

WEYMOUTH TOWN CENTRE
MASTERPLAN - TECHNICAL
FEASIBILITY OF FIVE KEY SITES

Weymouth & Portland Borough Council

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Final Report

Weymouth Town Centre Masterplan - Technical Feasibility of Five Key Sites

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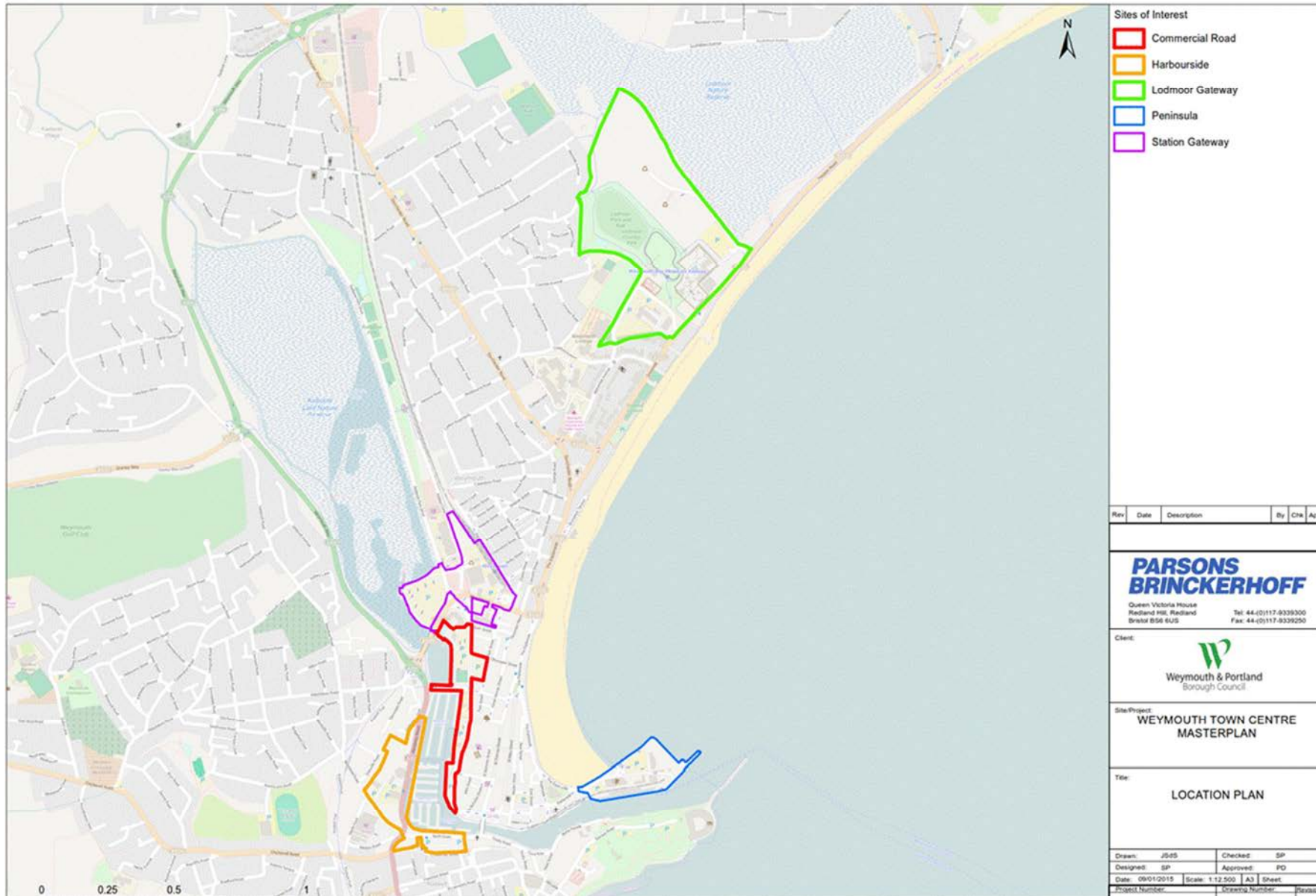
SECTION 1

