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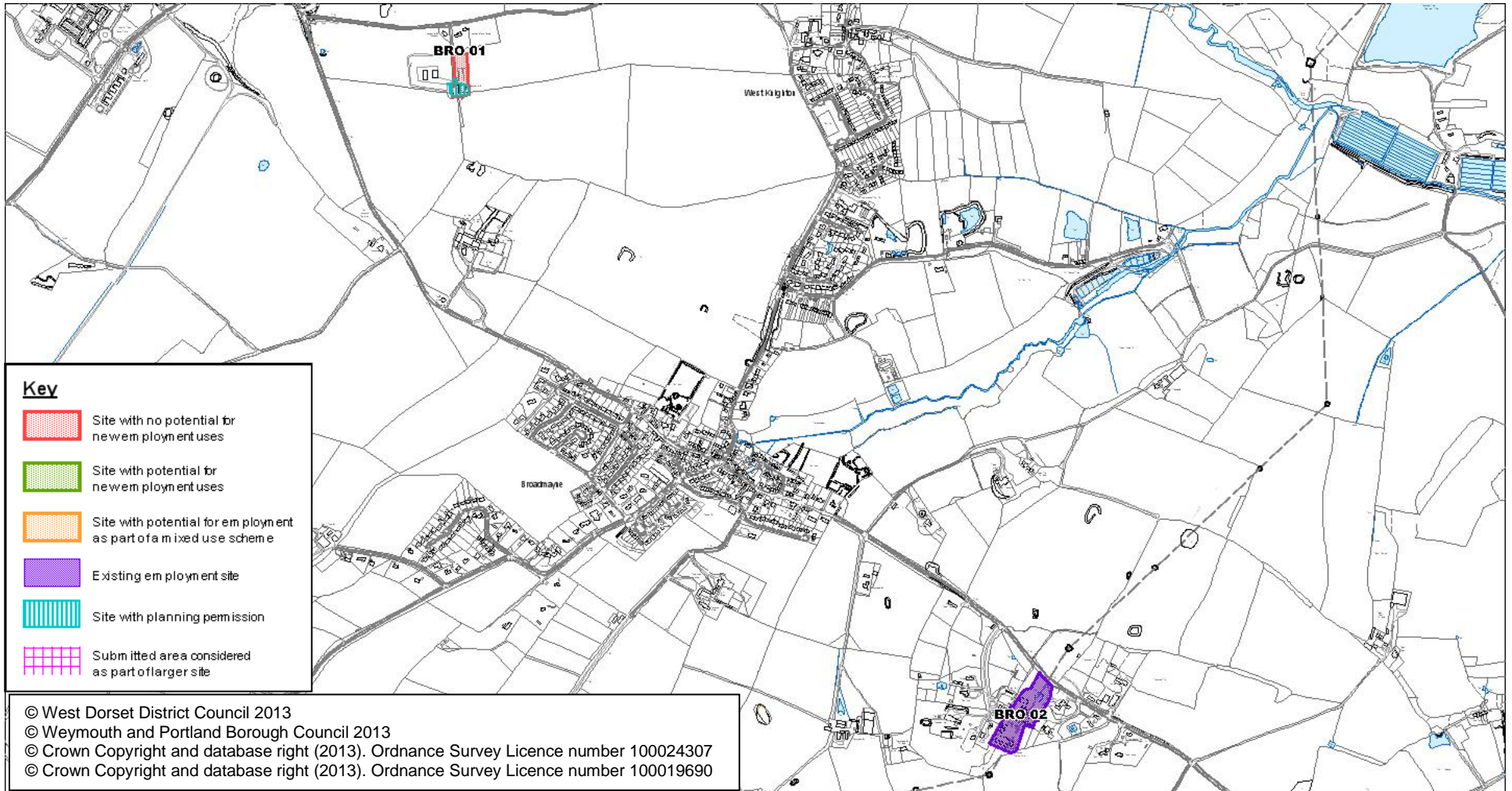
## Eastern Area

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Dorchester, Crossways and  
surrounds

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# Broadmayne



### Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
BRO 01	Submitted Site	Loscombe Barn Farm	0.40	No	Not well related to the settlement

### Existing Employment Sites

Site Ref	Address	Area (ha)	Shortlisted for Detailed Assessment	Comments
BRO 02	Roman Hill Trading Estate	1.38	Yes	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.

	<b>Site ref no:</b>	BMWK 02
	<b>Site area (ha):</b>	1.38
	<b>Site Address:</b>	Roman Hill Trading Estate
	<b>Site description and location:</b>	The site lies approximately 0.7km from the edge of the village of Broadmayne, located on the A352 which forms its northern boundary. Roman Hill is a complex of farm buildings that have been converted to employment uses.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Converted farm buildings. Corrugated metal and block construction. Well maintained.
<b>Noise and other pollutants:</b>	None
<b>State of external area and public realm:</b>	Good quality external areas. Landscaped area at the north of the site at the entrance, with ornamental planting and a pond.
<b>Parking, internal circulation and servicing:</b>	Single access road into and out of the site. Adequate car parking provided at each unit and in a car park to the rear of the site.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Demand for significant future employment land and units are likely to be limited in Broadmayne. Site offers potential for some expansion with likely units ranging from 500-1,000 sq ft. Local demand only.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in employment use.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	No.

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

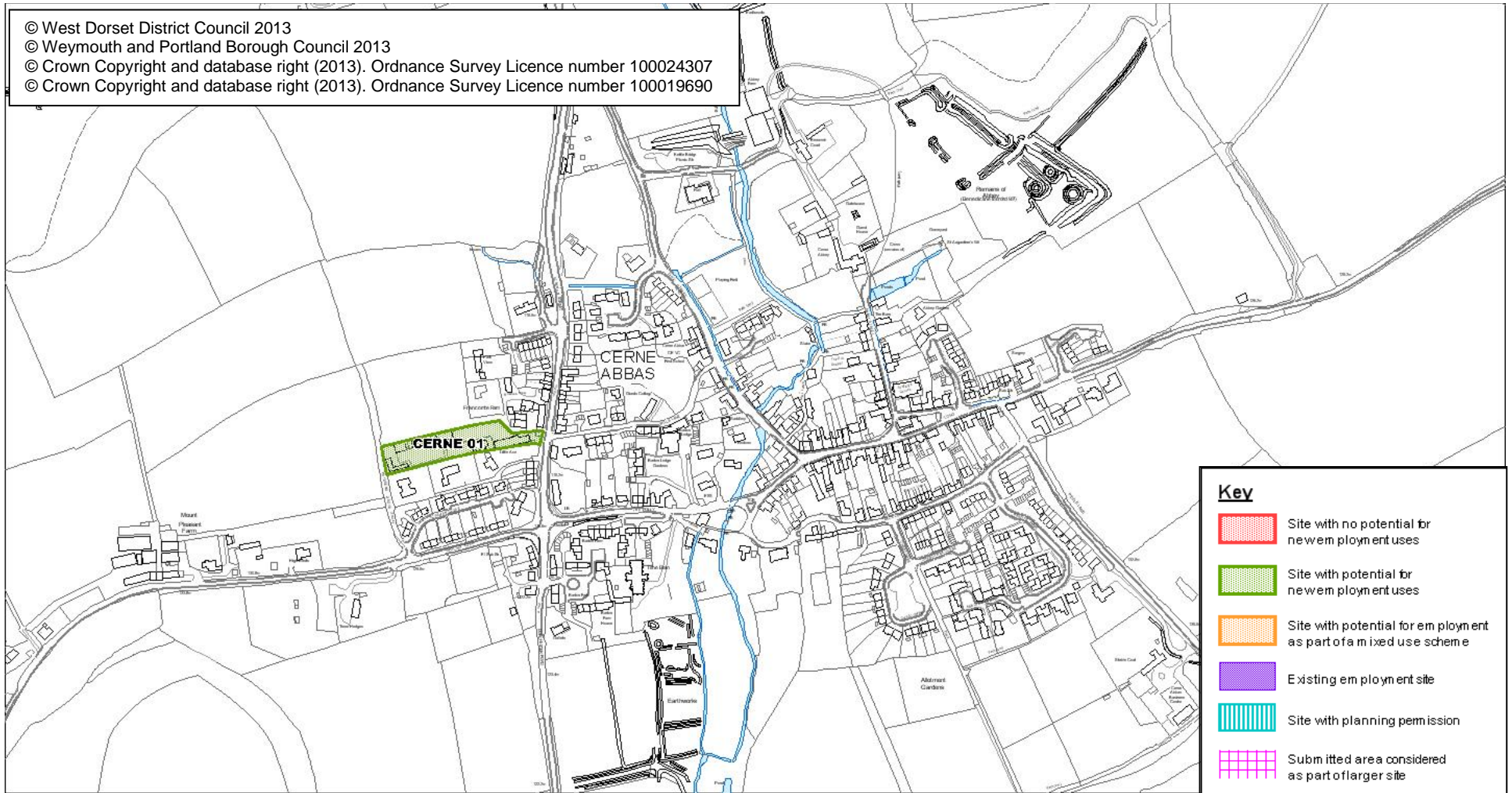
<b>Ease of access to main road network:</b>	Directly adjacent to an A class road (A352)
<b>Proximity to rail/sea/air freight:</b>	None

<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Residential properties to the west and east. Woodland and fields to the north and south. Adjacent residential properties may limit uses on site, though the site is well screened and is already in employment use.
<b>Wider environmental quality:</b>	Good quality open countryside
<b>Local Facilities:</b>	Facilities available in the nearby village of Broadmayne including a pub, garage and shop.
<b>Subject to flood risk:</b>	Not in a flood risk zone
<b>Site Development Constraints</b>	
<b>Site access:</b>	The site access is shared with Roman Hill Farm and is directly from the A352 - a fast moving road with no footway.
<b>Topography and shape:</b>	Long, narrow site. Slopes up to the south.
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Landscape is unlikely to be an issue as the site is well screened. There are mature trees at the site boundaries, with smaller trees on site. However, the pond on site may need to be maintained and possibly enhanced. Proposals to destroy the pond would need be supported by a full ecological appraisal and a requirement to provide an adequate replacement.
<b>Contamination, land stability and on site structures:</b>	Overhead cables cross the site.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Broadmayne and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 1,204</li> <li>• Of a Working Age; 860 (71%)</li> <li>• Economically Active; 603 (70%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site; providing links to the local area.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural
<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site this location is protected under policy ET1 of the 2006 West Dorset Local Plan for employment uses.
<b>Social and Regeneration Policy</b>	

<b>Availability of other jobs locally:</b>	There are limited numbers of jobs available in the village and the development at this site provides important local employment opportunities.
<b>Deprivation in local communities:</b>	E01020537 Owermoigne South & Osmington: IMD County Rank– 61 (out of 247) Employment Deprivation County Rank – 142 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Given the relatively isolated nature of the site suitable alternative uses are likely to be limited.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• 5KM heathland consultation zone</li> <li>• SA15; Groundwater Source Protection Zone (3 and 2)</li> <li>• SS3; Outside the DDB</li> <li>• SA3; South Dorset Downs Landscape Character Area</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• The site does not adjoin the existing built development of the village.</li> </ul>
<b>Additional comments:</b>	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.
<b>Recommendation:</b>	The site should be protected for employment uses.

# Cerne Abbas

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## Sites with Potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
CERNE 01	Officer Identified	Buildings at Francombe Farm	0.49	Yes	The existing businesses offer important local employment opportunities and there is the potential for expansion of development at this site.



No picture available	<b>Site ref no:</b>	CERNE 01
	<b>Site area (ha):</b>	0.49
	<b>Site Address:</b>	Employment Land at Acreman Street Francombe Farm
	<b>Site description and location:</b>	Located on the western edge of the village of Cerne Abbas the site comprises several buildings currently in employment use, plus one dwelling.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	5 and 7 Acreman St are grade II listed
<b>Noise and other pollutants:</b>	None.
<b>State of external area and public realm:</b>	There are few elements of public realm.
<b>Parking, internal circulation and servicing:</b>	The site has a single entry/exit point. Parking is provided on hard-standing outside each unit.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Demand for significant future employment land and units is likely to be limited in Cerne Abbas. The site offers potential for some expansion with likely units ranging from 500-1,000 sq ft. Local demand only.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is partially in employment use.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

<b>Ownership:</b>	Multiple owners
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

## Sustainability Factors

### Strategic Access

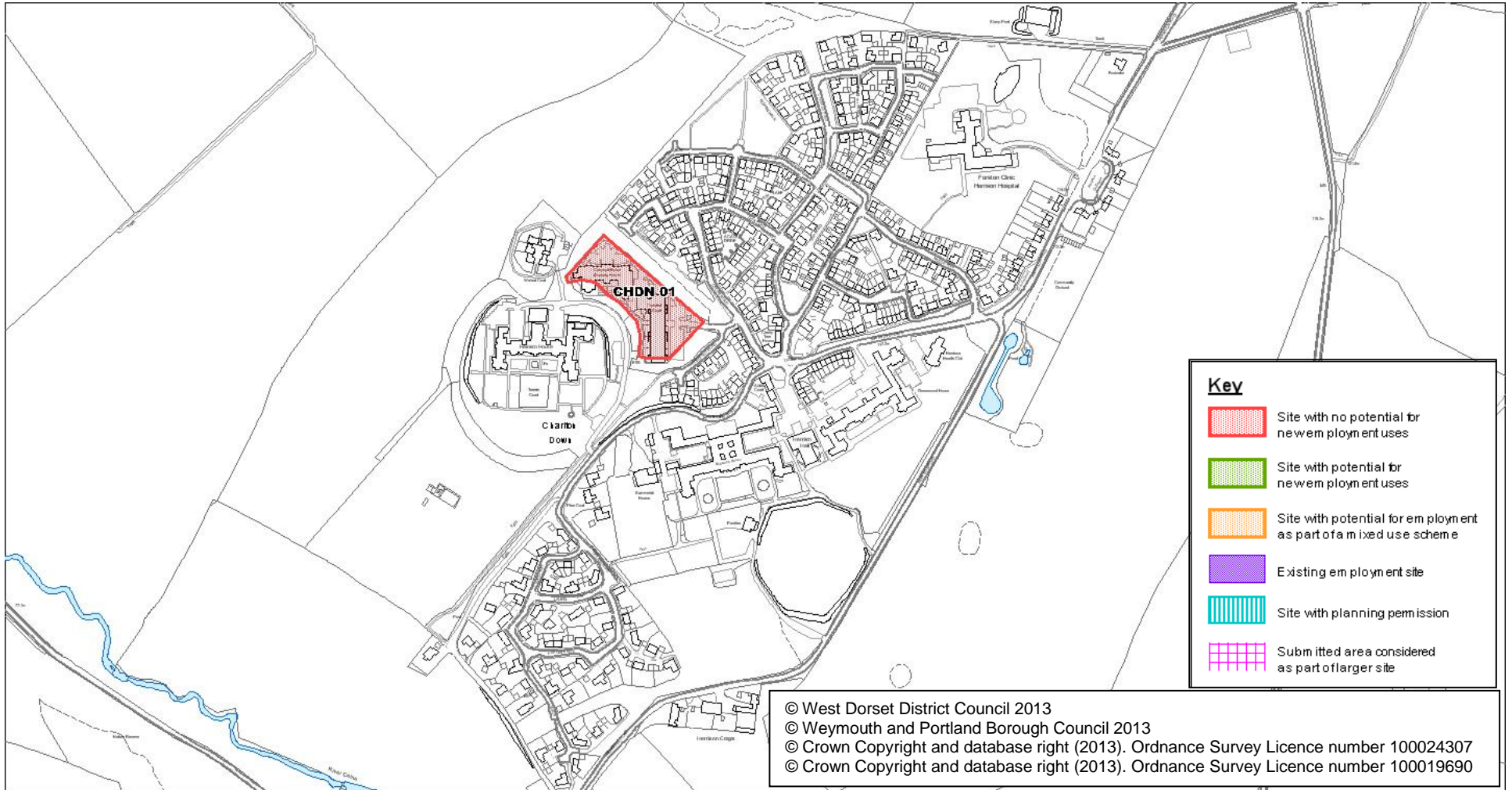
<b>Ease of access to main road network:</b>	The site is directly adjacent to the A352, the main route between Dorchester and Sherborne.
<b>Proximity to rail/sea/air freight:</b>	None.

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	Situated on the edge of the settlement there is countryside to the west of the site and a number of buildings that appear to be in agricultural use to the north. The amenity of the neighbouring residential properties, particularly those that immediately adjoin the site, will need to be considered.
<b>Wider environmental quality:</b>	The local environment is of a good quality; located within the Dorset AONB and the attractive village of Cerne Abbas.
<b>Local Facilities:</b>	The village of Cerne Abbas has a number of local facilities including a pub and shop.
<b>Subject to flood risk:</b>	The site is not within a flood risk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	The site has an acceptable existing access directly from the A352
<b>Topography and shape:</b>	A level site which is long and narrow in shape.
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	There are trees and hedges on the site boundary which will need to be retained. Although the site lies on the western edge of the village and will be highly visible, when seen in longer views, it merges with the existing developed area. Therefore, there is some scope for development without significant adverse landscape impacts. Care will be required with the north and west edges to ensure this is the case.
<b>Contamination, land stability and on site structures:</b>	It is possible there may be a limited amount of contamination from industrial activities currently on site.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Cerne Abbas and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 784</li> <li>• Of a Working Age; 529 (67%)</li> <li>• Economically Active; 320 (60%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site; providing links to the local area.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural
<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	The existing employment development would be protected for employment use by policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	

<b>Availability of other jobs locally:</b>	There are some jobs generated by the businesses within the village centre although there are limited employment opportunities locally of a similar nature to those provided on the site.
<b>Deprivation in local communities:</b>	E01020509 - Cerne Valley: IMD County Rank – 123 (out of 247) Employment Deprivation County Rank – 197 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located on the edge of a settlement with a DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA1; AONB</li> <li>• SA3; Cerne and Sydling Valley landscape character area</li> <li>• SS1; Partially within DDB</li> <li>• SA15; Groundwater Source Protection Zone (zone 3)</li> <li>• Small amount of the east of the site within the conservation area</li> <li>• 5 and 7 Acreman St are grade II listed</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• The owner may have aspirations for residential development (site has been submitted to SHLAA)</li> </ul>
<b>Additional comments:</b>	The existing businesses offer important local employment opportunities and there is the potential for expansion of development at this site.
<b>Recommendation:</b>	The site has potential for future employment uses

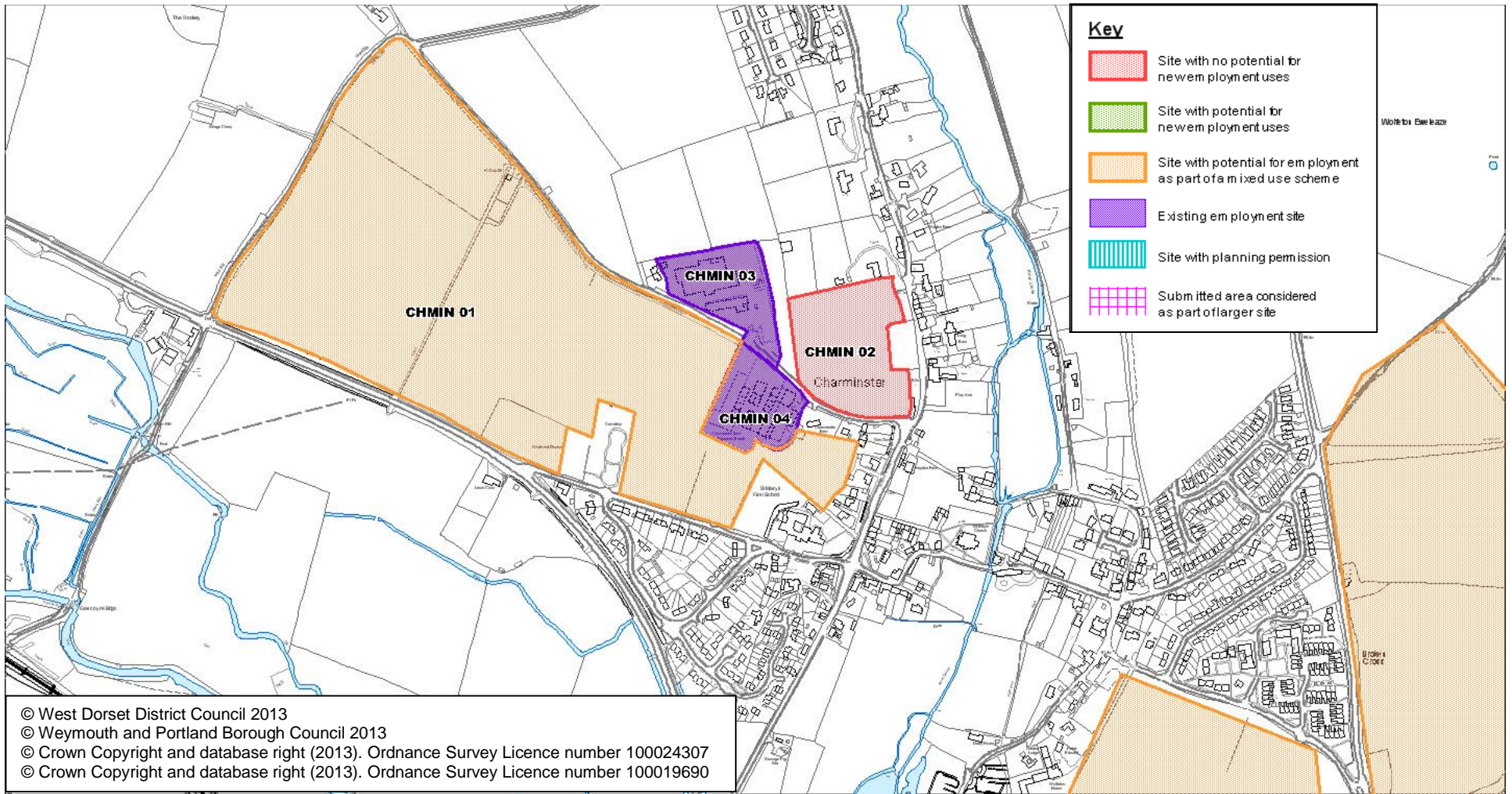
# Charlton Down



## Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
CHDN 01	2006 Local Plan Allocation	Land at Charlton Down	0.80	No	Site has already been developed for a residential nursing home and close care units.

