, leisure and culture</li> </ul>

Source	Options										How do we measure up?
	TR5a	TR5b	TR5c	TR6	TR7	TR8	TR9	TR10	TR11	TR12	
Core Strategy objective	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	To regenerate Weymouth town centre, waterfront and key sites, and develop its' retail, cultural and leisure offer and a range of employment prospects
Core Strategy objective	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	To improve movement and accessibility for all both within and to and from the Borough particularly for pedestrians and cyclists, and provide opportunities to reduce car use, improve safety and network efficiency.
Conformity with RSS (Policy RTS2)	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	To introduce demand management measures to reduce the growth of road traffic levels and congestion
Conformity with RSS (Policy RTS3)	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	Parking measures should be implemented to reduce reliance on the car and encourage the use of sustainable transport modes
Links to Community Plan	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	<ul style="list-style-type: none"> <li>• Improve the transport systems wherever possible, including the Weymouth Relief Road, Olympic Transport Package and railway improvements</li> <li>• Improve access to the Borough and support plans to reduce traffic congestion</li> <li>• Review the parking strategy for the Borough, including park and ride opportunities</li> <li>• Work towards more integrated public transport provision throughout the Borough</li> <li>• Provide better access to services for people with disabilities and people who do not have access to private transport</li> <li>• Raise awareness of sustainable transport options and reduced dependence on car use, including provision</li> </ul>





## 9 Implementation and Delivery

### Background and Context

- 9.1 New development can have a positive effect on an area, providing new homes, jobs and economic prosperity. However new development can place additional pressures on resources and infrastructure such as schools, community and leisure facilities, transport infrastructure and health services. The provision of infrastructure including a wide range of physical and social infrastructure and facilities to support new development is an essential objective of the development plan process. Government policy statements recognise that where existing infrastructure does not meet the needs of new development, it is reasonable to expect developers to contribute towards the financing of new or improved infrastructure directly related to those needs<sup>7</sup>.
- 9.2 The need for infrastructure to support housing growth and the associated need for an infrastructure delivery planning process has been highlighted further in the Government's recent Housing Green Paper. However the government recognises that the budgeting processes of different agencies may mean that less information may be available when the core strategy is being prepared than would be ideal. It is important therefore that the core strategy makes proper provision for such uncertainty and does not place undue reliance on critical elements of infrastructure whose funding is unknown. The test should be whether there is a reasonable prospect of provision<sup>8</sup>.
- 9.3 The Government recognises the need to invest in the country's infrastructure to ensure the long term success of the economy and to ensure that adequate facilities such as schools, parks, health centres; passenger transport; facilities for pedestrians and cyclists; and flood defences are maintained or improved when a community grows.
- 9.4 The planning system has for some time enabled planning authorities to require developers to make payments, usually through the use of planning obligations, to mitigate the impacts of new developments. Recently, some local planning authorities have gone further and successfully developed and introduced a set of standard charges per new dwelling, reflecting current planning law and policy.

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<sup>7</sup> Circular 5/2005 Planning Obligations

<sup>8</sup> PPS12

- 9.5 Research<sup>9</sup> indicates that many small and medium-sized developments are not generally required to make contributions. However, the Government considers that almost all development, both residential and commercial, has some impact on the need for infrastructure, services and amenities, or that it benefits from infrastructure, and that as a consequence, the burden of contributing to development is spread more fairly. It also believes that developers should have more certainty as to what they will be expected to contribute, thus speeding up the planning system.