INTRODUCTION

1 INTRODUCTION**1.1 Purpose of Technical Feasibility Study**

- 1.1.1 Weymouth and Portland Borough Council (WPBC) is preparing a masterplan for Weymouth town centre which is to include the redevelopment of five, key, underutilised sites. The five sites have been selected for inclusion in the masterplan as they are underused, with large areas of surface car parking, and include a number of unattractive or dilapidated buildings which act as a blight on the town. Figure 1 shows the location of the five sites.
- 1.1.2 Investment and redevelopment of these sites would act as a beacon of regeneration and has represented strategic opportunities to significantly improve the image of the town from key gateway locations. Each of the sites occupies prominent locations, and in their current conditions the potential to improve general perceptions of Weymouth as a place to live, work and visit. In addition, each of the sites benefit from either being entirely, or having a significant portion in public ownership.
- 1.1.3 All of the five sites to be included in the masterplan are of significant size, ranging from approximately 4.5ha to 32.4ha in area and they each face a range of technical issues to be overcome.
- 1.1.4 To inform the preparation of the Weymouth Town Centre Masterplan, Parsons Brinckerhoff Ltd (PB) was commissioned in November 2014 to undertake a technical feasibility study of the five sites, the findings of which are presented in this report. WPBC will use the findings of this report to support viability assessments and the scale of development proposed on individual sites.

Figure 1: Locations of Five Sites



1.2 Scope

1.2.1 The feasibility study has looked at the five identified sites only.

Technical Feasibility Topics

1.2.2 The technical topics which are included in this technical feasibility study are:

- Transport and access;
- Infrastructure and services;
- Planning and development;
- Water and flooding; and
- Environmental – ecology and contaminated land

Exclusions

1.2.3 Specific topics or components excluded from the feasibility study that have not been assessed at this stage are:

- Review of the wider transport network and the production of Transport Assessments;
- Obtaining on-site services and plant data from utility companies;
- A landscape and visual impact assessment;
- Consideration of any aspects from the economic viability study being undertaken by GL Hearn under a separate commission;
- Amendments to existing site development options or the preparation of additional options;
- Collection of new data for the ecological review or the surface water and flood risk assessment;
- Detailed local authority and Environment Agency (EA) searches in relation to any of the environmental disciplines. The EA was contacted during the feasibility study to discuss the up to date view on Weymouth flood risk issues and flood defence scheme options only;
- Review and consideration of any existing land contamination assessment reports; and
- Policy reviews and planning history reviews for the five sites – this was initially excluded from the scope at the time of commissioning the feasibility study, however a 'high level' review of relevant policy and planning history records has been undertaken to provide some policy context. A more detailed policy review and planning history review will be required at a later stage to complete this analysis.

1.3 Methodology

Overview of Tasks and Information Sources

- 1.3.1 The technical feasibility study has been carried out primarily as a desk-based exercise. The study utilises existing information provided by WPBC or that is publicly available from relevant websites, with the exception of the contaminated land topic which also purchased GroundSure reports for each site (further information is provided below).
- 1.3.2 In addition to the desk-based work, the following activities have been undertaken and outputs produced:
- Project inception meeting with WPBC to confirm the project scope and obtain data and information available for the sites;
 - A site-walkover of each of the five sites to note characteristics of the sites;
 - Preparation of an Interim Report provided to WPBC;
 - Attendance at a masterplan workshop with WPBC and GL Hearn (who are undertaking additional assessments in relation to the masterplan); and
 - Preparation of a final report detailing the findings of the technical feasibility study (this report).
- 1.3.3 A number of existing documents and information sources were provided or obtained during the feasibility study and a comprehensive list is provided below with a record of the source:
- Site boundary plans – WPBC;
 - Weymouth town centre preliminary masterplan – WPBC;
 - Site options – WPBC;
 - Site constraints – WPBC;
 - Strategic Flood Risk Assessment – www.dorsetforyou.com / WPBC;
 - Flood Risk Management Strategy – www.dorsetforyou.com / WPBC;
 - Harbour Walls Reports to Committee - www.dorsetforyou.com / WPBC;
 - Drawing of underground services – WPBC
 - Weymouth Bay Coastal Processes Study Ground Investigation Report - WPBC; and
 - Dorchester / Weymouth Housing Market Area 2011 Strategic Housing Market Assessment Update, Final Report January 2012, JG Consulting – WPBC.
 - Multi-Agency Geographic Information for The Countryside (MAGIC) website - www.magic.defra.gov.uk
 - Review of Weymouth Council GIS database/maps - <http://gis.weymouth.gov.uk/wpmaps/map.aspx> / WPBC
 - Natural England and Joint Nature Conservation Committee designated sites information - various online locations from jncc.defra.gov.uk and publications.naturalengland.org.uk
 - Google Earth