# Charminster



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

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
CHMIN 01	Submitted Site	Land adj Charminster Farm	19.86	Yes	The site is extensive and if considered suitable for development it could offer the opportunity for a mixed use scheme at this broad location including employment uses. However, development here may be prohibited by highways access issues

### Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
CHMIN 02	Officer Identified	Land Opposite Charminster Farm	2.30	Yes	Development here may be constrained by topography and highways access issues The site is thought to be economically unviable for employment.

### Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
CHMIN 03	Charminster Depot	1.41	Yes	The site is suitable for continued employment use though the potential for further development or intensification may be limited by highways access issues.
CHMIN 04	Charminster Farm	1.25	Yes	The site is suitable for continued employment use and further employment uses could be provided through the conversion and refurbishment of currently redundant agricultural buildings. Development may provide the opportunity to

				improve the appearance of the site, though the potential for further development or intensification may be limited by highways access issues.
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No picture available	<b>Site ref no:</b>	CHMIN 01
	<b>Site area (ha):</b>	19.86
	<b>Site Address:</b>	Land at Charminster Farm Wanchar Lane
	<b>Site description and location:</b>	The site comprises fields surrounding Charminster Farm, on the north west edge of the village.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No existing employment buildings on site.
<b>Noise and other pollutants:</b>	None
<b>State of external area and public realm:</b>	Good quality agricultural environment.
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Charminster is located in close proximity to Dorchester. Demand for employment land and finished units are anticipated to be reasonable although many occupiers would likely prefer Dorchester. Demand is likely to be for lower value units ranging from 750-1,500 sq ft.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in agricultural use.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Adjacent to the A352 road between Dorchester and Sherborne and the A37 road between Dorchester and Yeovil. A TA and TP which examines potential impact (particularly on the SRN) would be required.
<b>Proximity to rail/sea/air freight:</b>	None

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	Land at Charminster Farm at the north of the site is already in employment use and development at this location could form an extension to the existing employment site. Some residential properties and a school to the east of the site. Allotment gardens and cemetery to the south. The amenity of neighbouring residential properties will have to be protected, though site is large enough to provide a buffer between any new and existing development.
<b>Wider environmental quality:</b>	Good quality rural landscape
<b>Local Facilities:</b>	Facilities including a post office and shop are available in Charminster village, with a wider choice of facilities and services in nearby Dorchester.
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	There are numerous existing access points around the site which could potentially be used but this would need further investigation. Development of the site would require pedestrian links and footway provisions. There are some concerns about the impact of traffic generated by additional development on the Wanchard Lane junction.
<b>Topography and shape:</b>	The site is large and irregularly shaped. Elevated in the north at Wanchard Lane the land slopes downwards to Wier View. The area to the north of the school is more level but elevated in relation to land at east. The change in level between the site and properties along North Street could be an issue.
<b>Utilities:</b>	Would need to be investigated.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	The site is bounded by dense and bushy native hedgerows; rear garden fences and ornamental hedges along settlement edge in the south east; embankment and tree planting along A 37 to south. There are views to site from the A37/Sodern Lane and Wanchard Lane around the perimeter of the site. Long distance views from wider landscape to south such as Poundbury. Potential views from Bradford Peverell. The eastern end of the site is viewed in context with existing settlement but the western end extends into countryside and is remote from the village. Development in this area is likely to have an adverse landscape and visual impact upon the valley landscape. Development should not extend west of line between Cemetery and no's 3 and 4 Park Farm on Wanchard Lane and would require landscape mitigation. Significant development will also need to demonstrate that the proposals will not have an

	adverse impact on flow rates and water quality of the River Frome SSSI.
<b>Contamination, land stability and on site structures:</b>	<p>There are telegraph poles and an electrical sub station on site.</p> <p>Due to the historical use of the site there is a potential for ground contamination. This would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.</p>
<b>Accessibility</b>	
<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Charminster and the surrounding communities:</p> <ul style="list-style-type: none"> <li>• Overall Population; 2,940</li> <li>• Of a Working Age; 2,039 (69%)</li> <li>• Economically Active; 1,449 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural edge of village location
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are limited employment opportunities locally, but a greater number and range of jobs in nearby Dorchester.
<b>Deprivation in local communities:</b>	<p>E01020510 Charminster:</p> <p>IMD County Rank - 86 (out of 247)</p> <p>Employment Deprivation County Rank - 107 (out of 247)</p>
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside DDB (but adjoining)</li> <li>• Adjoins Conservation Area at east</li> <li>• SA3; Cerne and Piddle Valleys and Chalk Downland Landscape Character Area</li> <li>• SA15; Groundwater Source Protection Zone (1, 2</li> </ul>

and 3)

- Eastern part of the site in a school buffer zone

## Recommendations

### Other Comments and Recommendation

**Known constraints /possible conflicts:**

- ROW - some footpaths through the site in the east.
- The owner may have aspirations for residential development.

**Additional comments:**

The site is extensive and if considered suitable for development it could offer the opportunity for a mixed use scheme at this broad location including employment uses. However, development here may be prohibited by highways access issues

**Recommendation:**

The site has potential for employment uses as part of a mixed use development.

No picture available	<b>Site ref no:</b>	CHMIN 02
	<b>Site area (ha):</b>	2.30
	<b>Site Address:</b>	Land opposite Charminster Farm
	<b>Site description and location:</b>	The land comprises a field on the north western edge of Charminster at the junction of North Street and Wanchard Lane.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No existing employment buildings on site.
<b>Noise and other pollutants:</b>	None
<b>State of external area and public realm:</b>	Good quality agricultural environment.
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Charminster is located in close proximity to Dorchester. Demand for employment land and finished units are anticipated to be reasonable although many occupiers would likely prefer Dorchester. Demand is likely to be for lower value units ranging from 750-1,500 sq ft.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in agricultural use.
<b>Development viability:</b>	Unviable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	The site is directly adjacent to the A352 road from Dorchester to Sherborne
<b>Proximity to rail/sea/air freight:</b>	None

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	A Dorset County Council depot is to the west of the site. The amenity of residential development to the north, east and south will need to be considered.
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<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	Facilities including a post office and shop are available in Charminster village, with a wider choice of facilities and services in nearby Dorchester.
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	Access would need to be from Wanchard Lane and there are some concerns about the impact of traffic generated by additional development on the junction with the A352.
<b>Topography and shape:</b>	Square shaped site that slopes very steeply, elevated in the west and dropping away to North Street.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	The site is bounded in the south and west by dense and bushy native hedgerows. There are outgrown hedgerows and trees to the northern boundary. The boundary in the north and east is formed by various rear gardens. Any development should be required to maintain the boundary hedgerows and trees. The site can be seen in views from Mill Lane and Ellerslie Close to the east.
<b>Contamination, land stability and on site structures:</b>	None
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Charminster and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 2,940</li> <li>• Of a Working Age; 2,039 (69%)</li> <li>• Economically Active; 1,449 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural edge of village location
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are limited employment opportunities locally, but a greater number and range of jobs in nearby Dorchester.
<b>Deprivation in local communities:</b>	E01020510 Charminster: IMD County Rank - 86 (out of 247) Employment Deprivation County Rank - 107 (out of 247)

<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA3; Chalk valley floor/ chalk valley slope landscape character area</li> <li>• SS3; Outside DDB (but adjoining)</li> <li>• Adjoining conservation area</li> <li>• SA15; Groundwater Source Protection Zone ( 2 and 3)</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• The landowner may have aspirations for residential development</li> </ul>
<b>Additional comments:</b>	Development here may be constrained by topography and highways access issues The site is thought to be economically unviable for employment.
<b>Recommendation:</b>	The site has no potential for future employment uses.

No picture available	<b>Site ref no:</b>	CHMIN 03
	<b>Site area (ha):</b>	1.41
	<b>Site Address:</b>	CHARMINSTER FARM DEPOT DT2 9RP
	<b>Site description and location:</b>	The site is located to the North West of Charminster village, and is in employment uses. The site has a single occupier, Dorset County Council, who use the site as a vehicle depot.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Buildings on site are primarily steel sheds; all of which appear to be of a good quality and general condition.
<b>Noise and other pollutants:</b>	Site noise is not of a level that would cause concern. The current use of the site could suggest the presence of on site pollutant sources which and additional inspection may be required as part of any future redevelopment.
<b>State of external area and public realm:</b>	The external site area is of a good quality and condition. There are few elements of a public realm, however; those which are present appear to be in a good general condition.
<b>Parking, internal circulation and servicing:</b>	Parking for the site is primarily situated to the Southern end, with a large designated area which appears adequate for the on site activities. Circulation through the site is good, with prescribed routes allowing access to all building units. This is aided by the dual access points along the South Western edge of the site. The site is very easily serviceable as a result of the current developmental layout.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Charminster is located in close proximity to Dorchester. Demand for employment land and finished units are anticipated to be reasonable although many occupiers would likely prefer Dorchester. Demand is likely to be for lower value units ranging from 750-1,500 sq ft.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in employment use.
<b>Development viability:</b>	Unknown, though as the site is currently in employment use further development is likely to be viable.
<b>Is site being actively marketed:</b>	No active site marketing at present.

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	There is nearby access from the site to both the A352 and the A37, main roadways through the area.
<b>Proximity to rail/sea/air freight:</b>	None

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	Land adjacent to the site is predominantly Greenfield though land to the south of the site at Charminster Farm is also in employment use.
<b>Wider environmental quality:</b>	Good quality agricultural landscape.
<b>Local Facilities:</b>	Facilities including a post office and shop are available in Charminster village, with a wider choice of facilities and services in nearby Dorchester.
<b>Subject to flood risk:</b>	The site is not in a flood risk zone.

### Site Development Constraints

<b>Site access:</b>	Access to the site is from Wanchard Lane, a spur off of the A352. The narrow nature of the access road may pose an issue for larger vehicles, and general traffic during peak travel times. Concern around the ability of the Wanchard Lane junction to accommodate additional traffic movements.
<b>Topography and shape:</b>	The site is sloping, from its highest point in the North West to its lowest in the South East.
<b>Utilities:</b>	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	The site is bounded by mature trees and hedgerows. No on site environmental concerns, though the site does occupy a relatively elevated position. Development should seek to minimise its prominence in wider views.
<b>Contamination, land stability and on site structures:</b>	The site falls within a contaminated land designation and this would need further investigation.

### Accessibility

<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Charminster and the surrounding communities:</p> <ul style="list-style-type: none"> <li>• Overall Population; 2,940</li> <li>• Of a Working Age; 2,039 (69%)</li> <li>• Economically Active; 1,449 (71%)</li> </ul>
<b>Access by public transport:</b>	There are several bus transit links within a close proximity of the site, on North Road.

<b>Sequential Test and Brownfield/Greenfield</b>	
Urban/urban edge/rural:	Rural
Previously Developed Land:	Brownfield
Located within a protected employment area:	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
Availability of other jobs locally:	There are limited employment opportunities locally, but a greater number and range of jobs in nearby Dorchester. There are similar industrial/business sites located within a close distance of the site, in the North of Dorchester. These offer similar employment opportunities to those on site.
Deprivation in local communities:	E01020510 Charminster: IMD County Rank - 86 (out of 247) Employment Deprivation County Rank - 107 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
<b>Other Policy Considerations</b>	
Alternative uses if no longer allocated for employment:	Located on the edge of a settlement with a DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
Policy considerations:	<ul style="list-style-type: none"> <li>• SA3; Chalk valley floor/ chalk valley slope landscape character area</li> <li>• SA15; Groundwater Source Protection Zone ( 2 and 3)</li> <li>• SS3; Outside the DDB</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
Known constraints /possible conflicts:	
Additional comments:	The site is suitable for continued employment use though the potential for further development or intensification may be limited by highways access issues.
Recommendation:	The site should be protected for employment uses.

No picture available	<b>Site ref no:</b>	CHMIN 04
	<b>Site area (ha):</b>	0.79
	<b>Site Address:</b>	Charminster Farm
	<b>Site description and location:</b>	Charminster Farm comprises of a small complex of agricultural buildings to the west of the village that have been converted into employment uses.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Some former agricultural buildings already in employment use. Large sheds, block and corrugated metal sheet.
<b>Noise and other pollutants:</b>	None.
<b>State of external area and public realm:</b>	The external area and public realm could be improved.
<b>Parking, internal circulation and servicing:</b>	Limited parking is provided around the existing units on an informal arrangement.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Charminster is located in close proximity to Dorchester. Demand for employment land and finished units are anticipated to be reasonable although many occupiers would likely prefer Dorchester. Demand is likely to be for lower value units ranging from 750-1,500 sq ft.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in employment use.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

<b>Ownership:</b>	One owner
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Situated within a very short distance of the A352 and the A37 the main roadways through the area.
<b>Proximity to rail/sea/air freight:</b>	None

### Quality of Wider Environment

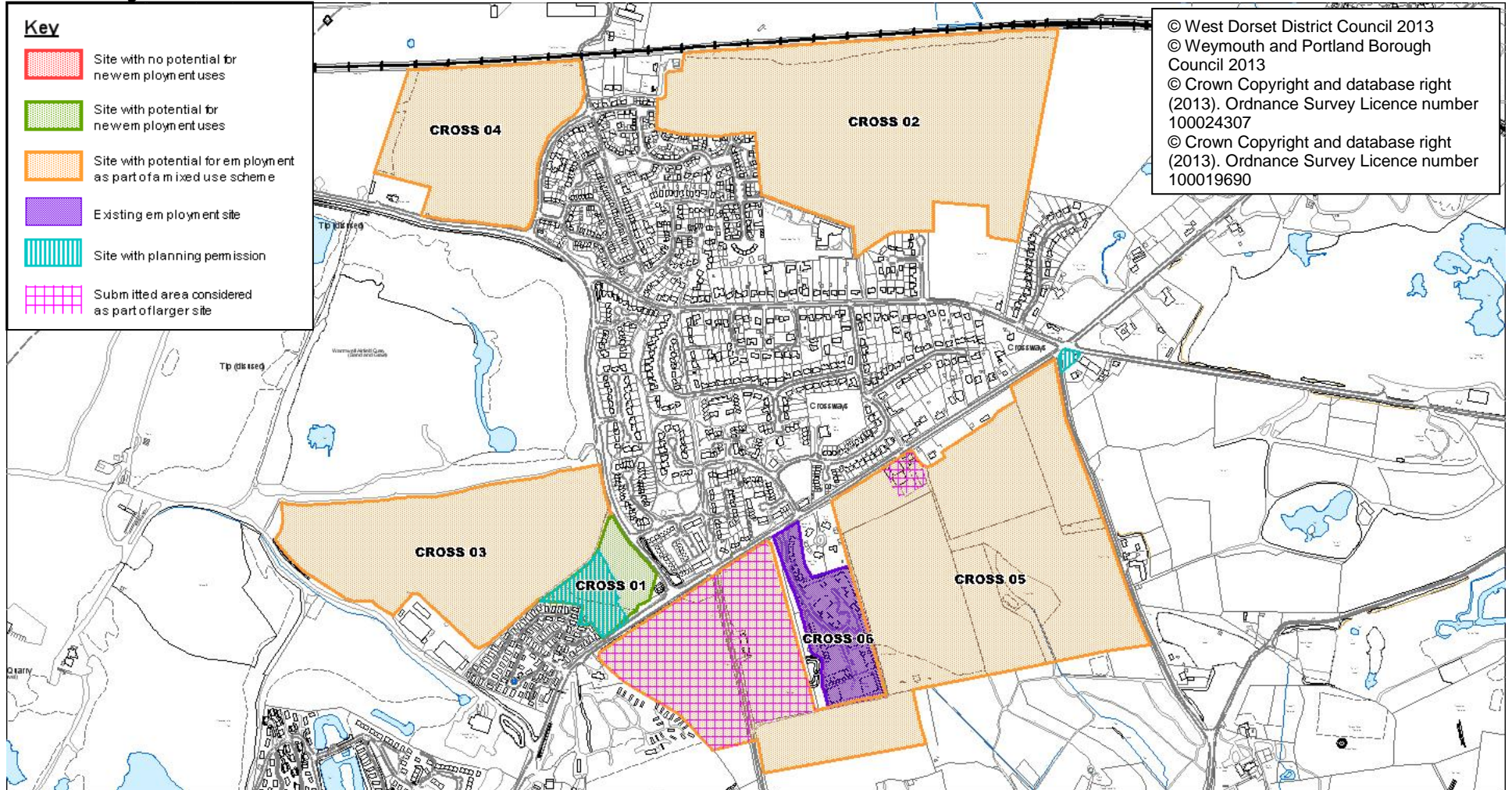
<b>Adjacent Land uses:</b>	The surrounding land is largely greenfield in agricultural use. Dorset County Council Depot is situated to the north. The amenity of a
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	farmhouse to the east should be a consideration but the location could offer the opportunity to consider some of the less neighbourly employment uses.
<b>Wider environmental quality:</b>	Good quality natural landscape.
<b>Local Facilities:</b>	Facilities including a post office and shop are available in Charminster village, with a wider choice of facilities and services in nearby Dorchester.
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	The site has two existing access points from Wanchard Lane, though one appears to serve agricultural buildings rather than the existing employment development. Concern around the ability of the Wanchard Lane junction to accommodate additional traffic movements.
<b>Topography and shape:</b>	Small, square shaped site. The land is level, though it occupies a relatively elevated position in relation to the surrounding area.
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	No on site environmental concerns, though the site does occupy a relatively elevated position The large scale buildings are prominent, particularly when viewed from Poundbury Hill Fort and from the bridleway running along the higher ground to the east of the village (on the other side of the river valley). There is the potential to improve the appearance of the industrial buildings at Charminster Farm in longer views with planting. The design of any industrial buildings should seek to minimise their prominence in wider views.
<b>Contamination, land stability and on site structures:</b>	There are redundant farm buildings on site that could potentially be re used for employment purposes.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Charminster and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 2,940</li> <li>• Of a Working Age; 2,039 (69%)</li> <li>• Economically Active; 1,449 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural edge of village location

<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	The owner has indicated that approximately 50 people are employed on the site, though not all remain on site during the day. Other local employment opportunities are limited, but a greater number and range of jobs in nearby Dorchester.
<b>Deprivation in local communities:</b>	E01020510 Charminster: IMD County Rank - 86 (out of 247) Employment Deprivation County Rank - 107 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located on the edge of a settlement with a DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside DDB (but adjoining)</li> <li>• SA3; Cerne and Piddle Valleys and Chalk Downland landscape character area</li> <li>• School buffer zone</li> <li>• SA15; Groundwater protection zones ( 2 and 3)</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	
<b>Additional comments:</b>	The site is suitable for continued employment use and further employment uses could be provided through the conversion and refurbishment of currently redundant agricultural buildings. Development may provide the opportunity to improve the appearance of the site, though the potential for further development or intensification may be limited by highways access issues.
<b>Recommendation:</b>	The site should be protected for employment uses.