### **Infrastructure Delivery**

- 9.6 The provision and maintenance of infrastructure can be a complex matter. Some infrastructure providers will be funded direct from the Treasury, others will be funded through private finance, but often, there will be a complex network of capital and revenue funding streams sourced through a combination of central and local taxation, fees and charges, grants, partnership funding, public private finance initiatives, investment income or through the use of capital reserves.
- 9.7 The Government will be introducing a new Community Infrastructure Levy (CIL). The purpose of the CIL is to raise contributions, through a system of charges levied on new developments, towards the costs of the infrastructure needed to support the development of an area. The CIL could be used to increase capacity and make better use of existing infrastructure or provide entirely new infrastructure and could make provision for sub-regional infrastructure, which will span or benefit more than one local authority area, e.g. wastewater treatment, large transport projects or hospitals.
- 9.8 Operation of the CIL is intended to be plan-led. It is not intended that the viability of schemes or the delivery of other fundamental planning objectives such as the delivery of affordable housing, would be undermined by the implementation of the CIL. It is likely that the Government will identify types of development to which CIL will not be payable.
- 9.9 The CIL would be based on a costed assessment of the infrastructure requirements arising specifically out of the development contemplated by the development plan for an area, taking. Standard charges would be set, which may vary from area to area and according to the nature of development proposed. Whilst CIL is currently discretionary the Government has indication that it will consider scaling back the existing s106 mechanisms once CIL is introduced. The Government is therefore encouraging Local Authorities to develop guidance for developers on the type and level of planning obligations that should be sought from new development based upon tariff principles.

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<sup>9</sup> Valuing Planning Obligations in England (Update Study for 2005-06 Sheffield University 2008

9.10 Such obligations will adhere to the following principles:

- i. making better places: delivering high quality design for buildings, places and spaces will require investment in a variety of physical enhancements including paving, street furniture, lighting, public spaces and public art, mainly in local centres and other focal points of community life which are capable of serving the development;
- ii. promoting active communities: this will involve the provision of necessary community facilities and infrastructure, including affordable housing, recreation facilities, schools, health care and community centres;
- iii. providing safe, convenient access for all: priorities will be sustainable travel measures such as bus priority, cycle lanes, better pedestrian facilities, which improve safety or access to local facilities, steps to reduce community severance and improve the opportunity of people with disabilities or impaired mobility to play a full and active part in the community;
- iv. impact minimisation: measures needed to avoid or mitigate the potentially adverse effects of development. Measures will include flood risk alleviation, ecological impact mitigation, provision of essential transport infrastructure, and traffic impact mitigation

## **Options for Development**

### **Option iD1**

**ALL NEW DEVELOPMENT SHOULD ASSIST IN CREATING SUSTAINABLE COMMUNITIES. A PLANNING OBLIGATIONS PACKAGE WILL BE DEVELOPED TO MEET THE NEEDS OF THE LOCAL COMMUNITY GENERATED BY NEW DEVELOPMENT PROVIDING CERTAINTY TO DEVELOPERS ABOUT WHAT IS EXPECTED FROM THEM IN MEETING THE NEEDS OF THEIR DEVELOPMENTS AND, IN TURN, HELPING TO SHAPE A BETTER FUTURE FOR THE BOROUGH'S RESIDENTS. ALL DEVELOPMENT OF ONE RESIDENTIAL UNIT OR MORE, AND ALL RETAIL/COMMERCIAL DEVELOPMENT WILL BE EXPECTED TO CONTRIBUTE TO THE FOLLOWING:**

- **SPORT RECREATION AND OPEN SPACE PROVISION, MANAGEMENT OR ENHANCEMENT**
- **ART AND DESIGN IMPROVEMENTS TO THE PUBLIC REALM**
- **NETWORK AND TRANSPORT IMPROVEMENTS**
- **FLOODING AND COASTAL DEFENCES IN WEYMOUTH TOWN CENTRE**

- **COMMUNITY INFRASTRUCTURE – EDUCATION / COMMUNITY FACILITIES**

**Advantages** – Contributions will help improve the social, cultural and working lives of the people of the Borough and can improve the environment for residents and visitors. There is potential for significant contributions from all types of development.

**Disadvantages** – Additional developer contributions could be detrimental to the economic viability of some developments, and could delay delivery of homes and jobs, if the tariff is set too high.