- Pre-submission draft of the emerging West Dorset, Weymouth and Portland Local Plan, pre-submission draft dated June 2013 - downloaded from https://www.dorsetforyou.com/410428_05/01/2015 / WPBC
- Weymouth and Portland Local Plan: Adopted Plan 2005* - downloaded from https://www.dorsetforyou.com/328_05/01/2015 / WPBC
- Environmental data, including details of environmental permits, pollution incidents, waste sites, hydrogeology and hydrology, Part 2A determinations, and environmentally sensitive sites - GroundSure Ltd;
- Geological information, including details of geology, mining and borehole records - provided by GroundSure Ltd;
- Maps of historical land use - provided by GroundSure Ltd;
- Environment Agency website; and
- British Geological Survey website.
- Level 2 Strategic Flood Risk Assessment Technical Element, 2009 by Haskoning.
- Weymouth Flood Risk Management Strategy, Final report – June 2010.
- Weymouth town centre interim flood defence policy, 2011.
- River Basin Management Plan, South West River Basin District.
- West Dorset Catchment Flood Management Plan, Summary Report 2012.
- Weymouth & Portland Strategic Flood Risk Assessment Weymouth & Portland Borough Council July, 2006.
- Weymouth & Portland Local Development Framework, Core Strategy June 2009 – Issues Paper 4: ENVIRONMENT.
- South Devon and Dorset Coastal Advisory Group (SDADCAG), Shoreline Management Plan SMP2, Durlston Head to Rame Head, December 2010.

Technical Methodology

Transport

- 1.3.4 Our transport method focused around a desk based study with some on-site observations. Specifically, our work focused on reviewing of current site access infrastructure, consideration of multimodal access needs generated by the likely land use. We also considered the implications of site parking loss and mitigation and undertook general liaison with Dorset County Council on transport and highways matters.

Infrastructure

- 1.3.5 Our transport method focused around a desk based study with some on-site observations. Specifically, our work assessed the engineering feasibility of highway access improvements and associated infrastructure. We considered the utilities and services requirements for new land use and assessed feasibility of relocating or mitigating existing services, such as power or gas infrastructure. Finally, we prepared indicative cost estimates for abnormal development infrastructure, based on inputs from specialists within the team.

Planning

- 1.3.6 The planning feasibility study assesses the development capacity of the sites in relation to planning policy and guidance. Following a site visit, the development context for each of the five sites has been established, including land uses, building heights, heritage constraints and landscape and townscape constraints. In combination with a review of the technical constraints, planning policy affecting the sites and the planning history for the sites, advice on the development capacity potential and potential limitations has been presented. Finally a planning strategy for taking development forward along with potential planning costs and obligations has been established.

Ecology

- 1.3.7 A desk study has been undertaken to provide background information on each site and the surrounding area. This has considered the presence of sites of ecological importance within a buffer zone of 5km from the sites, with detailed consideration of sites within 1 km.
- 1.3.8 A review of nature-conservation related saved policies and plans from The Adopted Local Plan and the pre-submission draft of the emerging West Dorset, Weymouth and Portland Local Plan.
- 1.3.9 The desk study has included a search for the presence of water bodies with potential to support Great Crested Newts within 500m of the five locations using aerial photography and OS mapping. This information has allowed the possible need for Great Crested Newt presence / absence surveys to be identified early in the project life cycle.
- 1.3.10 Collation and interrogation of the data obtained has been carried out to determine likely ecological constraints, and to inform the need for additional survey work (such as Extended Phase 1 Habitat Assessment). The findings have been presented in a tabulated form with a brief conclusion on the likely ecological constraints for each site. Associated mapping has been produced showing the statutory designated sites within 1km from the study sites.

Contaminated Land

- 1.3.11 The contaminated land element of the technical feasibility study focuses on the identification of potential land contamination constraints associated with redevelopment. Constraints are identified following a high-level review of environmental, geological and historical information, and the potential development options. A schedule of potential works required in association with redevelopment of the sites is developed, with comment on the estimated cost of these works.