# Crossways



### Sites with Potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
CROSS 01	2006 Local Plan Allocation	Land at Warmwell Road	2.08	Yes	Site offers significant potential for employment uses. Currently benefits from planning permission.

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

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
CROSS 02	Officer Identified	Land to the North of Crossways	20.18	Yes	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development, though the site may be better suited to a residential only development.
CROSS 03	Officer Identified	Land to the West of Crossways	12.15	Yes	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development
CROSS 04	Officer Identified	Land to North West	8.25	Yes	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for



					development
CROSS 05	Submitted Site	Land to the South of Crossways	32.50	Yes	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development

#### Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
CROSS 06	Hybris Business Park	3.06	Yes	The site is suitable for continued employment use and may have capacity to provide additional development through intensification.

#### Sites with Permission for Employment Uses

Address	Area	Comments	Under Construction
Land at Junction of Morton Road	0.10	Not Started	
South west part of land at junction West Link Road and Warmwell Roa	1.16	Site was allocated for employment uses by the 2006 Local Plan (see CROSS CS 003)	

No picture available	<b>Site ref no:</b>	CROSS 01
	<b>Site area (ha):</b>	2.08
	<b>Site Address:</b>	Land to the west of Warmwell Road, Crossways
	<b>Site description and location:</b>	The site is on the corner of Warmwell Road and the Western Link Road on the edge of the village of Crossways. Currently unused, the site has good access, though is Greenfield and quite open in character

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No buildings on site
<b>Noise and other pollutants:</b>	Elevated background noise level due to location at the junction of two busy roads and a nearby quarry site. No other obvious pollutants
<b>State of external area and public realm:</b>	Good quality natural environment that appears to be an informally used open space
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Crossways has relatively good transport links, being midway between Dorchester and Wareham. The village currently has a small industrial estate which may offer the potential for expansion. Demand is likely to favour small units which would appeal to local occupiers/tenants. The location is unlikely to suit office schemes.
<b>Current site status:</b>	The site is allocated for employment development in the Local Plan under policy EA11. This allocation was carried forward from the 1998 Adopted Plan.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Good access to main road network, road forms site boundary. 3.35km from an A road
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Moreton Station if the appropriate rail infrastructure was in place
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Adjacent uses are residential; housing estate and park homes. Some of the residential properties overlook the site. Warmwell airfield quarry to the north which generates quite a lot of heavy goods traffic Residential uses adjacent to the site will be a consideration, though the site has a good natural boundary from the park homes formed by trees/shrubs and there is already a high level of noise from the roads, which are currently used by heavy vehicles.
<b>Wider environmental quality:</b>	Good quality edge of village site, adjacent to open countryside
<b>Local Facilities:</b>	Good selection of local facilities – library/shop/doctor
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	Good site access
<b>Topography and shape:</b>	Site is of a flat topography, and a regular shape
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	No major conservation issues, no large trees etc
<b>Contamination, land stability and on site structures:</b>	No onsite structures, or obvious contamination or stability issues Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Crossways and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 2,267</li> <li>• Of a Working Age; 1,639 (72%)</li> <li>• Economically Active; 1,125 (69%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area. Nearby Moreton Train Station provides rail links on the Weymouth-London Waterloo line.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	rural edge of village location
<b>Previously Developed Land:</b>	Greenfield

<b>Located within a protected employment area:</b>	Yes, the site is formally allocated for employment uses in the 2006 West Dorset Local Plan
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	900 people working in the area.
<b>Deprivation in local communities:</b>	E01020538 – Crossways, IMD County Rank – 48 (out of 247) Employment Deprivation County Rank - 41 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside the Defined Development Boundary (adjacent to)</li> <li>• SA3; Within the Crossways Gravel Plateau Landscape Character Area.</li> <li>• EA11; Allocated for Employment Uses</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Despite previous permissions for employment this site has yet to be developed</li> </ul>
<b>Additional comments:</b>	Site offers significant potential for employment uses. Currently benefits from planning permission
<b>Recommendation:</b>	Site has potential for future employment uses

No picture available	<b>Site ref no:</b>	CROSS 02
	<b>Site area (ha):</b>	20.18
	<b>Site Address:</b>	Land to north of Frome Valley First school school drive
	<b>Site description and location:</b>	The site is located to the north of the village of Crossways. This is an extensive site with a natural boundary to the north formed by the railway line

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No existing employment buildings
<b>Noise and other pollutants:</b>	There may be noise from the railway.
<b>State of external area and public realm:</b>	Good quality natural environment.
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Crossways has relatively good transport links, being midway between Dorchester and Wareham. The village currently has a small industrial estate which may offer the potential for expansion. Demand is likely to favour small units which would appeal to local occupiers/tenants. The location is unlikely to suit office schemes.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	4.84km from an A road. Depending on the level of growth there could be concerns over the impact of development on the SRN. Development here would need another link back to Dick O the Banks Road or the B road but this would be on land in Purbeck which could be an issue.
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Moreton Station if the appropriate rail infrastructure was in place
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	New residential development. School and playing field. Residential use class to the south would limit uses onsite. Potential for B2/B8 uses adjacent to the railway line however this may not be in line with landscaping requirements
<b>Wider environmental quality:</b>	Development here could enhance the settlement and provide services and facilities to improve its sustainability..
<b>Local Facilities:</b>	Shop, school, doctors surgery and public transport links within the village of Crossways
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	Potential from new development - would need investigation
<b>Topography and shape:</b>	Site slopes down to north where it is bounded by the railway.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	A gently sloping site, comprised of grassland and arable fields enclosed by hedgerows overlooking the Frome Valley to the north. A dense belt of planting borders the adjacent railway to the north, resulting in an enclosed character to the northern edge. The southern area, and in particular the south eastern edge is more elevated, with wider views across the valley. Although views of the site would be available from the surrounding landscape, the site would be seen in close association with the existing urban fabric of Crossways. This visual impact is considered to be less significant than if the site were to be seen in isolation.  The site is within a heathlands consultation zone. A detailed strategy to protect the heathlands would need to be agreed.
<b>Contamination, land stability and on site structures:</b>	No record of Mineral working No obvious contamination or stability issues.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Crossways and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 2,267</li> <li>• Of a Working Age; 1,639 (72%)</li> <li>• Economically Active; 1,125 (69%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area.

	Nearby Moreton Train Station provides rail links on the Weymouth-London Waterloo line.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural edge of village location
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	900 people working in the area
<b>Deprivation in local communities:</b>	E01020538 Crossways: IMD County Rank – 48 (out of 247) Employment Deprivation County Rank - 41 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside DDB (but adjacent to)</li> <li>• SA3; Gravel plateau landscape character area</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Site has been put forward for housing in the Strategic Housing Land Availability</li> <li>• There is an underground pipeline that runs across part of the site</li> </ul>
<b>Additional comments:</b>	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development, though the site may be better suited to a residential only development.
<b>Recommendation:</b>	The site has potential for employment uses as part of a mixed use scheme.

No picture available	<b>Site ref no:</b>	CROSS 03
	<b>Site area (ha):</b>	12.15
	<b>Site Address:</b>	Land North West of Oaklands Park
	<b>Site description and location:</b>	Large expansive site to the west of the village of Crossways.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No existing employment buildings on site
<b>Noise and other pollutants:</b>	Noise generated by the nearby quarry and associated traffic
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Crossways has relatively good transport links, being midway between Dorchester and Wareham. The village currently has a small industrial estate which may offer the potential for expansion. Demand is likely to favour small units which would appeal to local occupiers/tenants. The location is unlikely to suit office schemes.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	3.27km from an A road. Depending on the level of growth there could be concerns over the impact of development on the SRN
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Moreton Station if the appropriate rail infrastructure was in place

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	Quarry to the north and west. Employment allocation to the south east. Residential park home to the south. There is some overlooking from adjacent residential properties. The
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	southern part of the site is adjacent to a residential park home site. The amenity of nearby residential development is a consideration
<b>Wider environmental quality:</b>	Development here could enhance the settlement and provide services and facilities to improve its sustainability.
<b>Local Facilities:</b>	Shop, school, doctors surgery and public transport links within the village of Crossways
<b>Subject to flood risk:</b>	Not in a flood risk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Potential - no highways issues. Poor pedestrian links to the village
<b>Topography and shape:</b>	Flat. Development on two sides.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	<p>The site is comprised of relatively flat agricultural fields, with extensive quarry working to the north and west subject to some restoration. The east and south of the site are primarily bound by roads and residential/holiday accommodation, often with overgrown hedgerow boundaries. The flat area and high tree density results in an enclosed character. There is the potential for views of the site from the south (a stretch of land north of Owermoigne and Warmwell) which would view the site without seeing it alongside the existing urban form at Crossways. In practice, views here are quickly curtailed by extensive intervening vegetation, and the site would not be visible in this area. In all other views, the site would be seen in close association with the existing urban fabric of Crossways.</p> <p>The site is within a heathlands consultation zone. A detailed strategy to protect the heathlands would need to be agreed.</p>
<b>Contamination, land stability and on site structures:</b>	<p>Two large agricultural sheds at the south of the site Warmwell Airfield Sand and Gravel Quarry -worked and restored</p> <p>Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.</p>
<b>Accessibility</b>	
<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Crossways and the surrounding communities:</p> <ul style="list-style-type: none"> <li>• Overall Population; 2,267</li> <li>• Of a Working Age; 1,639 (72%)</li> </ul>

	<ul style="list-style-type: none"> <li>Economically Active; 1,125 (69%)</li> </ul>
<b>Access by public transport:</b>	<p>There is nearby access to several Bus Transit Links from the site providing links to the local area.</p> <p>Nearby Moreton Train Station provides rail links on the Weymouth-London Waterloo line.</p>
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	rural edge of village location
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	900 people working in the area
<b>Deprivation in local communities:</b>	<p>E01020537 – Owermoigne South &amp; Osmington, IMD County Rank – 61 (out of 247)</p> <p>Employment Deprivation County Rank - 142 (out of 247)</p>
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>SS3; Outside DDB (but adjacent to)</li> <li>SA3; Crossways Gravel Plateau landscape character area</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	
<b>Additional comments:</b>	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development
<b>Recommendation:</b>	The site has potential for employment uses as part of a mixed use scheme.

No picture available	<b>Site ref no:</b>	CROSS 04
	<b>Site area (ha):</b>	8.25
	<b>Site Address:</b>	Land to the North West of Crossways
	<b>Site description and location:</b>	The site is a field on the north western edge of the village of Crossways

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	None
<b>Noise and other pollutants:</b>	Noise from nearby quarry and associated traffic, as well as train line
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Crossways has relatively good transport links, being midway between Dorchester and Wareham. The village currently has a small industrial estate which may offer the potential for expansion. Demand is likely to favour small units which would appeal to local occupiers/tenants. The location is unlikely to suit office schemes.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	4.74km to an A road. Depending on the level of growth there could be concerns over the impact of development on the SRN There may be additional highways issues with the B road at Warmwell and Affpuddle and contributions to the junctions and bridges may be sought.
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Moreton Station if the appropriate rail infrastructure was in place
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Railway line forms northern boundary with open countryside beyond. Quarry to south. New housing to east. New residential development to the east overlooks the site and any new development will need to consider the amenity of its occupiers.
<b>Wider environmental quality:</b>	Development here could enhance the settlement and provide services and facilities to improve its sustainability.
<b>Local Facilities:</b>	Shop, school, doctors surgery and public transport links within the village of Crossways
<b>Subject to flood risk:</b>	The site is not in a flood risk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Potential
<b>Topography and shape:</b>	Regular shaped site. Northern half of this site is undulating with a lower dipped area running north to south. The site has a local high point/ridge running around the eastern edge of the site.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	The site comprises an agricultural field, enclosed by the railway (with intermittent planting), a copse and plantation trees, and existing residential development. The site slopes down gradually to north, gently undulating across the area. There is a local high point/ridge running around the south eastern corner of the site, and the northern portion of the site is quite low-lying with an enclosed character. Although views of the site would be available from the surrounding landscape, the site would be seen in close association with the existing urban fabric of Crossways. This visual impact is considered to be less significant than if the site were to be seen in isolation. The site is within a heathlands consultation zone. A detailed strategy to protect the heathlands would need to be agreed.
<b>Contamination, land stability and on site structures:</b>	Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Crossways and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 2,267</li> </ul>

	<ul style="list-style-type: none"> <li>• Of a Working Age; 1,639 (72%)</li> <li>• Economically Active; 1,125 (69%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area. Nearby Moreton Train Station provides rail links on the Weymouth-London Waterloo line.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	rural edge of village location
<b>Previously Developed Land:</b>	greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	900 people working in the area
<b>Deprivation in local communities:</b>	E01020537 – Owermoigne South & Osmington, IMD County Rank – 61 (out of 247) Employment Deprivation County Rank - 142 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside the DDB (but adjacent)</li> <li>• SA3; Crossways Gravel Plateau landscape character area</li> <li>• Historic landfill buffer (west part)</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Site submitted to SHLAA so the owner may have aspirations of residential development</li> <li>• Site is part of Warmwell Quarry but may be a legal agreement to revoke this area of land. Small amount of gravel worked in the past but unlikely to be any further working.</li> </ul>
<b>Additional comments:</b>	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development
<b>Recommendation:</b>	The site has potential for employment uses as part of a mixed use scheme.



No picture available	<b>Site ref no:</b>	CROSS 05
	<b>Site area (ha):</b>	32.50
	<b>Site Address:</b>	Land south of Warmwell Road
	<b>Site description and location:</b>	The site is located to the south of the village of Crossways, surrounding the Hybris Business Park. This is an extensive site. On other side of the road to majority of development.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No existing employment buildings on site
<b>Noise and other pollutants:</b>	None
<b>State of external area and public realm:</b>	Good quality natural environment
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Crossways has relatively good transport links, being midway between Dorchester and Wareham. The village currently has a small industrial estate which may offer the potential for expansion. Demand is likely to favour small units which would appeal to local occupiers/tenants. The location is unlikely to suit office schemes.
<b>Current site status:</b>	The site is not identified in the current development plan Site has been assessed in the Strategic Housing Land Availability Assessment
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Access from the site is on the B3340 Warmwell Road, from which there are nearby links to the A352 and A353 to the South. Depending on the level of growth there could be concerns over the impact of development on the SRN.
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Moreton Station if the appropriate rail infrastructure was in place
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Hybris Business Park which includes some less neighbourly employment uses. Residential to the north.
<b>Wider environmental quality:</b>	Development here could enhance the settlement and provide services and facilities to improve its sustainability..
<b>Local Facilities:</b>	Shop, school, doctors surgery and public transport links within the village of Crossways. The site is close to existing shops and community hall.
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	Potential
<b>Topography and shape:</b>	Quite flat and well contained. Development could be accommodated with minimal wider landscape and visual impact.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	<p>A series of straight-sided agricultural fields bounded by hedgerows and extensive tree planting. The site gently undulates, though is relatively flat and low lying across the whole area. Views out of the site are quickly curtailed by adjacent vegetation and land uses, resulting in an enclosed character. There is potential for views of the site from the south (a stretch of land north of Owermoigne) which would view the site without seeing it alongside the existing urban form at Crossways. In practice, views here are quickly curtailed by extensive intervening vegetation, and the site would not be visible in this area. In all other views, the site would be seen in close association with the existing urban fabric of Crossways.</p> <p>The site is within a heathlands consultation zone. A detailed strategy to protect the heathlands would need to be agreed.</p> <p>The community hall has historic associations with the WWII airfield.</p>
<b>Contamination, land stability and on site structures:</b>	No record of mineral working. Due to the historical use of the site there is a potential for ground contamination – this would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.



	Village hall and farm buildings on part of the site.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Crossways and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 2,267</li> <li>• Of a Working Age; 1,639 (72%)</li> <li>• Economically Active; 1,125 (69%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area. Nearby Moreton Train Station provides rail links on the Weymouth-London Waterloo line.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural edge of village location
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	900 people working in the area
<b>Deprivation in local communities:</b>	E01020537 Owermoigne South & Osmington: IMD County Rank – 61 (out of 247) Employment Deprivation County Rank - 142 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside DDB (but adjoining)</li> <li>• SA3; Crossways Gravel Plateau landscape character area</li> <li>• Historic Landfill buffer (small part)</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• ROW - bridle way and footpath through site</li> <li>• Village hall on part of site</li> </ul>
<b>Additional comments:</b>	Development could enhance the existing settlement and provide more of a community focus. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development

**Recommendation:**

The site has potential for employment uses as part of a mixed use scheme.

No picture available	<b>Site ref no:</b>	CROSS 06
	<b>Site area (ha):</b>	3.06
	<b>Site Address:</b>	Hybris Business Park, Crossways DT2 8BF
	<b>Site description and location:</b>	An existing employment site located South of Warmwell Road and the village of Crossways

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	The buildings on site are of a good quality and current state of repair. There is no sign of degradation to any particular plot.
<b>Noise and other pollutants:</b>	Some noise from existing businesses on site.
<b>State of external area and public realm:</b>	The external area is of a good quality and appears well maintained, with no signs of waste or disused machinery/equipment outside any units. There are also public realm provisions such as street lights.
<b>Parking, internal circulation and servicing:</b>	Parking on site does not appear to be an issue, with an adequate provision given to each of the building plots; keeping the roadways clear. Circulation through the site is good, via the existing access roads. The site is easily serviceable.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Crossways has relatively good transport links, being midway between Dorchester and Wareham. The village currently has a small industrial estate which may offer the potential for expansion. Demand is likely to favour small units which would appeal to local occupiers/tenants. The location is unlikely to suit office schemes.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in use for industrial uses; occupied by a variety of businesses, including a recycling centre to the South.
<b>Development viability:</b>	Unknown, though as the site is currently in employment use and well occupied further development is likely to be viable.
<b>Is site being actively marketed:</b>	The site is actively marketed at present.