### **Option iD2a**

**ALL DEVELOPMENT OF ONE RESIDENTIAL UNIT OR MORE WILL BE EXPECTED TO CONTRIBUTE TO THE NEEDS OF THE LOCAL COMMUNITY. A PLANNING OBLIGATIONS PACKAGE WILL BE DEVELOPED TO MEET THE NEEDS OF THE LOCAL COMMUNITY. DEVELOPMENT WILL BE EXPECTED TO CONTRIBUTE TO THE FOLLOWING:**

- **SPORT RECREATION AND OPEN SPACE PROVISION, MANAGEMENT OR ENHANCEMENT**
- **ART AND DESIGN IMPROVEMENTS TO THE PUBLIC REALM**
- **NETWORK AND TRANSPORT IMPROVEMENTS**
- **FLOODING AND COASTAL DEFENCES IN WEYMOUTH TOWN CENTRE**
- **COMMUNITY INFRASTRUCTURE – EDUCATION / COMMUNITY FACILITIES**

**Advantages** – Contributions will help improve the social, cultural and working lives of the people of the Borough and can improve the environment for residents and visitors. There is potential for significant contributions from both small and large housing developments on a fair pro rata basis.

**Disadvantages** – Additional developer contributions could be detrimental to the economic viability of some housing developments, and could delay delivery of homes, if the tariff is set too high.

### **Option iD2b**

**RETAIL AND COMMERCIAL DEVELOPMENT WILL BE EXPECTED TO CONTRIBUTE TO THE NEEDS OF THE LOCAL COMMUNITY. A PLANNING OBLIGATIONS PACKAGE WILL BE DEVELOPED TO MEET THE NEEDS OF THE LOCAL COMMUNITY. DEVELOPMENT WILL BE EXPECTED TO CONTRIBUTE TO THE FOLLOWING:**



- **SPORT RECREATION AND OPEN SPACE PROVISION, MANAGEMENT OR ENHANCEMENT**
- **ART AND DESIGN IMPROVEMENTS TO THE PUBLIC REALM**
- **NETWORK AND TRANSPORT IMPROVEMENTS**
- **FLOODING AND COASTAL DEFENCES IN WEYMOUTH TOWN CENTRE**

**Advantages** - Contributions will help improve the social, cultural and working lives of the people of the Borough and can improve the environment for residents and visitors. It is fair that retail and commercial development share in meeting the needs of the local community.

**Disadvantages** – Asking for tariff based contributions from retail and commercial development may impact adversely on the economic regeneration of the Borough by reducing the opportunity for investment, or encouraging businesses to locate elsewhere where tariffs are less or do not exist for commercial development.

- 9.11 These Options provide similar but different objectives in terms of a planning obligations package. Option iD1 asks all new development to meet the needs of the community through a planning obligations package. Option iD2a and iD2b consider the requirements of residential only tariffs and commercial only tariffs. Commercial development would not be expected to contribute to community infrastructure such as educational facilities as commercial and retail development are unlikely directly to lead to the demand for new schools.

### **Option iD3**

**THE BOROUGH COUNCIL WILL SEEK, FROM DEVELOPERS, A CONTRIBUTION OF 1% OF THE CAPITAL COST OF APPROPRIATE DEVELOPMENTS AS AN INVESTMENT IN THE INTEGRATION OF ART AND DESIGN INTO THE PUBLIC REALM AND PUBLICLY ACCESSIBLE ELEMENTS OF THE BUILT ENVIRONMENT.**

**Advantages** – Investment into arts and culture will help improve the social, cultural and working lives of the people of the Borough and can improve the environment for visitors. Public art can have a significant contribution to make to the image, identity and economy of the Borough.

**Disadvantages** – Funding from schemes may not be used locally, instead dissolved throughout the whole Borough, additional developer contributions could be detrimental to the viability of some developments, particularly if this is in addition to other tariff based obligations.