Flooding

- 1.3.12 Review of current information on flooding and flood risk, liaison with the Environment Agency (EA) and WPBC, to determine current and future flood risk which would affect masterplan proposals.

1.4 Planning Context

- 1.4.1 The Local Plan for Weymouth currently comprises the saved policies of the Weymouth and Portland Adopted Local Plan 2005. However, WPBC is currently in

the process of updating local planning policies, and is preparing a joint Local Plan with West Dorset District Council to establish a strategic vision for the area up to 2031. This document identifies a target for at least 400 new homes to be delivered in Weymouth Town Centre, which will be guided by a Master Plan to be produced by the Borough Council.

- 1.4.2 WPBC has recognised the need to establish a strategy for Weymouth town centre in order to provide guidance for land uses and development as well as promote opportunities for investment and regeneration over the next ten years. The Borough Council commissioned the preparation of the Weymouth Town Centre Masterplan in 2014 in order to deliver this.
- 1.4.3 The Masterplan will establish a vision and objectives for Weymouth Town Centre, informed by the priorities identified by local communities and stakeholders through consultation. The document will also provide detailed planning guidance for the key Weymouth town centre sites identified in the emerging joint Local Plan for West Dorset, Weymouth and Portland, including the town centre and Commercial Road area, the station area, the Ferry Peninsula and Westwey Road and the North Quay area.
- 1.4.4 The emerging joint Local Plan already establishes some key principles for the key sites identified in Weymouth Town centre. The information relating to sites relevant to this study is summarised below:
- Commercial Road Area: To be developed with a mix of uses complementary to the primary shopping area (such as cafés/ restaurants with residential above) that do not significantly increase the number of late night entertainment uses in the area; provide an attractive waterside frontage that reflects the historic building form and plot pattern of the waterfront; and create high quality linkages between the shopping area and the waterfront.
 - Station Area: Enhance the role of the transport hub; provide a mixed use development that improves first impressions of the town; retain the Swannery car park and explore potential to provide complementary development that improves the appearance of the area; and provide public realm improvements to create an attractive pedestrian environment from the Swannery car park to the station area, the town centre and the seafront.
 - Peninsula: To be redeveloped to provide leisure/ tourist related uses, complementary town centre uses, including housing, along with provision for the operation of a ferry service. Any development should respect the form of the terraces along the Esplanade and should not detract from views to the Nothe Fort, however a high quality landmark building may be permitted.
 - Westwey Road and North Quay Area: To be redeveloped to provide a mixed use development that creates an active street and waterfront. Any development on the North Quay should respect the historic context.
 - Lodmoor Gateway: Provide high quality tourism recreation and ancillary uses that relates positively to the open park land.

SECTION 2

SITE APPRAISAL

2 SITE APPRAISAL**2.1 Planning and Development Context**

2.1.1 There are a number of general planning policies relating to development that any proposals will need to meet. Policies of note are as follows:

Adopted Local Plan

- Policy D3 – General Development Criteria: this policy establishes best practice for development in the Borough;
- Policy B1 – General Design Criteria: this policy establishes the principles for good design in the Borough;
- Policy H5 – Development of Flats, Hostels and Houses in Multiple Occupation: this policy sets out the principles for residential developments;
- Policy H7 – Affordable Housing: the council will seek at least 30% affordable housing on residential developments of 9 or more units or more than 0.3ha. The preference is for on-site provision, however in exceptional circumstances off-site provision or a payment in lieu of development will be accepted;
- Policy S3 – Proposals for Restaurants, Pubs and Clubs – this policy sets out general principles for considering proposals for restaurants, pubs and clubs;
- Policy C10 – Open Space Requirements in New Residential Development: Requires development of 9 or more units to provide 45sq.m of open space per dwelling;
- Policy C15 – Planning Obligations for Community Facilities: this policy sets out the requirement for major developments to make provision for, or provide a payment in lieu of development of, necessary social and community infrastructure;
- Policy T5 – Cycle Parking: this policy establishes the requirement for cycle parking facilities to be provided within new residential development;
- Policy T6 – Providing Safer Environments: this policy establishes the requirement for new developments that include new access roads to provide for the needs of all road users and minimise the risk of accidents;
- Policy T17 – Parking Guidelines for Residential Development: this policy sets out the maximum car parking provision to be provided as part of residential developments; and
- Policy T18 – Parking Guidelines for Non-Residential Development: this policy sets out the maximum car parking provision to be provided as part of non-residential developments.