### Ownership and Constraints on Development

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

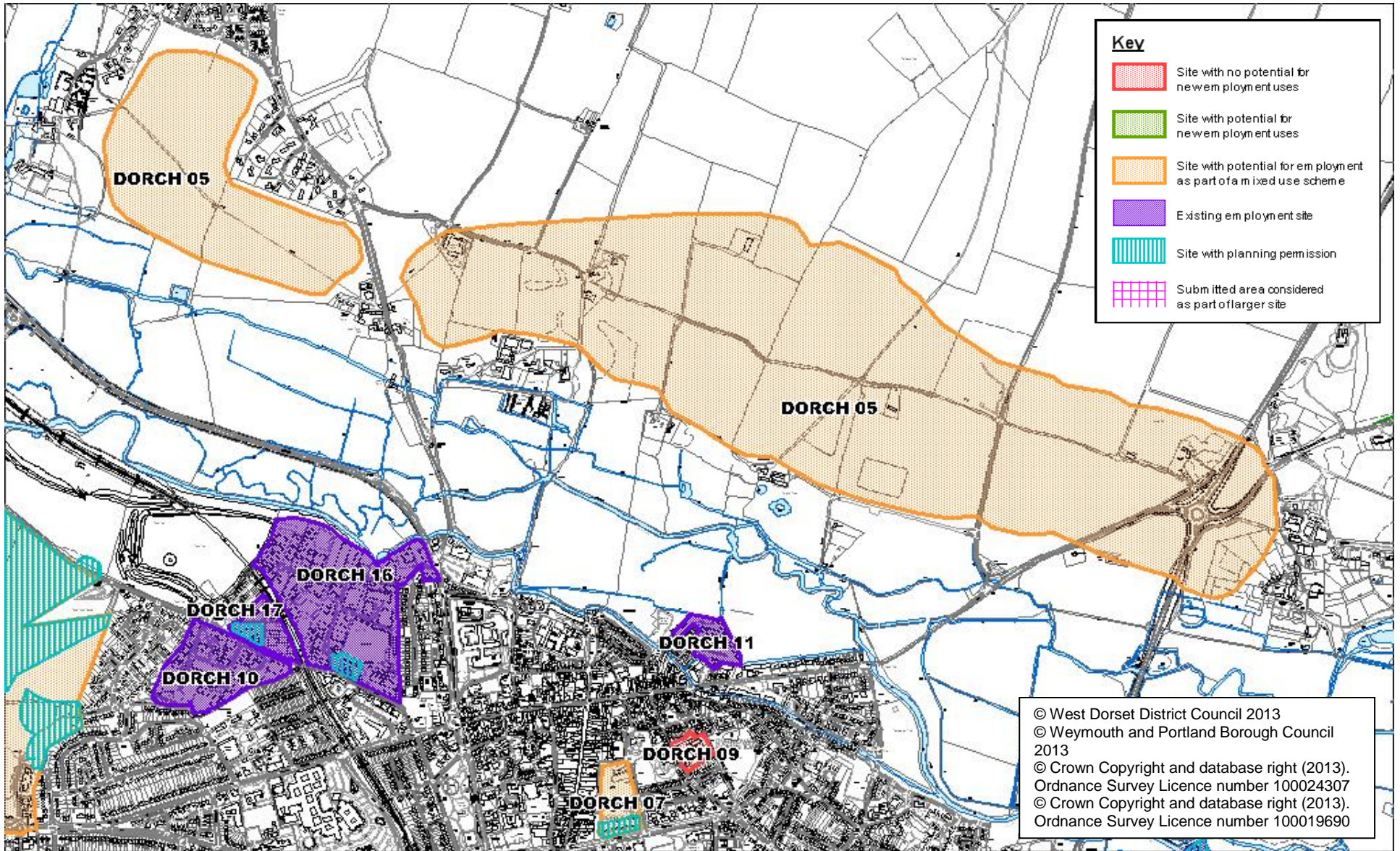
## Sustainability Factors

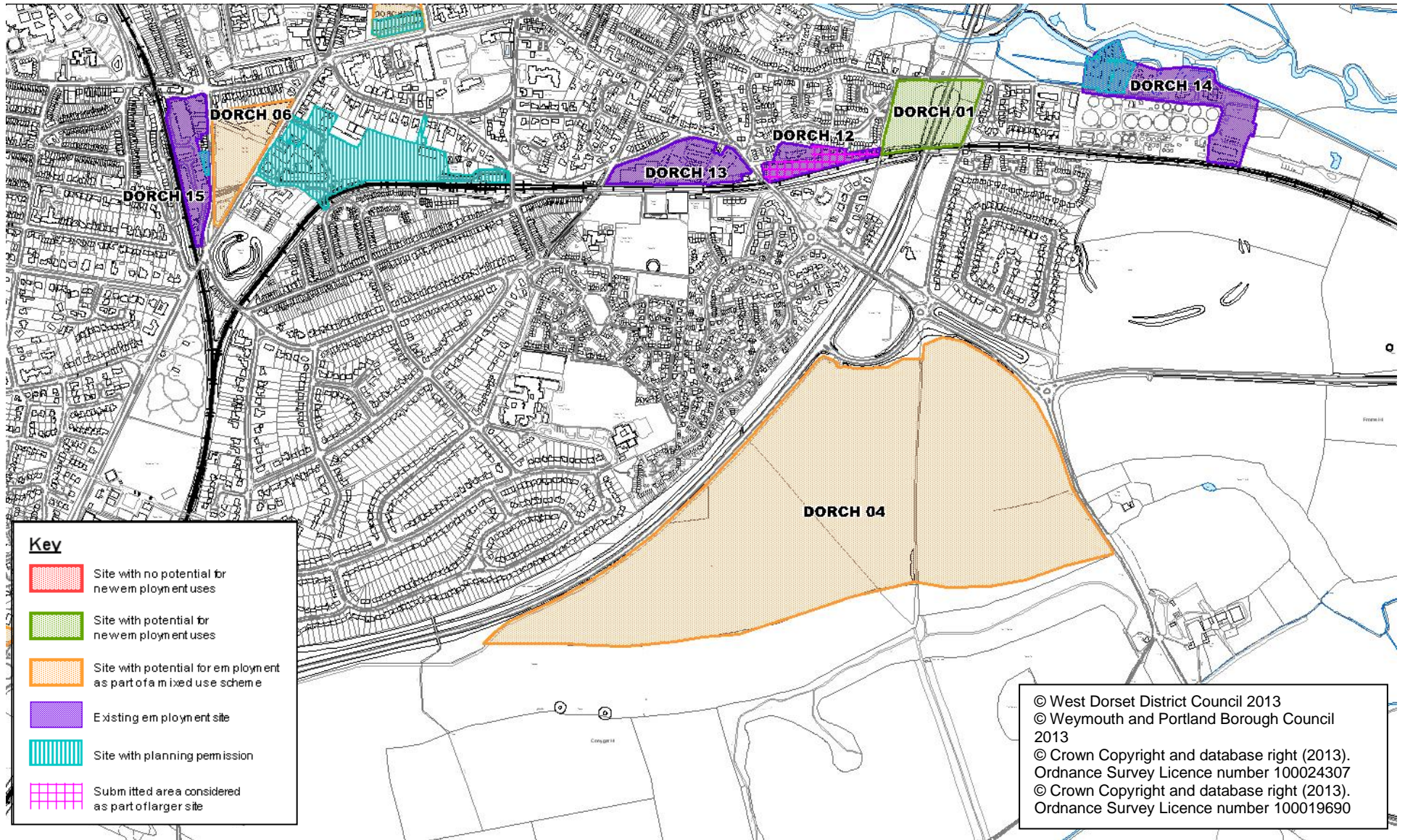
### Strategic Access

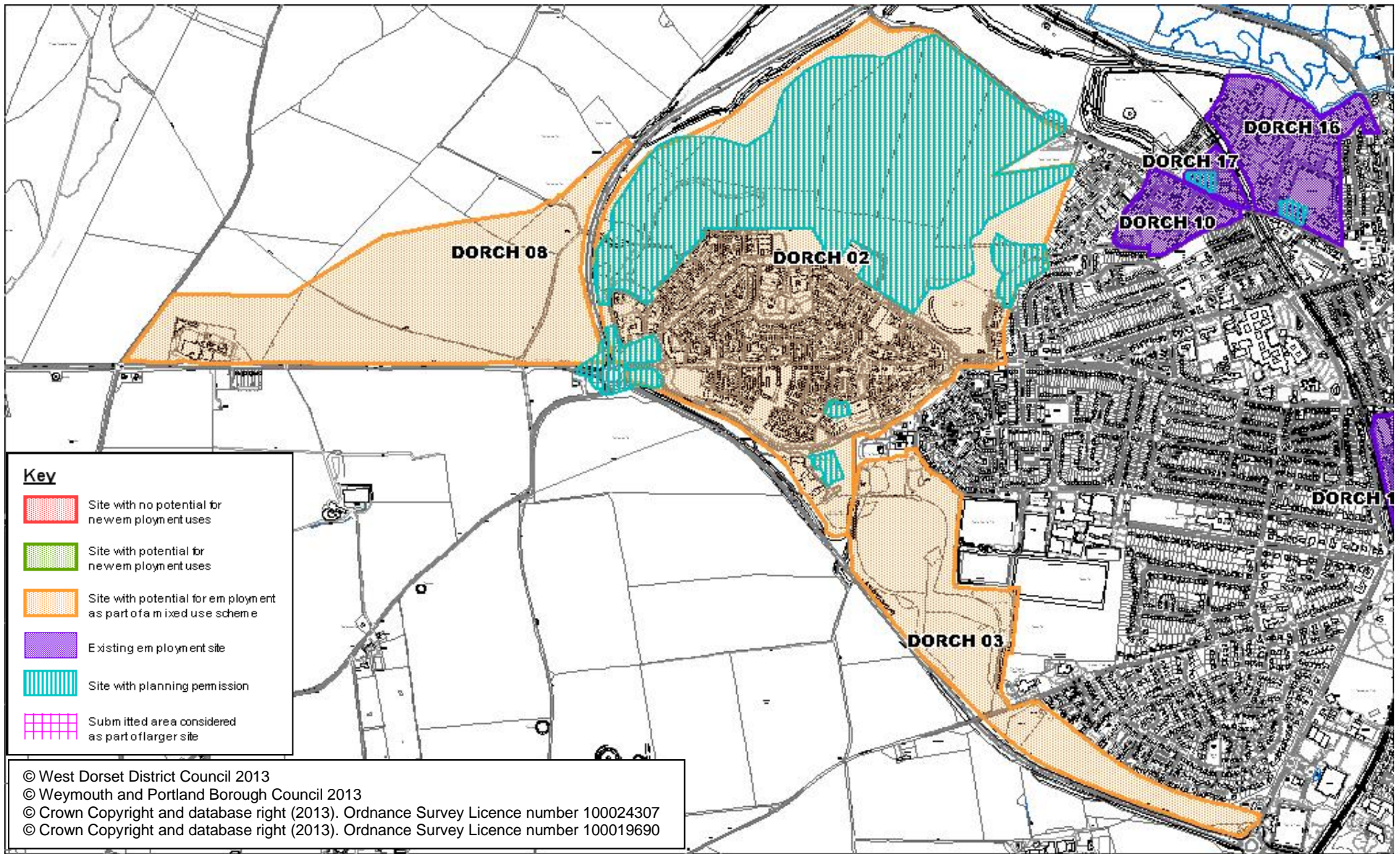
<b>Ease of access to main road network:</b>	Access from the site is on the B3340 Warmwell Road, from which there are nearby links to the A352 and A353 to the South.
<b>Proximity to rail/sea/air freight:</b>	Moreton Station is located within a mile of the site; potential for rail freight with the appropriate rail infrastructure put in place.
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Land adjacent to the site is predominantly Greenfield. Crossways village hall to the west of the site, small residential development of Heathfield Park to the east and the village of Crossways beyond Warmwell Road to the north.
<b>Wider environmental quality:</b>	The local natural environment is of a good quality.
<b>Local Facilities:</b>	Shop, school, doctors surgery and public transport links within the village of Crossways. The site is close to existing shops and community hall.
<b>Subject to flood risk:</b>	The site is not in a flood risk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Direct access to the B3390 Warmwell Road.
<b>Topography and shape:</b>	The site is flat, long and narrow.
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	There is a scheduled monument at the western site boundary. No on site environmental concerns, though development should seek to minimise its prominence in wider views.
<b>Contamination, land stability and on site structures:</b>	No obvious contamination or stability issues
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Crossways and surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 2,267</li> <li>• Of a Working Age; 1,639 (72%)</li> <li>• Economically Active; 1,125 (69%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area. Nearby Moreton Train Station provides rail links on the Weymouth-London Waterloo line.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural edge of village location
<b>Previously Developed Land:</b>	Brownfield.

<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There is very little development in the immediate local area that provides similar employment opportunities
<b>Deprivation in local communities:</b>	E01020537 Owermoigne South & Osmington: IMD County Rank – 61 (out of 247) Employment Deprivation County Rank – 142 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available.
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Suitable alternative uses for the site may be limited by its location outside the DDB
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA3; Landscape Character Assessment Area, Crossways Gravel Plateau</li> <li>• SS3; outside the DDB</li> <li>• SA23; Scheduled Monument</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• To the North of the site is an area designated with a tree preservation order (TPO)</li> </ul>
<b>Additional comments:</b>	The site is suitable for continued employment use and may have capacity to provide additional development through intensification.
<b>Recommendation:</b>	The site should be protected for employment uses.







# Dorchester







**Key**

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

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### Sites with Potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
DORCH 01	Officer Identified	Land at St Georges Road	2.56	Yes	Located within the existing settlement this site is well defined by and visually well contained. This site offers the opportunity to provide an alternative and complimentary development allocation to Poundbury if viability concerns associated with the topography can be overcome.

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

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
DORCH 02	2006 Local Plan Allocation	Poundbury	114.9	Yes	This is an extensive site that is part of a comprehensive mixed use development which is currently under construction. The site represents an urban extension to Dorchester and has the potential to continue to deliver employment uses as part of a mixed use scheme. There may also be potential for development of an employment only site at Poundbury Parkway Farm.
DORCH 03	Officer Identified	Land adj to Bypass	26.60	Yes	The site is well related to the existing settlement and access points though this area provides an important green setting. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development.
DORCH 04	Officer Identified	Land South of the Bypass	42.81	Yes	The investment in infrastructure required to develop the site mean that it would probably only come forward as part of a mixed use development. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed

					suitable for development.
DORCH 05	Submitted Site	Land to the north of the Water Meadow	124.7	Yes	The major investment t in infrastructure required mean this site would probably only come forward as part of a mixed use development. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development
DORCH 06	Officer Identified	Fairfield Car Park	2.23	Yes	The town centre location makes the site attractive for a variety of uses, though any development here is likely to have to retain public car parking. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development.
DORCH 07	2006 Local Plan Allocation	Charles Street	1.68	Yes	The council has a long standing commitment to the planning and development of this site. The town centre location makes the site attractive for a variety of uses, though any development here is likely to have to retain public car parking. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development.
DORCH 08	Officer Identified	Land to West of Poundbury	40.10	Yes	Large green field site within the Dorset AONB, located in a relatively open countryside and is therefore likely to have a significant impact on the protected landscapes of the AONB. However, if the site were deemed suitable for development the good road links mean the site could offer the opportunity to consider employment uses at this broad location as part of a mixed use scheme.

Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
DORCH 09	Officer Identified	Depot on Icen Way	0.65	Yes	Site is more suitable for residential uses due to the poor access and quality of the buildings.




#### Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
DORCH 10	Poundbury West Industrial Estate	4.86	Yes	There is very little facility for further development or intensification of the onsite uses. However, the site is suitable for continued employment uses and offers a valuable local employment resource, which should not be lost.
DORCH 11	Casterbridge Trading Estate	1.31	Yes	The site is suitable for continued employment use. Although the workshops on site are in poor condition, older commercial premises can meet important needs for small, marginal or starter businesses, possibly un-neighbourly ones, which new buildings may not satisfy. Despite the untidy and run down nature of the site the evidence indicates the buildings are still in use and many units are occupied.
DORCH 12	Jonson Trading Estate	1.06	Yes	This existing site includes a n adjacent submitted site which could represent an extension to the existing employment site. Site is suitable for continued employment use though the topography and access restraints prohibit further development.
DORCH 13	Allington Industrial Estate	2.00	Yes	The site has no potential for further development or intensification of the current uses. Site is suitable for continued employment use but alternative uses could also be considered.
DORCH 14	Loudsmill Industrial Estate	3.44	Yes	The location and adjacent uses of the site provide for a wide scope of potential employment uses,

				though development may be limited by existing access problems. Land to the east could provide an opportunity for extension if the access problems can be overcome. The site represents valuable employment land and the loss of such land to alternative uses is likely to make it more difficult for a diverse range of businesses to establish and grow. Land at Loudsmill remains valuable for employment purposes and should be protected for employment development.
DORCH 15	Great Western Business Park	1.81	Yes	The location near to the town centre and with good transport links make this site attractive for a range of uses including employment. The site is suitable for continued employment use and there may be potential for the site to be extensively redeveloped to more effectively use the land available.
DORCH 16	Marabout / The Grove Industrial Estate	12.09	Yes	Site is suitable for continued employment use. There may be some potential for intensification/redevelopment. Any development would likely be required to contribute to highways improvements.
DORCH 17	Railway Triangle Industrial Estate	1.44	Yes	The existing businesses make an important contribution to the local economy and the site is suitable for continued employment use.

#### Sites with Permission for Employment Uses

Address	Area	Comments	Under Construction
House of Dorchester (Chocolate Factory), 1 Victor Jackson Avenue, P	0.25	Site was part of 1998 Local Plan Allocation Not Started	
Hollands House, Poundbury Road	0.34	Not started Part of existing employment site (Site Ref 24/26)	

Naden House, Railway Triangle Industrial Estate	0.29	Not started Part of existing employment site (Site Ref 25)	
Office Suites at former Eldridge Pope Brewery	0.16	0.16ha under construction	
Charles Street Development Site	0.40	0.40 under construction	
Louds Mill, St Georges Road	0.54	Not Started	
Louds Mill, St Georges Road	0.24	Not Started	
Weymouth Avenue Brewery	1.70	1.70 Under Construction	
Phase 2, Parkway Farm	0.51	Not Started	
Setyres, 11 Maumbury Road	0.06	Not started	

No picture available	<b>Site ref no:</b>	DORCH 01
	<b>Site area (ha):</b>	2.56
	<b>Site Address:</b>	Adj North West A35 St. Georges Road
	<b>Site description and location:</b>	The site is located within the existing settlement of Dorchester on the eastern side of the town. Currently open land used for grazing horses. The A35 bisects the site (North/south) and the railway line forms its southern boundary.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No existing buildings on site
<b>Noise and other pollutants:</b>	Noise from the adjoining road and railway.
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan.
<b>Development viability:</b>	Unviable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Good access to main road network; 1.45km from an A road (A35)
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	The amenity of the residential uses to the west of the site would be a consideration. Less neighbourly uses could be located nearer to the road/railway line.
<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	Good selection of local facilities
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	There is no existing access, though the site is acceptable in highways terms.
<b>Topography and shape:</b>	Site slopes downwards to North
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	The site is well defined by highways and the railway line with dense vegetation along its boundaries. It is well related to the existing settlement and visually well contained.
<b>Contamination, land stability and on site structures:</b>	Due to the historical use of the site there is a potential for ground contamination -this would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. There are two train stations in Dorchester town centre which are within walking distance of the site.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban edge
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.