- 9.12 Option iD3 is intended to obtain contributions for art and design in the public realm from commercial and retail developments and sites identified for major residential development. Public art is being recognised in the Borough through the development of a Public Art Planning Strategy. This emerging strategy document will provide an enabling framework to help integrate public art in future development and capitalise on investment from both the public and private sectors in enhancing the amenities within Weymouth and Portland. (See Chapter 6 Arts and Culture).

### **Option iD4**

**THE BOROUGH COUNCIL WILL WORK WITH ITS PARTNERS TO ENSURE THAT ITS OWN AND PARTNERS' ASSETS ARE UTILISED AND RELEASED IN ORDER TO ACHIEVE THE OBJECTIVES OF THE CORE STRATEGY. THE BOROUGH COUNCIL WILL USE COMPULSORY PURCHASE POWERS AS APPROPRIATE TO ENABLE THE OBJECTIVES OF THE CORE STRATEGY TO BE ACHIEVED**

**Advantages** – The use of the Council's own and partner's assets will help enable the delivery of development.

**Disadvantages** – Compulsory purchase is a legal process which can be complex and time consuming, and lead to some dispute.

- 9.13 This Option could be essential to the successful delivery of the core strategy particularly in regard to the Borough Council's ownership of land and property within and adjoining Weymouth town centre. The Borough Council will always prefer to work in partnership with others to achieve the objectives of the core strategy but should it prove necessary for the successful delivery of a development project then the use of compulsory purchase powers may prove essential.

### **Option iD5**

**THE BOROUGH COUNCIL WILL CONTINUE TO INVEST IN THE IMPLEMENTATION OF THE WEYMOUTH SEAFRONT REGENERATION PROGRAMME AND WATERSIDE LOOP PROPOSAL AS PART OF THE 2012 LEGACY.**

**Advantages** – This option will ensure the public realm improvements are made in time to capitalise on the increased publicity and image generation of the 2012 Games to Weymouth and Portland to help improve the tourism offer and create a lasting legacy.

**Disadvantages** – Implementation of aspects of the plan will be reliant on sources of external funding for comprehensive delivery.

- 9.14 Option iD5 is linked to Option iD4 in terms of the Council seeking to work with partners to achieve the long term enhancement of Weymouth's Esplanade, which is seen as an essential part of the regeneration of Weymouth as a 21<sup>st</sup> century English seaside resort. This is now proposed to be extended to include the Waterside Loop which could provide the town centre with a new western 'front' facing the Inner Harbour and Swannery, rather than turn its back to them.
- 9.15 Funding for the development of a public transport interchange at King Street is identified in the Local Transport Plan and may also form part of the Weymouth Transport Package Bid for 2012. However, until the benefits of the new Weymouth Relief Road have been put in place, particularly in regard to the reduction of vehicular movements through King Street and the commencement of the park and ride operations no implementation or delivery options are identified for the interchange in this chapter. Other transport options that may require contributions under Policy Options iD1, iD2a and iD2b are set out in Chapter 8 Transport and Movement.

### **Housing Delivery**

- 9.16 Housing delivery is monitored through the preparation of Strategic Housing Land Availability Assessments (SHLAA) in accordance with PPS3, and through reporting through the Annual Monitoring Report and reporting on National and Local Housing Indicators set out in the Borough Council's own Corporate Plan. A number of Local Area Agreement Targets also relate to housing delivery in particular NI154 and NI155. The Borough Council is assessed on its performance on housing delivery and maintaining a 5 and 15 year supply of deliverable housing sites and land, through reward elements of the Housing and Planning Delivery Grant. This grant is used to resource and support the local planning authority.
- 9.17 The delivery of affordable housing secured through a planning obligation or agreement can be provided most easily on site with the rest of the development. Where it can be demonstrated that viability is a problem or where a Registered Social Landlord is developing 100% affordable housing the Housing and Communities Agency (HCA) can provide grant. The availability of HCA grant can often speed up housing delivery.
- 9.18 Land owners and developers are kept engaged by regular developer and agents meetings and briefings with senior planning managers, and membership of the SHLAA Panel.