<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020520 Fordington Fields: IMD County Rank – 183 (out of 247) Employment Deprivation County Rank - 136 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• EA29; Dorchester Perimeter Walkway.</li> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SS1; Within the DDB</li> <li>• SA15; Groundwater source protection zone (2&amp;3)</li> <li>• SA6; Land of Local Landscape Importance</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Policy EA23 of the adopted 2006 Local Plan seeks to prevent intensification of employment development in this location until highway improvements have been implemented. The nearby housing allocation under policy EA20 is expected to deliver the road scheme, and planning permission has been granted for development.</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> <li>• Concerns in relation to the ability of the water company infrastructure at Dorchester to cope with additional development.</li> </ul>
<b>Additional comments:</b>	Located within the existing settlement this site is well defined by and visually well contained. This site offers the opportunity to provide an alternative and complimentary development allocation to Poundbury if viability concerns associated with the topography can be overcome.
<b>Recommendation:</b>	The site has potential for future employment uses



No picture available	<b>Site ref no:</b>	DORCH 02
	<b>Site area (ha):</b>	114.90
	<b>Site Address:</b>	Poundbury, Dorchester
	<b>Site description and location:</b>	The site is located on the Western extreme of the existing built area of the town of Dorchester. Poundbury Parkway Farm, at the south of the site, is currently used as a community farm.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	A range of modern purpose built high quality employment buildings – including offices, start up space and industrial units.
<b>Noise and other pollutants:</b>	No obvious pollutants.
<b>State of external area and public realm:</b>	High quality, attractive public realm and well maintained external areas.
<b>Parking, internal circulation and servicing:</b>	Arrangements vary with individual premises. Parking is generally provided off-road.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is allocated in the West Dorset District Adopted Local Plan for mixed use development under policies EA17 EA18 and EA19. There is also an adopted Poundbury Development Brief (PDB).
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

<b>Ownership:</b>	One owner
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Has excellent access to the main road network; both the A35 Dorchester Bypass and into the town via the B3150 (Bridport
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	Road)
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Employment uses are interspersed with residential development. The amenity of existing and planned residential development will need to be considered.
<b>Wider environmental quality:</b>	Good quality built and natural environment.
<b>Local Facilities:</b>	A range of facilities available locally from dentists to convenience stores. Additional facilities and services in Dorchester town centre.
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	No highway or access issues identified.
<b>Topography and shape:</b>	A large irregular shaped site. Generally level, Poundbury is located at the top of a hill and is higher than the rest of Dorchester.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	<p>There may be artefacts of historical interest on site, but archaeological surveys are conducted before development.</p> <p>The PDB identifies the need for structural tree planting both around the edge of, and within, the development to mitigate the significant visual impact upon the landscape character and wide ranging views.</p> <p>Land at Poundbury Parkway Farm is bordered by existing employment uses to the north and a small copse off the A35 to the south. The eastern boundary is formed by the A35 bund and planting, and the western by a hedgerow. Being a small site enclosed by the A35, the site is read as part of the Poundbury development area. This site in particular is not considered to have any significant landscape visual impacts.</p>
<b>Contamination, land stability and on site structures:</b>	Due to the historical use of the site there is a potential for ground contamination – this would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
<b>Accessibility</b>	

<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Dorchester and the surrounding communities.</p> <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	<p>There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area including Dorchester town centre. There are two train stations in Dorchester centre providing rail access.</p>
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban edge
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	Yes, the site is formally allocated in the 2006 West Dorset Local Plan under policies EA17 EA18 and EA19 for a mix of uses including employment.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	<p>E01020521 Poundbury North: IMD County Rank – 137 (out of 247) Employment County - 106 (out of 247)</p> <p>E01020528 Poundbury South: IMD County Rank – 41 (out of 247) Employment Deprivation County Rank - 31 (out of 247)</p>
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Site is suitable for a mix of uses
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS1; Within the Defined Development Boundary</li> <li>• SA3; Within the Dorchester Downs Landscape Character Area</li> <li>• SA15; The majority of the allocation (excluding the northern extreme) is within the groundwater source protection zone ( 2 and 3)</li> <li>• SA1; The Western part of the allocation is within the Area of Outstanding Natural Beauty</li> <li>• EA26; The Poundbury cycleway/walkway runs along its northern perimeter.</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	

<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"><li>• Scheduled monument and SNCI to the north of the site</li><li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li><li>• Public footpaths through the site</li><li>• Concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li><li>• Has a tree preservation order along its eastern boundary (167AI ID 2664).</li></ul>
<b>Additional comments:</b>	<p>This is an extensive site that is part of a comprehensive mixed use development which is currently under construction. The site represents an urban extension to Dorchester and has the potential to continue to deliver employment uses as part of a mixed use scheme. There may also be potential for development of an employment only site at Poundbury Parkway Farm.</p>
<b>Recommendation:</b>	<p>The site has potential for employment uses as part of a mixed use scheme.</p>

No picture available	<b>Site ref no:</b>	DORCH 03
	<b>Site area (ha):</b>	26.60
	<b>Site Address:</b>	Amenity open space NE A35 Maiden Castle Road / Weymouth Road
	<b>Site description and location:</b>	The site comprises an area of open amenity grassland and pasture/arable fields between the existing settlement of Dorchester and the A35 bypass.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No employment buildings on site
<b>Noise and other pollutants:</b>	Elevated noise level at the south of the site due to A35
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Excellent access to the main road network, adjacent to the A35. The impact of additional traffic on the A35 is unacceptable.
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	The amenity of the nearby residential and education uses would need to be considered and may limit the type of development , particularly in the north.
<b>Wider environmental quality:</b>	High quality environment
<b>Local Facilities:</b>	Good selection of local facilities
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	No existing, but potential
<b>Topography and shape:</b>	undulating in north, flat in south
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	The site comprises an area of open amenity grassland and pasture/arable fields which has patchy tree coverage. The Northern area provides an important green setting, and recreational resource, between the town edge and Maiden Castle. Southern part of site is well defined by A35 that is well screened with dense vegetation, therefore limited views from wider countryside. The more southern areas are more contained visually.
<b>Contamination, land stability and on site structures:</b>	
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. There are two train stations in Dorchester providing rail access.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban edge
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	

<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020524 Dorchester Castle Park: IMD County Rank – 152 (out of 247) Employment Deprivation County Rank - 60 (out of 247)  E01020528 Poundbury South: IMD County Rank – 41 (out of 247) Employment Deprivation County Rank - 31 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• EA21; Allocated for Amenity Open Space</li> <li>• SS3; Outside of Defined Development Boundary (but adjoining)</li> <li>• SA3; Dorchester Downs landscape character area</li> <li>• SA15; Groundwater source protection zone (2 and 3)</li> <li>• EA26; Pedestrian/Cycle Route</li> <li>• EA29; Dorchester Perimeter Walkway</li> <li>• SA1; AONB</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• capacity of A35 is potentially a major constraint to the site</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> <li>• Some school buffer</li> <li>• concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> </ul>
<b>Additional comments:</b>	The site is well related to the existing settlement and access points though this area provides an important green setting. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development.
<b>Recommendation:</b>	The site has potential for employment uses as part of a mixed use scheme.

No picture available	<b>Site ref no:</b>	DORCH 04
	<b>Site area (ha):</b>	42.81
	<b>Site Address:</b>	Land South East of Dorchester A35
	<b>Site description and location:</b>	Site comprising fields to the south east of Dorchester, on the other side of the A35 to the rest of the town

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No buildings on site
<b>Noise and other pollutants:</b>	Elevated noise levels due to A35
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	None existing

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Excellent access to the strategic road network, the site is adjacent to the A35. Junction improvements may be required.
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations



<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	The site has few immediate neighbours.
<b>Wider environmental quality:</b>	Adjacent to AONB
<b>Local Facilities:</b>	Would have links to Dorchester and facilities within the urban extension itself
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone, though some of the land is liable to surface water flooding.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Bypass is a physical barrier and also source of noise pollution. There would be no direct vehicular access to town across it, but pedestrian access
<b>Topography and shape:</b>	The northern section is fairly level and low lying, slopes upwards to the south.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	<p>The site is comprised of gently sloping arable fields forming a bowl to the north, and rising to an elevated ridgeline to the south east. The A35 and the urban edge of Dorchester lie to the north west, with development at Came View overlooking the site to the north. Hedgerows border and pass through the site, with a small copse to the north east. An extensive and open character is apparent at the south eastern ridge, with an enclosed character to the centre of the site due to topography and vegetation surrounding the A35. The A35 is an urban influence, and results in a feeling of separation of the site from the main urban form of Dorchester.</p> <p>although views of the site would be available from the surrounding landscape, the site would be seen alongside the existing urban fabric of Dorchester. A small area to the north east of the site would view the site in isolation, and would need to be subject to mitigation.</p> <p>A full landscape and ecological impact assessment would be required.</p>
<b>Contamination, land stability and on site structures:</b>	
<b>Accessibility</b>	
<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Dorchester and the surrounding communities.</p> <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area.

	There are two trains stations in Dorchester which providing rail access.
<b>Sequential Test and Brownfield/Greenfield</b>	
Urban/urban edge/rural:	Urban Extension
Previously Developed Land:	Greenfield
Located within a protected employment area:	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
Availability of other jobs locally:	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
Deprivation in local communities:	E01020549 – Winterborne St. Martin, IMD County Rank – 119 (out of 247) Employment Deprivation County Rank - 146 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
<b>Other Policy Considerations</b>	
Alternative uses if no longer allocated for employment:	N/A
Policy considerations:	<ul style="list-style-type: none"> <li>• SS3; Outside of DDB</li> <li>• SA3; Dorchester Downs landscape character area</li> <li>• SA6; Land of Local Landscape Importance</li> <li>• SA23; Scheduled Monuments</li> <li>• SA1; AONB</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> <li>• ROW - footpaths and bridleway through site</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> <li>• concerns about the ability of the water company infrastructure to cope with additional development.</li> </ul>
Additional comments:	The investment in infrastructure required to develop the site mean that it would probably only come forward as part of a mixed use development. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development.
Recommendation:	The site has potential for employment uses as part of a mixed use development.

No picture available	<b>Site ref no:</b>	DORCH 05
	<b>Site area (ha):</b>	124.70
	<b>Site Address:</b>	Land to the North of Dorchester, beyond the water meadows.
	<b>Site description and location:</b>	Agricultural fields to the north of Dorchester. The site is removed from the existing built form of Dorchester and feels more rural in character.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No employment buildings on site
<b>Noise and other pollutants:</b>	Some road noise from the A35 at the eastern part of the site.
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	The eastern part of the site could have access to the A35 and the Stinsford Roundabout, though there are issues surrounding the capacity of the network to accommodate additional traffic.
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	The site has few immediate neighbours with surrounding land mainly in agricultural use.
<b>Wider environmental quality:</b>	good quality agricultural landscape
<b>Local Facilities:</b>	There are currently no local facilities.
<b>Subject to flood risk:</b>	Land to the south of the site is within floodzone 3
<b>Site Development Constraints</b>	
<b>Site access:</b>	There is concern that this site connects directly to the SRN in an area which is subject to existing operational problems that are expected to intensify
<b>Topography and shape:</b>	The site slopes up to the north.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	<p>The site is comprised of medium-large agricultural fields sloping gently towards the south and centre of the site. The fields are bounded by hedgerows with occasional hedgerow and parkland trees, and often form an undeveloped skyline in local views. The site is consistently open and rural in character with limited urban influence</p> <p>There is high potential for views of the site with little or no visibility of development in Dorchester. This is notable in nearby pockets of the landscape to the north of the site, and the elevated ground to the west of Dorchester. This would result in a visually isolated development with significant visual impacts.</p> <p>Development here is likely to increase disturbance to bird populations.</p>
<b>Contamination, land stability and on site structures:</b>	<p>Historic landfill buffer zone in the east</p> <p>Due to the historical use of the site there is a potential for ground contamination – this would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.</p>
<b>Accessibility</b>	
<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Dorchester and the surrounding communities.</p> <ul style="list-style-type: none"> <li>● Overall Population; 19,060</li> <li>● Of a Working Age; 13,488 (71%)</li> <li>● Economically Active; 9,619 (71%)</li> </ul>

<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. Two train stations in Dorchester provide rail access.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban extension
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020509 Cerne Valley IMD County Rank – 123 (out of 247) Employment Deprivation County Rank - 197 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside of DDB</li> <li>• SA6; land of Local Landscape Importance</li> <li>• SA3; Cerne and Piddle Valleys and Chalk Downland landscape character area</li> <li>• SA15; Groundwater source protection zone</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area</li> <li>• concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> <li>• A gas pipeline planning restriction area runs through part of the site</li> </ul>
<b>Additional comments:</b>	The major investment in infrastructure required mean this site would probably only come forward as part of a mixed use development. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development
<b>Recommendation:</b>	The site has potential for employment uses as part of a mixed use development.



No picture available	<b>Site ref no:</b>	DORCH 06
	<b>Site area (ha):</b>	2.23
	<b>Site Address:</b>	Fairfield Car Park
	<b>Site description and location:</b>	This current car park site occupies a town centre position with good access to a variety of transport modes and facilities.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No employment buildings on site
<b>Noise and other pollutants:</b>	Noise from traffic
<b>State of external area and public realm:</b>	Could use improvement
<b>Parking, internal circulation and servicing:</b>	Currently in use as a public car park. Single level parking provided in marked bays.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. A concept statement has been prepared.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

<b>Ownership:</b>	One owner
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	1km to an A road (A35)
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	The site is opposite the comprehensive mixed use development at the Brewery Square. Its town centre location could provide a suitable site for office development.
<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	A wide range of facilities available in short walking distance at Dorchester town centre.
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Existing access in place from Fairfield Road and Upper Fairfield Road.
<b>Topography and shape:</b>	Very slight slope to the north. Triangular shaped site.
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Grade II listed buildings on the former brewery site to the east. The non-listed market bothy buildings and the autioneer's office are of historical interest. Some trees at boundaries. The mature street trees in Weymouth Avenue are part of a Green Corridor which is part of the distinct character of the town.
<b>Contamination, land stability and on site structures:</b>	There is a large open sided shelter where the weekly market is held. Market buildings and public toilets on the north of the site.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site; providing links to the local area. Two railway stations in close proximity of the site offering access to travel by train.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban
<b>Previously Developed Land:</b>	Previously developed
<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020522 Dorchester Town Centre: IMD County Rank – 15 (out of 247)



	Employment Deprivation County Rank - 11 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SS1: Within the DDB</li> <li>• SA21 &amp; SA22; Dorchester Conservation Area</li> <li>• Green Corridor runs adjacent to the site along Weymouth Avenue</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Should this site be developed it would be necessary to relocate the weekly market.</li> <li>• Concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> <li>• Potential loss of parking.</li> </ul>
<b>Additional comments:</b>	The town centre location makes the site attractive for a variety of uses, though any development here is likely to have to retain public car parking. Employment uses could be considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development.
<b>Recommendation:</b>	The site has potential for employment uses as part of a mixed use development.

No picture available	<b>Site ref no:</b>	DORCH 07
	<b>Site area (ha):</b>	1.68
	<b>Site Address:</b>	Charles Street, Dorchester
	<b>Site description and location:</b>	The Charles Street site is a car park that occupies a town centre location in the Roman Town Area of Dorchester.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Modern, high quality, purpose built offices on the south part of the site adjoining South Walks Road.
<b>Noise and other pollutants:</b>	Level of noise appropriate for a town centre site
<b>State of external area and public realm:</b>	Reasonable
<b>Parking, internal circulation and servicing:</b>	Provided

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	Land at Charles Street is identified by Policy EA14 of the 2006 Local Plan for a mixed use scheme. Application for comprehensive redevelopment including retail, hotel, council offices and public car parking approved. Offices currently developed and occupied by West Dorset District Council.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

<b>Ownership:</b>	Multiple Owners
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Accessible site.
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Neighbouring uses are mainly commercial and a public car park. The amenity of residential properties to the east will be a consideration. Employment would probably be limited to office and similar uses.
<b>Wider environmental quality:</b>	High quality historic and cultural location
<b>Local Facilities:</b>	Wide selection of local facilities available close by.
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Existing access to local road network
<b>Topography and shape:</b>	Regular shaped, flat site
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	This is a key site in design terms in the historic town centre and is of national importance archaeologically. Any future scheme would have to reconcile environmental and development factors. A sensitive approach will need to be taken. A few large trees on site. South Walks is registered Historic Park and Garden also a Green Corridor.
<b>Contamination, land stability and on site structures:</b>	Small, single storey, red brick church on site. Site has some low boundary walls Due to the historical use of the site there is a potential for ground contamination – this would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. Dorchester railway stations are within working distance of the site.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban

<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	Yes, the site is formally allocated in the development plan by policy EA14 for a mixed use scheme including an office building.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020522 – Dorchester Town Centre IMD County Rank – 15 (out of 247) Employment Deprivation County Rank - 11 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Site is suitable for a mix of uses
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS1; Within the DDB</li> <li>• SA21 &amp; SA22; Within the conservation area</li> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• EA13; Roman Town Area</li> <li>• C0; Town Centre Area</li> <li>• EA14; Land Allocated for Mixed Use Development</li> <li>• South Walks is a Registered Historic Park and Garden and a green corridor</li> <li>• South east of site in school buffer</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• The site is considered appropriate to accommodate a number of uses including retail where this cannot be accommodated in the primary shopping centre. Employment uses may find themselves in competition with other uses (such as retail and residential) for space in this development.</li> <li>• The potential loss of car parking would need to be considered. It would be desirable to retain an element of public car parking.</li> <li>• There are concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> </ul>
<b>Additional comments:</b>	The council has a long standing commitment to the planning and development of this site. The town centre location makes the site attractive for a variety of uses, though any development here is likely to have to retain public car parking. Employment uses could be

	considered at this broad location as part of a mixed use scheme should the site be deemed suitable for development.
<b>Recommendation:</b>	

No picture available	<b>Site ref no:</b>	DORCH 08
	<b>Site area (ha):</b>	40.10
	<b>Site Address:</b>	Land to the West of Poundbury
	<b>Site description and location:</b>	Extensive site on the western side of Dorchester beyond the existing urban extension of Poundbury

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Some buildings at Friary Press
<b>Noise and other pollutants:</b>	Elevated background noise from the A35/A37 Roads that run alongside the site
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	None existing

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Excellent
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	The site has few immediate neighbours. Adjacent land is in agricultural use.
<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	No facilities locally, though a range of facilities are available at nearby Poundbury with a wide choice of facilities in Dorchester.
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	
<b>Topography and shape:</b>	Undulating
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Tree cover at edges and hedgerows. The site is very visible and could have a detrimental effect on the landscape character and natural beauty of the AONB. Development along the ridge at the southern portion of the site would be very prominent in views from Maiden Castle, the South Dorset Ridgeway and the Chalk Downland to the north. A full landscape impact assessment would need to be undertaken.
<b>Contamination, land stability and on site structures:</b>	Overhead lines and a telecom mast on site. Small group of buildings at the extreme west of the site occupied by printing uses. Due to the historical use of the site there is a potential for ground contamination – this would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. Two railway stations in Dorchester town centre providing access by train.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban extension
<b>Previously Developed Land:</b>	Greenfield

<b>Located within a protected employment area:</b>	The site is not afforded policy protection for employment uses by the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020509 Cerne Valley: IMD County Rank – 123 (out of 247) Employment Deprivation County Rank - 197 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA1; Within AONB</li> <li>• SS3; Outside DDB</li> <li>• SA3; Dorchester Downs Landscape Character Area</li> <li>• SA15; Groundwater source protection zone (2 &amp; 3)</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• ROW - footpath and Bridleway through site</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> <li>• There are concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> </ul>
<b>Additional comments:</b>	Large green field site within the Dorset AONB, located in a relatively open countryside and is therefore likely to have a significant impact on the protected landscapes of the AONB. However, if the site were deemed suitable for development the good road links mean the site could offer the opportunity to consider employment uses at this broad location as part of a mixed use scheme.
<b>Recommendation:</b>	The site has potential for employment uses as part of a mixed use scheme.



No picture available	<b>Site ref no:</b>	DORCH 09
	<b>Site area (ha):</b>	0.65
	<b>Site Address:</b>	Old Industrial Bldgs. Woods Depot Salisbury Walk
	<b>Site description and location:</b>	Collection of old industrial warehouse buildings in Fordington area of Dorchester. Adjacent to Salisbury Field.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Old industrial buildings. Some vacant.
<b>Noise and other pollutants:</b>	Fairly low level of background noise.
<b>State of external area and public realm:</b>	Mixed. Quite high quality in places.
<b>Parking, internal circulation and servicing:</b>	Present

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan.
<b>Development viability:</b>	Unviable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Good access to road network 1.64km to an A road
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations

<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Residential, open space Residential use adjacent to the site would limit uses however already B2/B8 uses on
<b>Wider environmental quality:</b>	High quality - is within a conservation area
<b>Local Facilities:</b>	Good selection of local facilities
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	existing access to road - no access issues
<b>Topography and shape:</b>	flat
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	A few trees on site. Trees provide some screening between the site and Salisbury Field. The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.
<b>Contamination, land stability and on site structures:</b>	Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site; providing links to the local area. Dorchester railway station is within a close enough distance of the site to be an applicable transit option further afield.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban
<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	

<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020522 – Dorchester Town Centre IMD County Rank – 15 (out of 247) Employment Deprivation County Rank - 11 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA21 &amp; SA22; Dorchester Conservation Area</li> <li>• SS1; Within Defined Development Boundary</li> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• Hardys school craft centre grade II listed</li> <li>• Northern corner of site in School buffer zone</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Owner has not put forward for redevelopment.</li> <li>• Proximity to Salisbury Field would restrict buildings that could go on site.</li> <li>• There are concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> </ul>
<b>Additional comments:</b>	Site is more suitable for residential uses due to the poor access and quality of the buildings.
<b>Recommendation:</b>	Site has no potential for future employment uses

No picture available	<b>Site ref no:</b>	DORCH 10
	<b>Site area (ha):</b>	4.86
	<b>Site Address:</b>	Poundbury West Industrial Estate, Dorchester DT1 2PG
	<b>Site description and location:</b>	Located South of Poundbury Road on the northern edge of Dorchester, this sizable industrial estate is predominantly surrounded by residential development.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	The buildings on site are of an overall good quality and state of repair. There is no notable physical degradation present to a majority of the units, with the exception of the weathering of some steel sheds.
<b>Noise and other pollutants:</b>	The on site activities have a potential to create an undesired level of noise pollution, which is a concern given the relative proximity of the nearby housing. There is also a potential for other pollutant sources due to the activities being undertaken.
<b>State of external area and public realm:</b>	The external site area is in a fairly good condition at present, with no clear sign of degradation. The on site public realm is of an adequate quality to allow for pedestrian circulation through the site.
<b>Parking, internal circulation and servicing:</b>	Designated parking provisions have been given to each unit to prevent parking on the route ways, these appear to be adequate to cater to the needs of the users.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in high occupation; however there are a couple of vacant units at present. The site is being used for a variety of business and industrial uses.
<b>Development viability:</b>	Unknown
<b>Is site being actively marketed:</b>	There is active marketing of vacant units on site at present.

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	There are nearby links from the site to both the A35 and A37
<b>Proximity to rail/sea/air freight:</b>	Close to Dorchester train stations so there may be the potential for rail freight.

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	Land adjacent to the site is comprised of two primary uses, industrial to the North East and residential surrounding the site south of Poundbury Road. The amenity of the residential development will be a consideration.
<b>Wider environmental quality:</b>	Local built development is average quality. The site is close to greenfield land of high quality.
<b>Local Facilities:</b>	There are few local facilities very close to the site, however there are good provision within the Dorchester town centre near by.
<b>Subject to flood risk:</b>	The site is not within a flood risk zone.

### Site Development Constraints

<b>Site access:</b>	Access to the site is via Poundbury Road, easily accessed from the local road network.
<b>Topography and shape:</b>	The site is situated on a fairly undulating topography, sloping from its height point in the North West of the site to the lowest in the South East; the slope is non-uniform. The site is restricted at the boundaries by other existing development.
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	No on site environmental concerns, though development should seek to minimise its prominence in wider views.
<b>Contamination, land stability and on site structures:</b>	The site may have contamination issues which will need to be investigated.

### Accessibility

<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Dorchester and the surrounding communities:</p> <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
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<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. Rail travel is possible from the two train stations in nearby Dorchester.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban-edge
<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town. There are several similar sites of employment within the local area of the site, which offer compatible employment opportunities.
<b>Deprivation in local communities:</b>	E01020521 Poundbury North: IMD County – 137 (out of 247) Employment County – 106 (out of 247)
<b>Priority regeneration designation:</b>	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment. However, potential contamination issues may make the site less attractive to non-employment uses.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SS1; Within the DDB</li> <li>• SA15; Groundwater Protection Zone</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• The location within the DDB makes the site attractive for a variety of potential uses.</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in this area.</li> <li>• There are concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> </ul>
<b>Additional comments:</b>	There is very little facility for further development or intensification of the onsite uses. However, the site is suitable for continued employment uses and offers a valuable local employment resource,

	which should not be lost.
<b>Recommendation:</b>	The site should be protected for employment uses.

No picture available	<b>Site ref no:</b>	DORCH 11
	<b>Site area (ha):</b>	1.31
	<b>Site Address:</b>	Casterbridge Trading Estate London Road, Dorchester
	<b>Site description and location:</b>	An existing employment site located on the north eastern edge of Dorchester

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Aging single storey garage/storage units of generally poor quality.
<b>Noise and other pollutants:</b>	None
<b>State of external area and public realm:</b>	Could be improved
<b>Parking, internal circulation and servicing:</b>	Single access point. Parking is not provided in specifically designated areas and vehicles park alongside each unit in an informal and uncontrolled arrangement. As a result of the parking, circulation through the site is difficult for larger vehicles.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in employment uses.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

<b>Ownership:</b>	Multiple Owners
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Direct access to the B3150 London Road. 1.47km to an A road (A35)
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Residential park homes to the west. Filling station to the south east. Fields to the north and east.
<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	Some facilities such as shop and pub locally. Wider selection of facilities available in Dorchester town centre.
<b>Subject to flood risk:</b>	Within floodzones 2 and 3
<b>Site Development Constraints</b>	
<b>Site access:</b>	Existing access would need improvement Access is shared with the adjacent residential park home site
<b>Topography and shape:</b>	Flat, irregular shaped site with narrow entry point
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Flat site located within the river floodplain. Well-defined and screened north western site boundary with existing dense vegetation. Relatively well enclosed by rising land to the northeast. Opportunity to develop, and create and enhance, a better urban edge to the northeast through appropriate planting. The protection of the River Frome should be a key environmental priority
<b>Contamination, land stability and on site structures:</b>	Due to the historical use of the site there is a potential for ground contamination – this would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. Dorchester railway station is within a close enough distance of the site to be an applicable transit option further afield.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban edge

<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020518 – Fordington East, IMD County Rank – 24 (out of 247) Employment Deprivation County Rank - 16 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment. However, potential contamination and flooding issues may limit acceptable uses.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS1; within the Defined Development Boundary</li> <li>• Adjoining conservation area to the south</li> <li>• SA3; Within Dorchester Urban Area Landscape Character Area</li> <li>• AH1; Within floodzones 2 and 3</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• May need wildlife consultation with Environment agency for potential for otter or water vole</li> <li>• Site was submitted to SHLAA so owner may have aspirations for residential development</li> <li>• 8m main river constraint</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in this area.</li> <li>• There are concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> </ul>
<b>Additional comments:</b>	The site is suitable for continued employment use. Although the workshops on site are in poor condition, older commercial premises can meet important needs for small, marginal or starter businesses, possibly un-neighbourly ones, which new buildings may not satisfy. Despite the untidy and run down nature of the site the evidence indicates the buildings are still in use and many units are occupied.
<b>Recommendation:</b>	The site should be protected for employment

No picture available	<b>Site ref no:</b>	DORCH 12
	<b>Site area (ha):</b>	1.06
	<b>Site Address:</b>	Land adj to Jonson Trading Park and Wareham Bridge Smokey Hole Lane
	<b>Site description and location:</b>	The site is adjacent to the railway line at Wareham Bridge and includes some existing employment uses at the Jonson trading park. There is a significant change of level on the site with the undeveloped portion of land being far lower than the exiting employment site.

#### Market Attractiveness

#### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No buildings on site
<b>Noise and other pollutants:</b>	Railway line and existing industrial uses
<b>State of external area and public realm:</b>	could be improved
<b>Parking, internal circulation and servicing:</b>	one existing exit/entry point for the developed part of the site, none for the undeveloped part. Informal parking outside units

#### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	Existing employment land is protected from change of use by policy ET1 of the 2006 adopted local plan
<b>Development viability:</b>	Unviable
<b>Is site being actively marketed:</b>	Unknown

#### Ownership and Constraints on Development

<b>Ownership:</b>	One owner
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

## Sustainability Factors

<b>Strategic Access</b>	
<b>Ease of access to main road network:</b>	0.47km from an A road
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Railway line. Residential properties to the north with rear gardens adjoining the existing employment site Potential for heavier B2 uses because of location
<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	Good selection of local facilities
<b>Subject to flood risk:</b>	The site is not in a floodrisk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	large change in levels may cause access problems. The existing access is unsuitable for any additional development
<b>Topography and shape:</b>	flat but some of the site is below surrounding levels
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Adjacent Wareham Bridge is grade II listed Green Corridor Lots of vegetation on the undeveloped part of the site The site includes a number of boundary trees which should be retained. The site should also be surveyed for protected species particularly badgers and bat roosts.
<b>Contamination, land stability and on site structures:</b>	Due to the historical use of the site there is a potential for ground contamination - would not necessarily prohibit development but an assessment of risk will need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site; providing links to the local area. Two railway stations in Dorchester town centre providing access by train.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban

<b>Previously Developed Land:</b>	Previously developed
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020518 – Fordington East, IMD County Rank – 24 (out of 247) Employment Deprivation County Rank - 16 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• Green corridor.</li> <li>• SS1; Inside DDB.</li> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SA15; Ground water source protection zone</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Adjacent to railway line - buffer would restrict site area</li> <li>• Adjacent Wareham Bridge is grade II listed</li> <li>• There are concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> </ul>
<b>Additional comments:</b>	This existing site includes a n adjacent submitted site which could represent an extension to the existing employment site. Site is suitable for continued employment use though the topography and access restraints prohibit further development.
<b>Recommendation:</b>	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	<b>Site ref no:</b>	DORCH 13
	<b>Site area (ha):</b>	2.00
	<b>Site Address:</b>	Alington Industrial Estate, Dorchester DT1 1PR
	<b>Site description and location:</b>	The site runs parallel to the railway line to the South, and is bordered on its Northern side by the B3144.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	The buildings on site appear to be of a good quality and current state of repair.
<b>Noise and other pollutants:</b>	The site is within a relative close proximity to nearby housing developments; hence there are some concerns over potential noise generated by the on site activities, particularly the vehicular based industry sited at either end of the site.
<b>State of external area and public realm:</b>	The external area of the site appears to be of an adequate condition with no considerable source of degradation. The public realm is limited to running around the edge of the site; there are no notable pedestrian access provision within the site itself.
<b>Parking, internal circulation and servicing:</b>	There appears to be an adequate parking provision for the units on site with no perceivable problems related to access. Circulation within the site is very minimal each of the plots is accessed from the B3143, with very little permeation towards the rest of the site as a result of built development. The proximity to the road network makes the site extremely well serviceable.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in full use for a variety of business/industrial uses.
<b>Development viability:</b>	Unknown, though as the site is currently in employment use further development is likely to be viable.
<b>Is site being actively marketed:</b>	The site has no active marketing at present.

<b>Ownership and Constraints on Development</b>	
<b>Ownership:</b>	Unknown
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restraints known
<b>Sustainability Factors</b>	
<b>Strategic Access</b>	
<b>Ease of access to main road network:</b>	The site adjoins directly to the B3144 with a close link to the A35 Dorchester Bypass.
<b>Proximity to rail/sea/air freight:</b>	There is no relevant proximity to any alternative to road freight; despite the railway line adjoining the site, there is no potential for its use.
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Land adjacent to the site is fairly mixed use, with predominantly residential land to the North and public services and leisure with further residential development beyond, to the South.
<b>Wider environmental quality:</b>	The local environment is of a good quality, with the wider environmental context of a high quality due to the AONB designated local countryside and nearby heritage sites.
<b>Local Facilities:</b>	The location of the site within a close distance of the Dorchester town centre renders the site very well serviced in term of local facilities.
<b>Subject to flood risk:</b>	There is no noted propensity to flooding upon the site or in the surrounding locale.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Access to the site is good, via the local main road network, presenting no issue of access for all vehicle types.
<b>Topography and shape:</b>	The site lies on a slight incline from West to East, with a relatively low grade change in height of a couple of metres over the entirety of the site. The site is constrained in its dimensions by both the roadway and the railway line to the South.
<b>Utilities:</b>	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	The site lies within the confines of several groundwater protection zones pertaining to the surrounding area.
<b>Contamination, land stability and on site structures:</b>	The site may have contamination issues which will need to be investigated. No noted on site stability issues.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce pertaining to the site is expected to originate from Dorchester due to the inner town location. <ul style="list-style-type: none"> <li>Overall Population; 19,060</li> </ul>

	<ul style="list-style-type: none"> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	The site is accessible by several local public bus transit links to the Western end of the site. Two railway stations in Dorchester town centre providing access by train.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban
<b>Previously Developed Land:</b>	The site is considered to be Brownfield development land, with no allocation of Greenfield at undevelopable land across the site.
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town. There are several business/ industrial park locations within the Dorchester locale which offers similar employment opportunities.
<b>Deprivation in local communities:</b>	E01020519 - Fordington West & Thomas Hardye IMD County – 180 (out of 247) Employment County – 100 (out of 247) E01020520 - Fordington Fields, IMD County – 183 (out of 247) Employment County – 136 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS1; Inside DDB.</li> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SA15; Ground water source protection zone</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	
<b>Additional comments:</b>	The site has no potential for further development or intensification of the current uses. Site is suitable for continued employment use but alternative uses



	could also be considered.
<b>Recommendation:</b>	The site is suitable for continued employment use but alternative uses could also be considered.

No picture available	<b>Site ref no:</b>	DORCH 14
	<b>Site area (ha):</b>	3.44
	<b>Site Address:</b>	Louds Mill
	<b>Site description and location:</b>	This existing employment site includes the Dorchester Household Recycling Centre, and is adjacent to the sewage works on the eastern edge of Dorchester.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Average quality, relatively modern units.
<b>Noise and other pollutants:</b>	Noise from existing employment uses and the train line
<b>State of external area and public realm:</b>	Could use improvement.
<b>Parking, internal circulation and servicing:</b>	The road through the site is particularly narrow in places, making it difficult for traffic to pass in both directions. There is no footway. Parking is provided off road, at each unit.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. Site is currently in employment use by a number of different occupiers and includes the household recycling centre.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	1.57km to an A road (A35)
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<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Sewage works and train line to the south. The River Frome runs to the north of the site and there is some planting along this boundary.
<b>Wider environmental quality:</b>	Nearby built environment is average quality.
<b>Local Facilities:</b>	Shop and pub approximately 1km away. Wide choice of facilities in Dorchester centre.
<b>Subject to flood risk:</b>	Small amount of land in the extreme west of the site is within flood risk zone 2
<b>Site Development Constraints</b>	
<b>Site access:</b>	Access to the site is via St Georges Road and a residential area. Existing access would need to be improved before additional development in this location would be acceptable.
<b>Topography and shape:</b>	Flat, narrow, irregular shaped
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Loudsmill is a grade II listed building No on site environmental concerns, though development should seek to minimise its prominence in wider views.
<b>Contamination, land stability and on site structures:</b>	Development consultation zone due to unpleasant emissions from the sewerage works. Due to the historical use of the site there is a potential for ground contamination – this would not necessarily prohibit development but an assessment of risk would need to be carried out by the developer. If there is the potential for contamination to affect the site conditions may be imposed upon development .
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site providing links to the local area. Two railway stations in Dorchester town centre providing access by train.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban edge
<b>Previously Developed Land:</b>	Previously developed

<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020520 Fordington Fields: IMD County Rank – 183 (out of 247) Employment Deprivation County Rank - 136 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment. However, potential contamination issues and the proximity to the sewerage works may limit suitable uses.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• Loudsmill is a grade II listed building</li> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• EA22; extension to sewage treatment works</li> <li>• EA23; intensification of employment uses</li> <li>• SA15; Groundwater Source Protection Zone</li> <li>• AH1; Flood risk zone (part)</li> <li>• EA9; Development consultation zone due to unpleasant emissions</li> <li>• AH14; Road safety</li> <li>• EA23; Intensification of Employment Uses</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Some of the site has been saved for the extension of the sewage works.</li> <li>• Bridle path through the site.</li> <li>• Further intensification of employment uses in the vicinity of Dorchester Sewage Treatment Works which will lead to significant increase in traffic generated on St Georges Rd will not be permitted until the highway improvements that extend Lubbecke way to St Georges Road are implemented.</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area</li> <li>• Land to the east is adjacent to the heathlands consultation zone.</li> <li>• 8m main river constraint</li> </ul>

<b>Additional comments:</b>	The location and adjacent uses of the site provide for a wide scope of potential employment uses, though development may be limited by existing access problems. Land to the east could provide an opportunity for extension if the access problems can be overcome. The site represents valuable employment land and the loss of such land to alternative uses is likely to make it more difficult for a diverse range of businesses to establish and grow. Land at Loudsmill remains valuable for employment purposes and should be protected for employment development.
<b>Recommendation:</b>	The site should be protected for employment uses.

No picture available	<b>Site ref no:</b>	DORCH 15
	<b>Site area (ha):</b>	1.81
	<b>Site Address:</b>	Great Western Industrial Estate, Dorchester DT1 1RD
	<b>Site description and location:</b>	The site is located parallel to the railway line close to the current site of the Dorchester Market. The site has a mix of occupiers with light industrial, retail and food uses.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Buildings on site are a variety of sizes, ages and construction types. Condition of buildings is variable and some could benefit from repair or replacement.
<b>Noise and other pollutants:</b>	Noise from the rail line and activities undertaken by some of the occupiers.
<b>State of external area and public realm:</b>	The external site area is in a relatively poor condition and there is minimal public realm provision.
<b>Parking, internal circulation and servicing:</b>	Parking provisions are minimal at the Southern end of the site, with noticeable vehicular congestion present. There is a larger provision for the units to the Northern end of the site. The site also adjoins a public car park. Circulation across the site is fragmented, with separate access and circulation for the Northern and Southern ends of the site making access and servicing difficult.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan. The site is currently in employment use and is occupied by a variety of businesses.
<b>Development viability:</b>	Unknown, though as the site is currently in employment use further development is likely to be viable.
<b>Is site being actively marketed:</b>	None

### Ownership and Constraints on Development

<b>Ownership:</b>	Unknown
<b>% of long lease:</b>	Unknown

<b>Ransom strips / other ownership constraints:</b>	No restrictions known.
<b>Sustainability Factors</b>	
<b>Strategic Access</b>	
<b>Ease of access to main road network:</b>	The site has direct access to the B3147 is a short distance from the A35.
<b>Proximity to rail/sea/air freight:</b>	The site has a direct access to the Dorchester west rail station providing the potential for rail freight.
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Land to the West of the site and rail line is predominantly in residential use, with a new housing development at Poets Way. Fairfield public car park and the new mixed use development at Brewery Square lie to the east. The amenity of several residences directly adjoining the eastern will be a consideration and may be limiting the effective use of the site.
<b>Wider environmental quality:</b>	The local built environment is generally of good quality.
<b>Local Facilities:</b>	The proximity of the site to the Dorchester town centre means there are wide range of local facilities available.
<b>Subject to flood risk:</b>	The site is not within a flood risk zone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Existing access from the site to the local road network. Concerns in relation to pedestrian safety as parts of the site do not have a foot path and there are high volumes of traffic on site.
<b>Topography and shape:</b>	This long, narrow site is fairly level.
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	No on site environmental concerns, though development should seek to minimise its prominence in wider views. Dorchester West Station building is Grade II listed.
<b>Contamination, land stability and on site structures:</b>	The site may have contamination issues which will need to be investigated.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and small local communities: <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There are several local bus transit links very close to the site, as well as access to the rail link via Dorchester West Station to the Northern end of the site.
<b>Sequential Test and Brownfield/Greenfield</b>	

<b>Urban/urban edge/rural:</b>	Urban
<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town. There are several employment sites located within the Dorchester area which offers similar employment opportunities.
<b>Deprivation in local communities:</b>	E01020522 Dorchester Town Centre: IMD County – 15 (out of 247) Employment County – 11 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SS1; Development Boundary</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	
<b>Additional comments:</b>	The location near to the town centre and with good transport links make this site attractive for a range of uses including employment. The site is suitable for continued employment use and there may be potential for the site to be extensively redeveloped to more effectively use the land available.
<b>Recommendation:</b>	The site should be protected for employment uses.



No picture available	<b>Site ref no:</b>	DORCH 16
	<b>Site area (ha):</b>	12.09
	<b>Site Address:</b>	Marabout Trading Estate /Grove Poundbury Road
	<b>Site description and location:</b>	The Marabout/Grove trading estates are established, well occupied employment sites on the northern edge of Dorchester. There is the potential to offer additional employment through the redevelopment/ intensification of the site. In particular a playing field at the centre of the site offers development potential.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	A variety of styles and ages of employment units.
<b>Noise and other pollutants:</b>	Noise generated from existing uses on site
<b>State of external area and public realm:</b>	Parts could be improved and upgraded
<b>Parking, internal circulation and servicing:</b>	Parking provision could be improved.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is not identified in the 2006 West Dorset District Local Plan.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

<b>Strategic Access</b>	
<b>Ease of access to main road network:</b>	1.33km to an A road Can access the A37 to the north without the need to drive through the town. Development would be expected to contribute to traffic signals at the Little Keep junction
<b>Proximity to rail/sea/air freight:</b>	Possibility of rail freight at Dorchester Stations
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Mix of land uses. Amenity of neighbouring residential uses will be a consideration.
<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	Good selection of facilities in nearby Dorchester town centre.
<b>Subject to flood risk:</b>	very limited amount of flood zone 2 in the extreme north east
<b>Site Development Constraints</b>	
<b>Site access:</b>	There are problems here with the Poundbury Road Junction. The overall ground floor area would have to be similar. Redevelopment here could provide the opportunity to provide car parking to accepted standards.
<b>Topography and shape:</b>	Steeply sloping
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Western part of site is ancient monument Former hospital, riding school and married quarters are grade II listed North Western part of site covered by a TPO (712A1) Steeply sloping site with existing buildings prominent in views from the north (A37 & C12). Opportunity for strategic planting in any redevelopment The protection of the River Frome should be a key environmental priority
<b>Contamination, land stability and on site structures:</b>	The site may have contamination issues which will need to be investigated.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site; providing links to the local area. Two railway stations in Dorchester town centre providing access by train.