## **Employment and Job Delivery**

- 9.19 Employment land delivery is monitored through the Annual Monitoring Report and a range of national and local indicators set out in the Borough Council's own Corporate Plan, and the strategic plans of South West RDA and other delivery bodies. The Local Area Agreement and Multi Area Agreement also include indicators relating to jobs and skills. The Borough Council and Dorset County Council produce regular reports on the state of the economy monitoring key job losses and gains.

## Linkages to Core Strategy Objectives and other Key Documents

Source	Option						How do we measure up?
	iD1	iD2a	iD2b	iD3	iD4	iD5	
Core Strategy objective	✓	✓	✓	✓	✓	✓	To improve the quality of life, well-being, safety and security of present and future residents in a sustainable manner that does not compromise the needs of future generations.
Core Strategy objective	✓	✓	✓	✓		✓	To protect the distinct identity of settlements or communities, conserve and enhance the built heritage of the Borough, providing opportunities for arts and culture.
Core Strategy objective				✓	✓	✓	To regenerate Weymouth town centre, waterfront and key sites, and develop its' retail, cultural and leisure offer and a range of employment prospects
Core Strategy objective	✓	✓	✓		✓	✓	To improve movement and accessibility for all both within and to and from the Borough particularly for pedestrians and cyclists, and provide opportunities to reduce car use, improve safety and network efficiency.
Core Strategy objective	✓	✓	✓				To improve the health and well-being of residents by ensuring access to active space, sport and recreation and areas to grow food as a "healthy town".
Conformity with RSS (Policy C1)				✓		✓	Provision will be made to enhance cultural facilities and participation in cultural activity taking account of regional and sub-regional cultural strategies.
Conformity with RSS (Policy F)						✓	Major development including urban extensions and regeneration should be planned on a comprehensive and integrated basis so that they contribute to the delivery of sustainable communities and high quality of life.
Conformity with RSS (Policy HMA12)	✓	✓	✓	✓	✓	✓	Improvements to and expansion of retail, service and leisure facilities and the public realm in the town centre

<p>Links to Community Plan</p>						<ul style="list-style-type: none"> <li>• Encourage young people to stay in education and continue to improve the provision of high-quality education and training opportunities for all, including work based training and apprenticeships</li> <li>• Continue to improve access to further education and training opportunities locally, reducing the need for young people to travel and attracting more people to the area</li> <li>• Develop the identity of the Borough as a vibrant and creative place</li> <li>• Develop a varied programme of temporary and permanent arts, heritage and cultural activities</li> <li>• Introduce a programme of public art for the Borough which enhances the character of the area</li> <li>• Develop policies to secure financial contributions for art works through public and private finance</li> <li>• Establish the Borough as a centre for training and enterprise within the cultural industries</li> <li>• Involve young people and use their creativity and skills to create a sense of belonging and pride of place</li> <li>• Increase the provision of cultural venues, both temporary and permanent</li> <li>• Develop the artistic direction of Weymouth Carnival as a showcase for the South West and a legacy for 2012</li> <li>• Participate in the cultural programmes of the World Heritage Coast and wider Dorset area, including activities to link arts and the environment.</li> <li>• Promote volunteering as a way to develop and utilise the skills of residents</li> <li>• Develop specific projects to engage young people, particularly in sporting activities and cultural projects linked to 2012</li> <li>• Support the development of affordable activities for young people in the Borough</li> </ul>
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## GLOSSARY OF TERMS

**Annual Monitoring Report (AMR).** A report that each council must prepare, showing how effective its policies and proposals have been in meeting the vision and core strategy for their area.