<b>Sequential Test and Brownfield/Greenfield</b>	
Urban/urban edge/rural:	Urban edge
Previously Developed Land:	Brownfield
Located within a protected employment area:	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
Availability of other jobs locally:	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
Deprivation in local communities:	E01020522 – Dorchester Town Centre IMD County Rank – 15 (out of 247) Employment Deprivation County Rank - 11 (out of 247) E01020521 – Poundbury North IMD County Rank – 137 (out of 247) Employment Deprivation County Rank - 106 (out of 247)
Priority regeneration designation:	The site is not formally identified for regeneration in the local economic strategy or development plan.
Potential availability of 'gap' funding:	Currently no funding available
Ability to support particular economic development priority:	
<b>Other Policy Considerations</b>	
Alternative uses if no longer allocated for employment:	N/A
Policy considerations:	<ul style="list-style-type: none"> <li>• SS1; Within the DDB</li> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SA23; Western part of site is ancient monument</li> <li>• Former hospital, former riding school and former married quarters are grade II listed</li> <li>• SA21 &amp; SA22; Dorchester Conservation Area</li> <li>• North Western part of site covered by a TPO (712A1)</li> <li>• AH1; Some floodzones 2 &amp; 3</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
Known constraints /possible conflicts:	<ul style="list-style-type: none"> <li>• Potential to develop recreation ground though owner has not put forward. Potential conflict with Sport England regarding loss of a playing field.</li> <li>• 8m main river constraint</li> <li>• The management of the quantity and quality of urban surface water drainage is an issue in the Dorchester area.</li> <li>• There are concerns surrounding the ability of the water company infrastructure at Dorchester to cope with additional development.</li> </ul>

<b>Additional comments:</b>	The site is suitable for continued employment use and could offer the potential for intensification/redevelopment. Any development would likely be required to contribute to highways improvements.
<b>Recommendation:</b>	The site should be protected for employment uses.

No picture available	<b>Site ref no:</b>	DORCH 17
	<b>Site area (ha):</b>	1.44
	<b>Site Address:</b>	RAILWAY TRIANGLE INDUSTRIAL ESTATE DT1 2PJ
	<b>Site description and location:</b>	The site is located well below the level of the neighbouring Poundbury road; on a level with the railway line, which forms the Eastern boundary for the site. The site is one of a number of small industrial estate divisions within the Northern expanse of Dorchester.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Many of the buildings on site are notably aging, displaying some form of degradation; however, there are two newer units to the South Eastern most corner of the site, which appear to be of a good quality.
<b>Noise and other pollutants:</b>	The general corner of Dorchester where the site is located is a known area of heavily polluted ground, as a result of industrial activity; it is expected that, due to the on site activities, there will some further pollutant presence in addition to this.
<b>State of external area and public realm:</b>	The general condition of the site is fairly poor, with an obvious lack of maintenance occurring to several plots. There is pedestrian access through the site, via a footpath half way along the site from Poundbury Road.
<b>Parking, internal circulation and servicing:</b>	There are adequate parking provisions provided for a majority of the units; preventing the need for on the road parking, which would seriously reduce the effective access on to and through the site. Circulation through the site is relatively tight, restricting the potential for larger vehicles to access the site with ease.

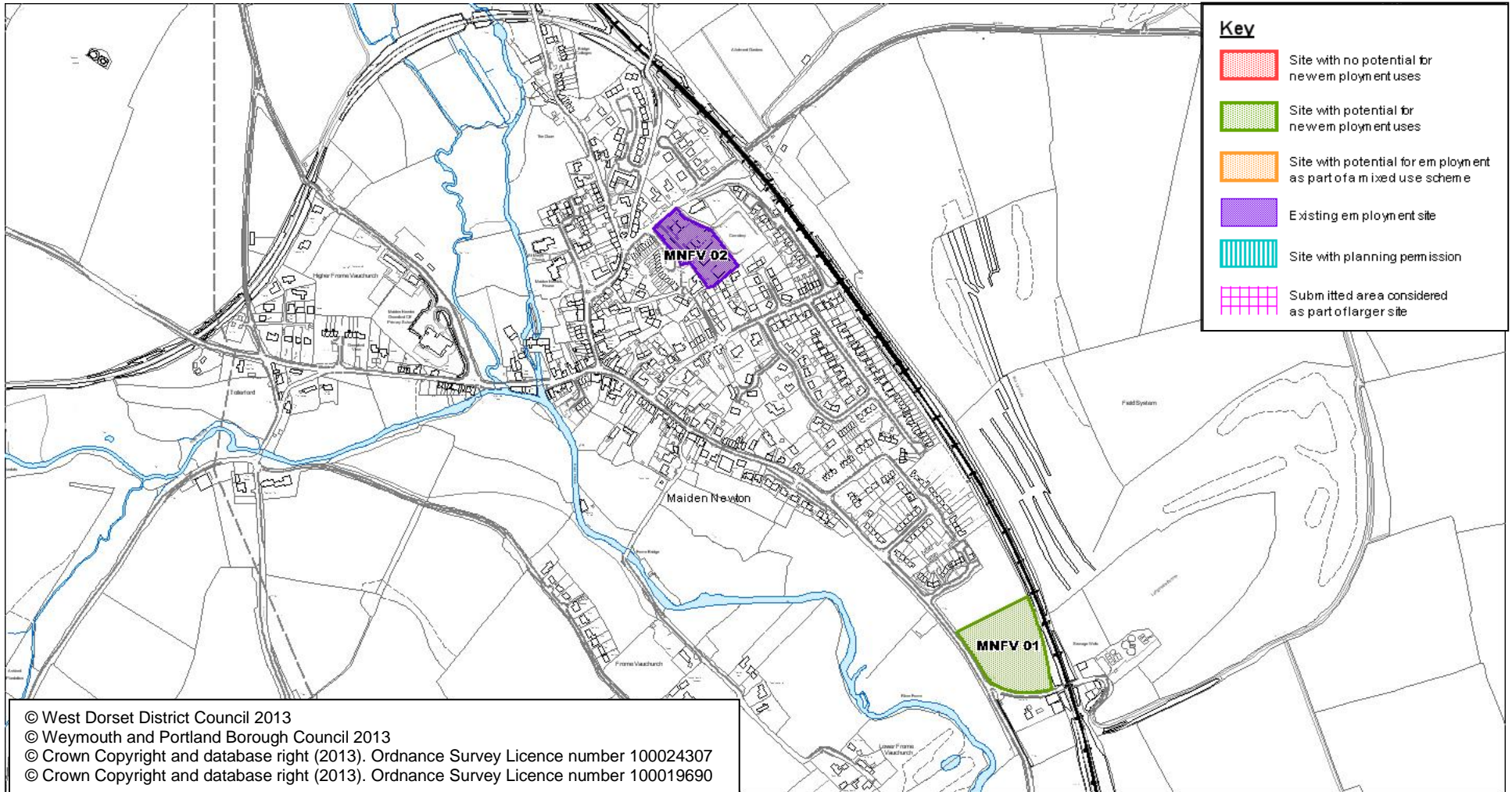
### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a high demand for both employment land and finished units in Dorchester. Demand for units is likely to range from 1,000-5,000sqft, constructed to a relatively good specification. There could be demand for offices in the town but there is unlikely to be speculative development. A favourable location and good transport links make Dorchester the most likely town in West Dorset to attract inward investment and demand here is significantly higher than in the rural areas.
<b>Current site status:</b>	The site is currently in full occupation by a handful of businesses.

<b>Development viability:</b>	Unknown
<b>Is site being actively marketed:</b>	There is no active site marketing at present, due to an absence of vacant units.
<b>Ownership and Constraints on Development</b>	
<b>Ownership:</b>	Unknown
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	Non restrictions known
<b>Sustainability Factors</b>	
<b>Strategic Access</b>	
<b>Ease of access to main road network:</b>	There is access to the A37 directly from Poundbury Road; which provides the access point on to the site.
<b>Proximity to rail/sea/air freight:</b>	There is no relevant proximity to alternatives to road freight.
<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Land adjacent to the site is primarily used for similar industrial and trading estate uses; with Greenfield land extending beyond the site to the North.
<b>Wider environmental quality:</b>	The industrial nature of the local environment is not of a particularly high quality; however, the surrounding context of the Dorset countryside is of a very high standard.
<b>Local Facilities:</b>	There are no facilities in the immediate site area, but there are numerous local facilities within the Dorchester town centre.
<b>Subject to flood risk:</b>	The site is not in a floodzone.
<b>Site Development Constraints</b>	
<b>Site access:</b>	Access to the site is adequate; however, the circulation through the site is rather tight; making for awkward access for larger vehicles.
<b>Topography and shape:</b>	The local topography is rather variable, however; there is a predominant sloping trend from the Western down to the Eastern side of the site.
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	No on site environmental concerns, though development should seek to minimise its prominence in wider views.
<b>Contamination, land stability and on site structures:</b>	The site may have contamination issues which will need to be investigated.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Dorchester and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 19,060</li> </ul>

	<ul style="list-style-type: none"> <li>• Of a Working Age; 13,488 (71%)</li> <li>• Economically Active; 9,619 (71%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links directly adjacent to the site; providing links to the local area. Two railway stations in Dorchester town centre providing access by train.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Urban edge
<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are 910 firms (excluding the self employed) and 18,400 people who work in the town.
<b>Deprivation in local communities:</b>	E01020521 - Poundbury North IMD County – 137 (out of 247) Employment County – 106 (out of 247)
<b>Priority regeneration designation:</b>	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SA3; Within Dorchester Urban Area landscape character area</li> <li>• SS1; Within the DDB</li> <li>• SA15; Groundwater Protection Zone</li> <li>• SA7; Green Corridors</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Its location within the DDB makes the site attractive for a variety of uses and it could be subject to development pressure for non employment uses.</li> </ul>
<b>Additional comments:</b>	The existing businesses make an important contribution to the local economy and the site is suitable for continued employment use.
<b>Recommendation:</b>	The site should be protected for employment use.

# Maiden Newton





### Sites with Potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
MNFV 01	Officer Identified	Land adj to Sewerage Works	1.19	Yes	Site may have potential providing landscape issues can be adequately mitigated. Some well screened development within this locality might be acceptable

### Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
MNFV 02	Station Road Industrial Estate	0.64	Yes	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.

No picture available	<b>Site ref no:</b>	MNFV 01
	<b>Site area (ha):</b>	1.19
	<b>Site Address:</b>	Land adj to Sewerage Works
	<b>Site description and location:</b>	This site occupies a position on the Dorchester Road at the southern edge of the village.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	None
<b>Noise and other pollutants:</b>	Development consultation zone due to unpleasant emissions
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Maiden Newton is located on the A356 to the North West of Dorchester. It is anticipated that there would be a reasonably limited demand for both employment land and finished units in this location. Anticipated a mix of units ranging from 500-1,000 sq ft with likely demand from local operators. Limited potential for office schemes.
<b>Current site status:</b>	The site is not identified in the current development plan
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Adjacent to the A356 Dorchester Road Traffic accessing the site would not need to go through the village.
<b>Proximity to rail/sea/air freight:</b>	No proximity to sea or air freight. Potential of rail freight at Maiden Newton Station

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	New affordable housing site to the north. Sewage works to the east. 1 residential property to the south along with 2 storage sheds. Development here may need screening from residential properties in
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	the north
<b>Wider environmental quality:</b>	
<b>Local Facilities:</b>	Selection of facilities available in the village; shop, cafe, filling station, doctor,
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	Potential through adjoining development. Access is ok, the footway could be extended from the existing development
<b>Topography and shape:</b>	Site rises towards the railway line
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	<p>Within AONB</p> <p>Site bounded by the A road to the west and the railway line to the east</p> <p>Hedgerow at boundary with the road</p> <p>The site is visible in long distance views to the west.</p> <p>The site is not physically linked to the settlement of Maiden Newton. Large scale employment structures would not respond positively to the smaller, tight knit morphology of Maiden Newton</p> <p>A full landscape impact assessment should therefore be undertaken. Would have to be seen in the context of the remaining area of field to north of the proposed site (which has already been developed)</p>
<b>Contamination, land stability and on site structures:</b>	Some external storage of agricultural equipment at the south
<b>Accessibility</b>	
<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Maiden Newton and the surrounding communities.</p> <ul style="list-style-type: none"> <li>• Overall Population; 1,119</li> <li>• Of a Working Age; 804 (72%)</li> <li>• Economically Active; 587(73%)</li> </ul>
<b>Access by public transport:</b>	<p>There is nearby access to several Bus Transit Links from the site; providing links to the local area.</p> <p>Local railway station in the village with trains to Dorchester and Bristol.</p>
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural, edge of village
<b>Previously Developed Land:</b>	greenfield
<b>Located within a protected employment area:</b>	No, the site is afforded no policy protection for employment use
<b>Social and Regeneration Policy</b>	

<b>Availability of other jobs locally:</b>	
<b>Deprivation in local communities:</b>	E01020534 - Maiden Newton IMD County – 95 (out of 247) Employment County – 153 (out of 247)
<b>Priority regeneration designation:</b>	No, the site is not formally identified for regeneration in local, sub-regional, regional economic strategy or in the development plan
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• Outside the DDB</li> <li>• SA1; Within the AONB</li> <li>• SA3; Upper Frome Valley landscape character area</li> <li>• AH9; Development consultation zone due to unpleasant emissions</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	•
<b>Additional comments:</b>	Site may have potential providing landscape issues can be adequately mitigated. Some well screened development within this locality might be acceptable
<b>Recommendation:</b>	Site has potential for future employment uses

No picture available	<b>Site ref no:</b>	MNFV 02
	<b>Site area (ha):</b>	0.64
	<b>Site Address:</b>	Station Road Industrial Estate DT2 OAE
	<b>Site description and location:</b>	The site is in sole occupation by a company dealing with resin manufacture. Situated within the town of Maiden Newton, there are good local transit links.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	The buildings on site are of a very high quality and of a very good external condition, due to extensive maintenance.
<b>Noise and other pollutants:</b>	There is a significant potential pollutant risk on site, and to neighbouring development, as a result of the extensive resin manufacture and storage which takes place on site, involving potentially harmful chemical use. There was an obvious fume expelled from one unit in particular. There are also potential concerns arising from the noise generated by the on site manufacturing works and the movement of said goods around the site.
<b>State of external area and public realm:</b>	The external site area is of a very good condition, displaying no sign of wear and minimal on site waste. There are adequate public realm provisions across the site, which allow for the safe circulation between building units.
<b>Parking, internal circulation and servicing:</b>	Parking for the site is allocated between the building units in defined spaces, providing an adequate provision for the site. Circulation within the site is generous to allow for HGVs access on to the site. The site in general is highly serviceable due to good access and a nearby proximity to the main road network.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Maiden Newton is located on the A356 to the North West of Dorchester. It is anticipated that there would be a reasonably limited demand for both employment land and finished units in this location. Anticipated a mix of units ranging from 500-1,000 sq ft with likely demand from local operators. Limited potential for office schemes.
<b>Current site status:</b>	The site is currently in sole occupation by the owner of several of the onsite units
<b>Development viability:</b>	Unknown
<b>Is site being actively marketed:</b>	No active site marketing at present.

<b>Ownership and Constraints on Development</b>	
Ownership:	Unknown
% of long lease:	Unknown
Ransom strips / other ownership constraints:	No restraints known
<b>Sustainability Factors</b>	
<b>Strategic Access</b>	
Ease of access to main road network:	There is good access from the site to the main road network, less than a minute from the A356 Dorchester Road.
Proximity to rail/sea/air freight:	There is the potential for rail transit in addition to roadway transit to and from the site, due to the very close proximity of the Maiden Newton Railway Station.
<b>Quality of Wider Environment</b>	
Adjacent Land uses:	Land adjacent to the site is predominantly residential with a Churchyard and the railway station extending north eastwards of the site.
Wider environmental quality:	The local environment is of a high quality due to the site's location within the Dorset AONB.
Local Facilities:	There are adequate local facilities sited nearby in Maiden Newton.
Subject to flood risk:	There is no relevant flood risk to the site or surrounding area.
<b>Site Development Constraints</b>	
Site access:	Access to the site is via station road, a spur off of the A356 Dorchester Road.
Topography and shape:	The site topography can be considered to be on a level. Development surrounding the site confines it to within its current boundaries.
Utilities:	The current developed nature of the site highlights the presence of the site within the current local mains utility network.
On site environmental, nature conservation, cultural heritage, trees and landscape:	There are no onsite environmental concerns to consider, beyond the site's position within the Dorset AONB.
Contamination, land stability and on site structures:	No obvious contamination or stability issues
<b>Accessibility</b>	
Workforce:	<p>The workforce for the site is expected to originate from Maiden Newton and the surrounding communities.</p> <ul style="list-style-type: none"> <li>• Overall Population; 1,119</li> <li>• Of a Working Age; 804 (72%)</li> <li>• Economically Active; 587(73%)</li> </ul>
Access by public transport:	There are good local transit links close to the site, offering rail and bus transit to the site.
<b>Sequential Test and Brownfield/Greenfield</b>	

<b>Urban/urban edge/rural:</b>	Urban-edge/ rural
<b>Previously Developed Land:</b>	The site is considered to be Brownfield development land, viable for future development if desired.
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are few employment opportunities within the local area of this type; making the site a valuable local economic resource.
<b>Deprivation in local communities:</b>	E01020534 - Maiden Newton IMD County – 95 (out of 247) Employment County – 153 (out of 247)
<b>Priority regeneration designation:</b>	The site has not been identified at present for regeneration at; Local, Sub-Regional or National levels.
<b>Potential availability of 'gap' funding:</b>	Very Limited potential – No funding currently available.
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located within the DDB, the site may be appropriate for a number of uses should it no longer be required for employment.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS1; Development Boundary</li> <li>• SA1; Within the AONB</li> <li>• SA3; Upper Frome Valley and Chalk Valley Floor, Landscape Character Assessment</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	
<b>Additional comments:</b>	The site has limited capacity to provide additional development but is suitable for continued use and provides valuable local employment opportunities.
<b>Recommendation:</b>	The site is suitable for continued employment use but alternative uses could also be considered.

# Piddlehinton






### Existing Employment Sites

Site Ref	Address	Area	Shortlisted for Detailed Assessment	Comments
PIDDHIN 01	Enterprise Park	10.81	Yes	The site is suitable for continued employment use and offers the potential for new employment uses through refurbishment of the existing buildings on site. It may also have the capacity to provide limited new development if highways and landscape requirements can be satisfied.

### Sites with Permission for Employment Uses

Address	Area	Comments	Under Construction
Piddlehinton Enterprise Park	5.75	3.45ha not started Part of existing employment site (Site Ref 31)	

No picture available	<b>Site ref no:</b>	PIDD 01
	<b>Site area (ha):</b>	10.81
	<b>Site Address:</b>	Piddlehinton Enterprise Camp
	<b>Site description and location:</b>	Former army barracks located to the south of the village of Piddlehinton. Employment units here are mainly provided through the conversion of the existing buildings.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Mostly smaller units. Brick walls, corrugated metal roofs. Some buildings have been refurbished and re clad. Some units are vacant and in need of repair.
<b>Noise and other pollutants:</b>	The site is within an unpleasant emissions consultation zone. Noise is generated by some of the existing employment uses, though it is not of an unacceptable level.
<b>State of external area and public realm:</b>	The public realm could be improved.
<b>Parking, internal circulation and servicing:</b>	Access road around the site periphery, not all units have direct road access. Parking is provided off road outside the units.

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Anticipate a fair demand for new employment units in this location. Likely end units ranging from 500 sq ft - 1,500 sq ft. Offers refurbishment potential and or possibly some expansion
<b>Current site status:</b>	Development at Piddlehinton at Enterprise Park is restricted by Policy NA8 of the 2006 West Dorset Local Plan which seeks to provide a framework for redeveloping some of the existing buildings at the camp, possibly in less prominent positions, in order to provide more suitable buildings for modern businesses and to improve the overall appearance of the site. But given the isolated position and limitations on the road network the policy also seeks to prevent any significant overall increase in the available floorspace. A new employment building was recently approved on appeal.
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

<b>Ownership:</b>	Multiple Owners
<b>% of long lease:</b>	Unknown
<b>Ransom strips / other ownership constraints:</b>	No restrictions known

# Sustainability Factors

## Strategic Access

<b>Ease of access to main road network:</b>	3.94km from an A road. Direct access to the B314 Piddle Valley Road.
<b>Proximity to rail/sea/air freight:</b>	None

## Quality of Wider Environment

<b>Adjacent Land uses:</b>	The site has few immediate neighbours. Rugby club to the North The amenity of the residents of a Gypsy camp to the south west is a consideration. The relatively isolated location of this site allows for the consideration of potentially less neighbourly uses.
<b>Wider environmental quality:</b>	Good quality natural environment.
<b>Local Facilities:</b>	There are no local facilities
<b>Subject to flood risk:</b>	The site is not in a flood risk zone

## Site Development Constraints

<b>Site access:</b>	Existing access from the B3143 . Highway network may not have the capacity to accommodate significant additional floorspace, though limited additional development may be acceptable.
<b>Topography and shape:</b>	Site is elevated above the road level and steeply slopes up to the North
<b>Utilities:</b>	The current developed nature of the site indicates potential availability but the local network capacity may need investigation.
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	There is very little on site planting. There would be significant landscape and visual impacts from new development in the open north west section of the site. Land to the north west and south west edge of the site is more contained by existing woodland/planting and there may be potential scope for limited development Additional development could enhance the landscaping associated with the existing site
<b>Contamination, land stability and on site structures:</b>	Number of existing buildings on site

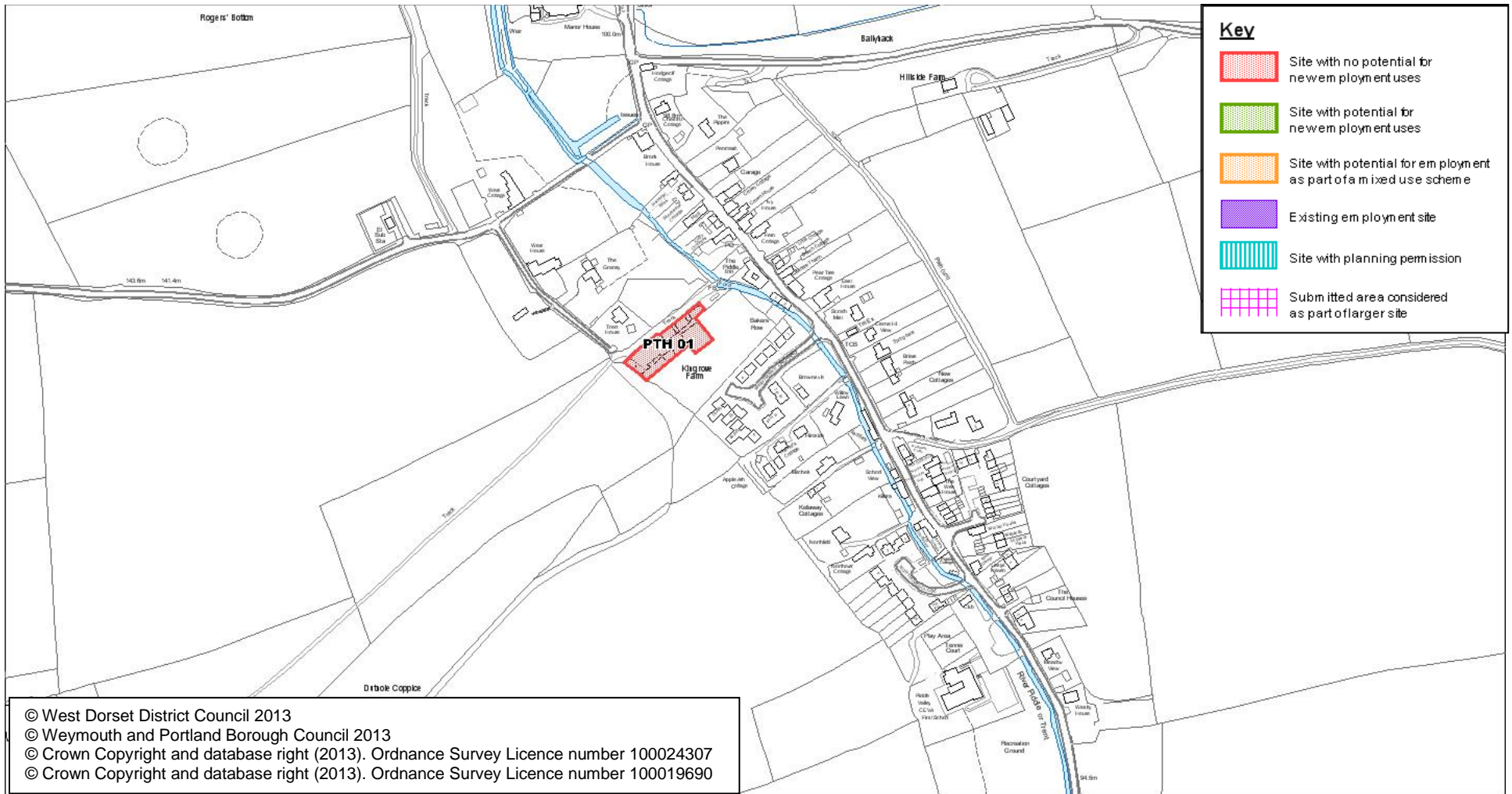
## Accessibility

<b>Workforce:</b>	The workforce for the site is expected to originate from Piddlehinton and the surrounding communities: <ul style="list-style-type: none"> <li>• Overall Population; 403</li> <li>• Of a Working Age; 288 (71%)</li> <li>• Economically Active; 201 (70%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to a Bus Transit Link adjacent to the site providing links to the local area.

## Sequential Test and Brownfield/Greenfield

<b>Urban/urban edge/rural:</b>	Rural
<b>Previously Developed Land:</b>	Brownfield
<b>Located within a protected employment area:</b>	As an existing employment site, the site is protected for employment uses under policy ET1 of the 2006 West Dorset Local Plan.
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	
<b>Deprivation in local communities:</b>	E01020539 Piddle Valley: IMD County Rank– 85 (out of 247) Employment Deprivation County Rank – 186 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS3; Outside any DDB</li> <li>• SA15; Groundwater Source Protection Zone</li> <li>• AH9; Unpleasant Emissions Consultation Zone</li> <li>• SA3; Cerne and Piddle Valleys and Chalk Downland Landscape Character Area</li> <li>• NA8; Piddlehinton Camp</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	•
<b>Additional comments:</b>	The site is suitable for continued employment use and offers the potential for new employment uses through refurbishment of the existing buildings on site. It may also have the capacity to provide limited new development if highways and landscape requirements can be satisfied.
<b>Recommendation:</b>	The site should be protected for employment uses.

# Piddletrenthide









Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
PTH 01	Submitted Site	Kingrove farm	0.18	No	Site does not meet size threshold. There are also highways/access issues. Part in floodzone.

# Puddletown

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## Key

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



Sites with Potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Comments
PUDD 01	Officer Identified	Land at Three Lanes End	2.01	Yes	This site offers potential to deliver employment uses, though the impact on the strategic road network should be considered.
PUDD 02	2006 Local Plan Allocation	Northbrook Farm	1.71	Yes	This site offers potential to deliver employment uses, though the impact on the strategic road network should be considered.

Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
PUDD 03	Submitted Site	Rod Hill Dairy	0.26	No	Site is not well related to the settlement. There are highways/access issues.
PUDD 04	Submitted Site	Coombe Barn	0.47	No	Site is not well related to the settlement. There are highways/access issues



No picture available	<b>Site ref no:</b>	PUDD 01
	<b>Site area (ha):</b>	2.01
	<b>Site Address:</b>	Fields at Three Lanes Way
	<b>Site description and location:</b>	Agricultural field to the north west of the village of Puddletown.

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	No buildings on site
<b>Noise and other pollutants:</b>	Low noise levels
<b>State of external area and public realm:</b>	
<b>Parking, internal circulation and servicing:</b>	None

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Puddletown is well located between Dorchester and Poole and adjoins the A35. It is anticipated that there would be a fairly good demand for employment land and finished units in this location as it is well positioned for the arterial roads in the area. End units are likely to range from 500 sq ft - 1,500 sq ft. Given its location, it additionally offers the potential for small office schemes.
<b>Current site status:</b>	The site is not identified in the current development plan
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

<b>Ease of access to main road network:</b>	Good access to road network. 1.39km to an A road. Can access the A35 without the need to go through the village. Concerns around the impact of development on the SRN in terms of capacity and function.
<b>Proximity to rail/sea/air freight:</b>	No proximity to rail, sea or air freight

<b>Quality of Wider Environment</b>	
<b>Adjacent Land uses:</b>	Residential and agriculture Residential use adjacent to the site would limit uses.
<b>Wider environmental quality:</b>	Good quality
<b>Local Facilities:</b>	Good access to village facilities
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	potential - no identified highways issues
<b>Topography and shape:</b>	Flat. Well screened - would attach to new development
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	Moderate tree cover at edges. Ground Water Source Protection Zone The site is screened from the wider landscape due to its location within the well-vegetated flat corridor of the River Piddle, enclosed by the A35 to the northwest. It also appears well related to the existing settlement. Development should be required to provide significant green infrastructure on the remaining land between the bypass and the site, and a full ecological appraisal
<b>Contamination, land stability and on site structures:</b>	No obvious contamination or instability issues.
<b>Accessibility</b>	
<b>Workforce:</b>	The workforce for the site is expected to originate from Puddletown and the surrounding communities. <ul style="list-style-type: none"> <li>• Overall Population; 1,405</li> <li>• Of a Working Age; 985 (70%)</li> <li>• Economically Active; 721 (73%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site providing links to the local area.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural
<b>Previously Developed Land:</b>	Greenfield
<b>Located within a protected employment area:</b>	No, the site is afforded no policy protection for employment use
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are limited sites locally that provide similar employment opportunities.

<b>Deprivation in local communities:</b>	E01020540 – Puddletown, IMD County – 147 (out of 247) Employment County – 196 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	N/A
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS1; Outside DDB (but adjacent to)</li> <li>• SA15; Ground water source protection zone</li> <li>• SA3; Chalk Valley Floor, Cerne and Piddle Valleys and Chalk Downland Landscape Character Assessments</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Owner aspirations for housing</li> </ul>
<b>Additional comments:</b>	This site offers potential to deliver employment uses, though the impact on the strategic road network should be considered.
<b>Recommendation:</b>	Site has potential for future employment uses

No picture available	<b>Site ref no:</b>	PUDD 02
	<b>Site area (ha):</b>	1.71
	<b>Site Address:</b>	Northbrook, Puddletown
	<b>Site description and location:</b>	The site is in a relatively isolated position on the edge of the village of Puddletown. It is very well connected to the A35 road, and has few direct neighbours

## Market Attractiveness

### Quality of Existing Portfolio and Internal Environment

<b>Age and quality of buildings:</b>	Some farm structures on site
<b>Noise and other pollutants:</b>	High noise level from the nearby A35 dual carriageway road. No other obvious pollutants
<b>State of external area and public realm:</b>	Currently a private working farm with hard standing and various related outbuildings
<b>Parking, internal circulation and servicing:</b>	Currently a private working farm with hard standing and various related outbuildings, no internal circulation to the east of the site

### Market Conditions/Perceptions/Demand

<b>Market appraisal:</b>	Puddletown is well located between Dorchester and Poole and adjoins the A35. It is anticipated that there would be a fairly good demand for employment land and finished units in this location as it is well positioned for the arterial roads in the area. End units are likely to range from 500 sq ft - 1,500 sq ft. Given its location, it additionally offers the potential for small office schemes.
<b>Current site status:</b>	The site is allocated in the Local Plan under Policy EA31 for employment uses (B1/B2)
<b>Development viability:</b>	Potentially viable
<b>Is site being actively marketed:</b>	Unknown

### Ownership and Constraints on Development

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

## Sustainability Factors

### Strategic Access

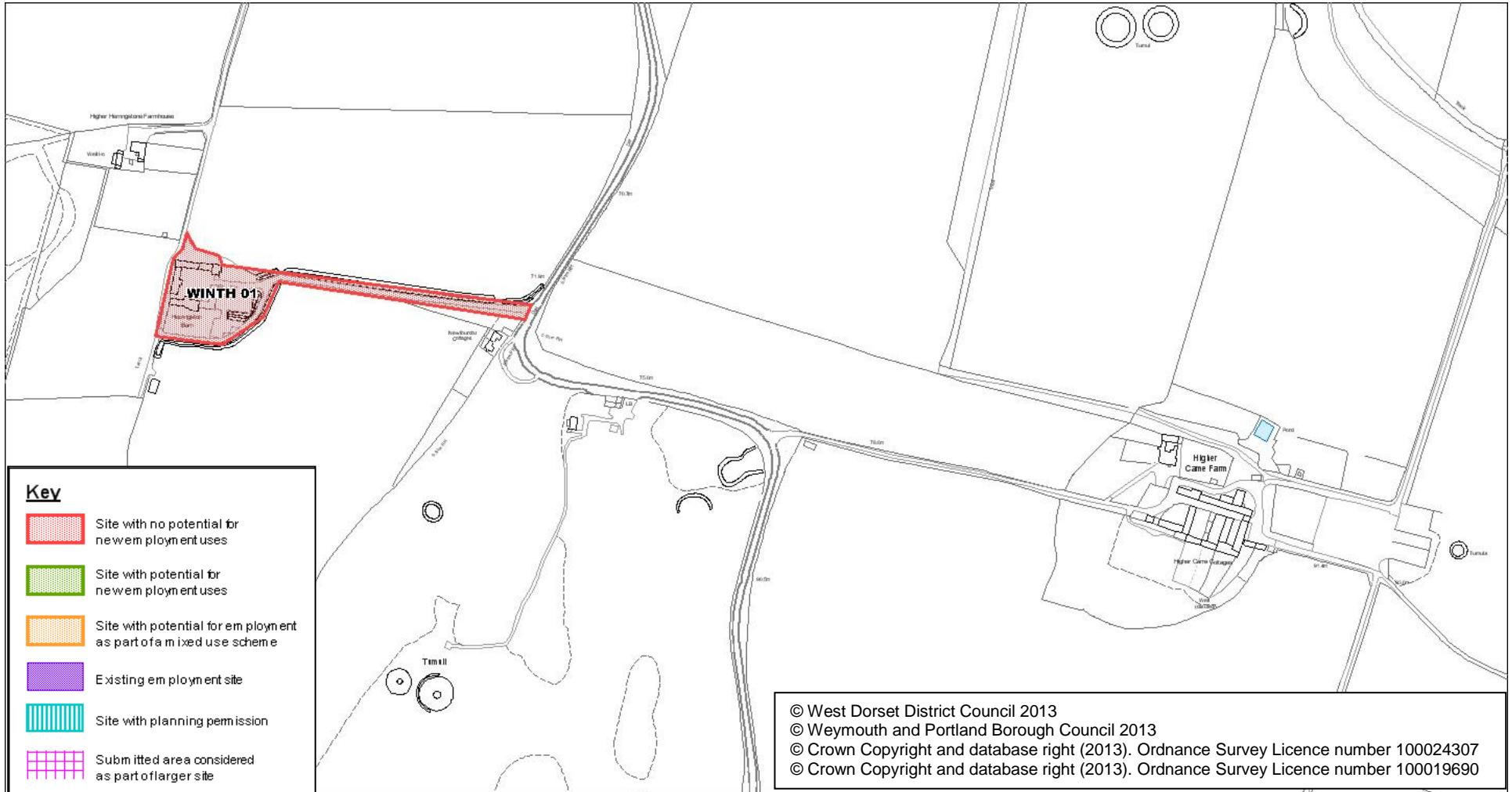
<b>Ease of access to main road network:</b>	Has excellent access to the main road network as the site is located on a junction with the A35
<b>Proximity to rail/sea/air freight:</b>	No proximity to rail, sea and air freight

### Quality of Wider Environment

<b>Adjacent Land uses:</b>	<p>The site is in a relatively isolated position on the edge of the settlement with few neighbours, so there is more scope to the use classes that could be considered</p> <p>There's not much in the way of neighbouring uses. There are some adjacent residential buildings, though they are small in number and not too close to the site.</p>
<b>Wider environmental quality:</b>	The environmental quality is okay, but there is a high level of noise and the road is extremely close.
<b>Local Facilities:</b>	There is a good selection of local facilities in the nearby village. As the site is on the edge of the village in order to access them it would be necessary to walk along a road with no pavement into the village, or to drive.
<b>Subject to flood risk:</b>	Negligible - not in floodzone
<b>Site Development Constraints</b>	
<b>Site access:</b>	Existing access to site already in place
<b>Topography and shape:</b>	Site is flat, but a very unusual irregular shape
<b>Utilities:</b>	Would need to be investigated
<b>On site environmental, nature conservation, cultural heritage, trees and landscape:</b>	<p>Site is visually well contained by extensive perimeter planting. Is well related to the existing development at Northbrook and Stafford Park Farm. Therefore limited impact upon wider views and landscape character.</p> <p>Any development should be required to maintain the existing boundary hedgerows and trees.</p> <p>Site is It is also adjacent to a listed building (Stafford Park Farmhouse Grade II)</p>
<b>Contamination, land stability and on site structures:</b>	<p>Land stability should be acceptable as there are already structures on site, though site preparation will be needed before development could commence.</p> <p>There may be possible contamination from the sites current use as a farm</p>
<b>Accessibility</b>	
<b>Workforce:</b>	<p>The workforce for the site is expected to originate from Puddletown and the surrounding communities.</p> <ul style="list-style-type: none"> <li>• Overall Population; 1,405</li> <li>• Of a Working Age; 985 (70%)</li> <li>• Economically Active; 721 (73%)</li> </ul>
<b>Access by public transport:</b>	There is nearby access to several Bus Transit Links from the site; providing links to the local area.
<b>Sequential Test and Brownfield/Greenfield</b>	
<b>Urban/urban edge/rural:</b>	Rural

<b>Previously Developed Land:</b>	Previously developed land but is not classified as Brownfield as its previous use was agricultural
<b>Located within a protected employment area:</b>	Yes, the site is formally allocated in the development plan
<b>Social and Regeneration Policy</b>	
<b>Availability of other jobs locally:</b>	There are limited sites locally that provide similar employment opportunities.
<b>Deprivation in local communities:</b>	E01020540 – Puddletown, IMD County – 147 (out of 247) Employment County – 196 (out of 247)
<b>Priority regeneration designation:</b>	The site is not formally identified for regeneration in the local economic strategy or development plan.
<b>Potential availability of 'gap' funding:</b>	Currently no funding available
<b>Ability to support particular economic development priority:</b>	
<b>Other Policy Considerations</b>	
<b>Alternative uses if no longer allocated for employment:</b>	Located outside the DDB and slightly set apart from the existing development, suitable alternative uses would be limited.
<b>Policy considerations:</b>	<ul style="list-style-type: none"> <li>• SS1; Outside the Defined Development Boundary.</li> <li>• SA15; Within a Groundwater Source Protection Zone (zones 2 and 3).</li> <li>• SA3; Cerne and Piddle Valleys and Chalk Downland Landscape Character Area.</li> </ul>
<b>Recommendations</b>	
<b>Other Comments and Recommendation</b>	
<b>Known constraints /possible conflicts:</b>	<ul style="list-style-type: none"> <li>• Concerns that given the isolated nature of the site it might encourage commuting, and could result in a detrimental impact on the SRN in terms of both capacity and function</li> </ul>
<b>Additional comments:</b>	This site offers potential to deliver employment uses, though the impact on the strategic road network should be considered.
<b>Recommendation:</b>	Site has potential for future employment uses

# Winterborne Herrington



### Sites with No potential for New Additional Employment Uses

Site Ref	Source	Address	Area	Shortlisted for Detailed Assessment	Reason for Exclusion
WINTH 01	Submitted Site	Herringston Barn	0.95	No	Does not meet locational criteria