**Area Action Plan (AAP).** A development plan document prepared to provide a framework for a site or area where particular changes or conservation issues are likely to arise. Not all development sites will require an area action plan, but it will be an advantage where co-ordination of implementation or delivery by a range of different organisations is required. This will be subject to independent examination, unlike a development brief which would be a supplementary planning document. The Borough Council are producing an Area Action Plan for Weymouth Town Centre.

**Code for Sustainable Homes.** A new national standard for sustainable design and construction of new homes introduced by the government in May 2008. The Code now measures the sustainability of a new home against nine categories of sustainable design, rating the 'whole home' as a complete package. The Code uses a 1 to 6 star rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level and, within England, replaces the EcoHomes scheme, developed by the Building Research Establishment (BRE).

**Community Plan.** The over-arching policy document for the area, produced by a partnership of local service providers, voluntary and private sector organizations. Our Local Strategic Partnership - the Weymouth and Portland Partnership (W&PP) is well established and currently reviewing the Community Plan "Our community Our Future", which will be an essential influence on the core strategy of the Local Development Framework. The W&PP will have a key input to the new planning system through shared consultation and a direct input to document production. There is also a county wide Dorset Strategic Partnership which has prepared a Dorset Community Strategy.

**Development Plan Document (DPD).** Part of the Local Development Framework (for example the core strategy or development allocations document), which has full development plan status and is required to go through an independent examination before adoption.

**Local Development Document (LDD).** The documents making up the local development framework, including both 'development plan documents' and additional 'supplementary planning documents'.

**Local Development Framework (LDF).** The replacement to local plans. The LDF will comprise a ‘portfolio’ of ‘local development documents’, some of which have full development plan status (development plan documents) and some of which form supplementary guidance (supplementary planning documents).

**Local Development Scheme (LDS).** The three-year rolling programme for the preparation of local development documents.

**Local Transport Plan (LTP).** These will continue to be prepared by county councils or unitary authorities with highway responsibilities, setting out policy and proposals for transport in the area. Weymouth and Portland is covered by the Dorset Local Transport Plan, prepared by Dorset County Council.

**Regional Spatial Strategy (RSS).** The statutory strategic plan (for the South West Region) establishing the policy and broad pattern of development for the region, including the allocation of housing numbers to districts to 2026. This will replace existing structure plans and regional planning guidance. Since commencement of the Planning and Compensation Act 2004 existing regional planning guidance for the South West (RPG10) has become regional spatial strategy – i.e. it is now part of the statutory development plan against which applications can be assessed.

**Regional Transport Strategy (RTS).** This will form part of the regional spatial strategy.

**Statement of Community Involvement (SCI).** This sets out the standards the council will achieve in involving the community in preparation and review of all local development documents, and in planning application decisions, and how the council intends to achieve these standards. It will not be part of the development plan but it will be subject to independent examination. This will need to take place at the start of the plan preparation process so that the agreed standards and arrangements are then followed in preparing the subsequent documents.

**Strategic Environmental Appraisal (SEA).** Environmental assessment of policies, plans and programmes likely to have significant environmental impacts, in order to ensure that environmental impacts are considered at a sufficiently early stage in planning decisions, and that environmental harm is minimized. This assessment will be required of many, though not necessarily all, local development documents. It will be carried out as part of the sustainability appraisal required of all local development documents.

**Supplementary Planning Document (SPD).** These will provide more detailed supporting policy to specific policies of Development Plan Documents or saved local plans,



and must be consistent with those adopted policies. They do not require independent examination but should be produced with public involvement and consultation. They form an equivalent of current 'supplementary planning guidance' but have greater status as part of the Local Development Framework.

**Sustainability Appraisal (SA).** Assessment of the sustainability impacts of proposed policies and allocations, to ensure that these impacts are considered properly in decisions and that the most sustainable options are chosen. This assessment must be carried out as an integral part of the plan-making process and a sustainability appraisal report will be prepared at the issues and options consultation stage.