Emerging Joint Local Plan

- Policy ENV 10 – The Landscape and Townscape Setting: this policy establishes best practice for design and development in the borough;
- Policy ENV 11 – The Pattern of Streets and Spaces: this policy sets out principles for creating well designed streets and spaces;
- Policy ENV 12 – The Design and Positioning of Buildings: this policy establishes best practice for design of new buildings in the borough;

- Policy ENV 13 – Achieving High Levels of Environmental Performance: this policy sets out the requirements for the environmental performance of new developments in the borough;
- Policy ENV 15 – Efficient and Appropriate Use of Land: this policy promotes optimising the potential of development sites;
- Policy ENV 16 – Amenity: this policy establishes the requirement for new developments to mitigate any negative impacts on surrounding amenity, and ensure a high quality environment for future users of the development itself;
- Policy ECON1 – Provision of Employment: this policy supports the provision of employment within settlements;
- Policy HOUS 1 – Affordable Housing: this policy seeks to increase the minimum proportion of affordable housing to be delivered as part of residential developments in Weymouth to 35%;
- Policy HOUS 3 – Open Market Housing Mix: this policy sets out the principles for the housing type mix in private residential developments;
- Policy HOUS 4 – Development of Flats, Hostels and Houses in Multiple Occupation: this policy sets out the principles for residential developments;
- Policy COM 1 – Making Sure New Development Makes Suitable Provision for Community Infrastructure: this policy sets out the requirement for major developments to make provision for, or provide a payment in lieu of development of, necessary social and community infrastructure;
- Policy COM 7 – Creating a Safe and Efficient Transport Network: this policy sets out the principles for considering transport impacts of new developments and design for new roads and streets;
- Policy COM 9 – Parking Standards in New Development: this policy sets out the maximum car parking standards for new development and the minimum cycle parking standards; and
- Policy COM10 – The Provision of Utilities Service Infrastructure: this policy establishes the requirement for new development to demonstrate or make provision for adequate utilities service infrastructure.

2.2 Generic Site Matters

2.2.1 The Technical Feasibility Study has identified some matters which are relevant to all five sites. These generic matters are described here. Site specific matters are dealt with in the following sections.

Ecology

2.2.2 Consideration of designated nature conservation sites has been given for each of the town centre masterplan sites in Section 3.2 to 3.6 below. Designated conservation sites within 1 km of any masterplan site have been considered. These are shown on Appendix B.

2.2.3 Further statutory designated nature conservation sites are present within 1 – 5 km of the development locations. These are set out in Appendix B. These include a number of Natura 2000 Sites designated under the Conservation of Habitats and Species Regulations 2010 (as amended).

- 2.2.4 There may be a requirement to screen the proposed redevelopments for 'Likely Significant Effects' as the initial stage of a Habitat Regulations Assessment. Indirect effects such as increased recreational pressure and water quality changes require consideration under the Regulations. Consideration of such indirect effects on other statutory sites, such as Sites of Special Scientific Interest (SSSI) may also be required.
- 2.2.5 It is recommended that as plans and proposals for redevelopment are refined, that consultation with Natural England be carried out to clarify requirements for HRA screening and SSSI considerations.
- 2.2.6 Policy Env 2 of the pre-submission draft West Dorset, Weymouth and Portland Local Plan includes reference to Natura 2000 Heathland Sites. The policy requires that where development within 5 km of those sites may impact them, for example through increased recreational pressure, that mitigation will be required.
- 2.2.7 The desk study research undertaken suggests no Natura 2000 heathland sites are present within 5 km. It should be noted that heathland habitats are present within 5 km. It is advised that this matter is kept under review as the draft Local Plan is finalised, and as detailed proposals for each of the masterplan sites are developed and taken forward for planning.

Flood Risk and Flood Defence

- 2.2.8 Due to the nature of existing flood risk issues and flood defence scheme options being proposed by WPBC for the wider Weymouth town area, the flood risk assessment findings of this feasibility study relate primarily to four out of the five sites. The findings of the four sites; Commercial Road, Harbourside, Peninsula and Station Gateway have been grouped together, with additional comments for the Lodmoor site. Flooding matters are, therefore dealt with in this Section of the report, rather than within the site-specific section following.

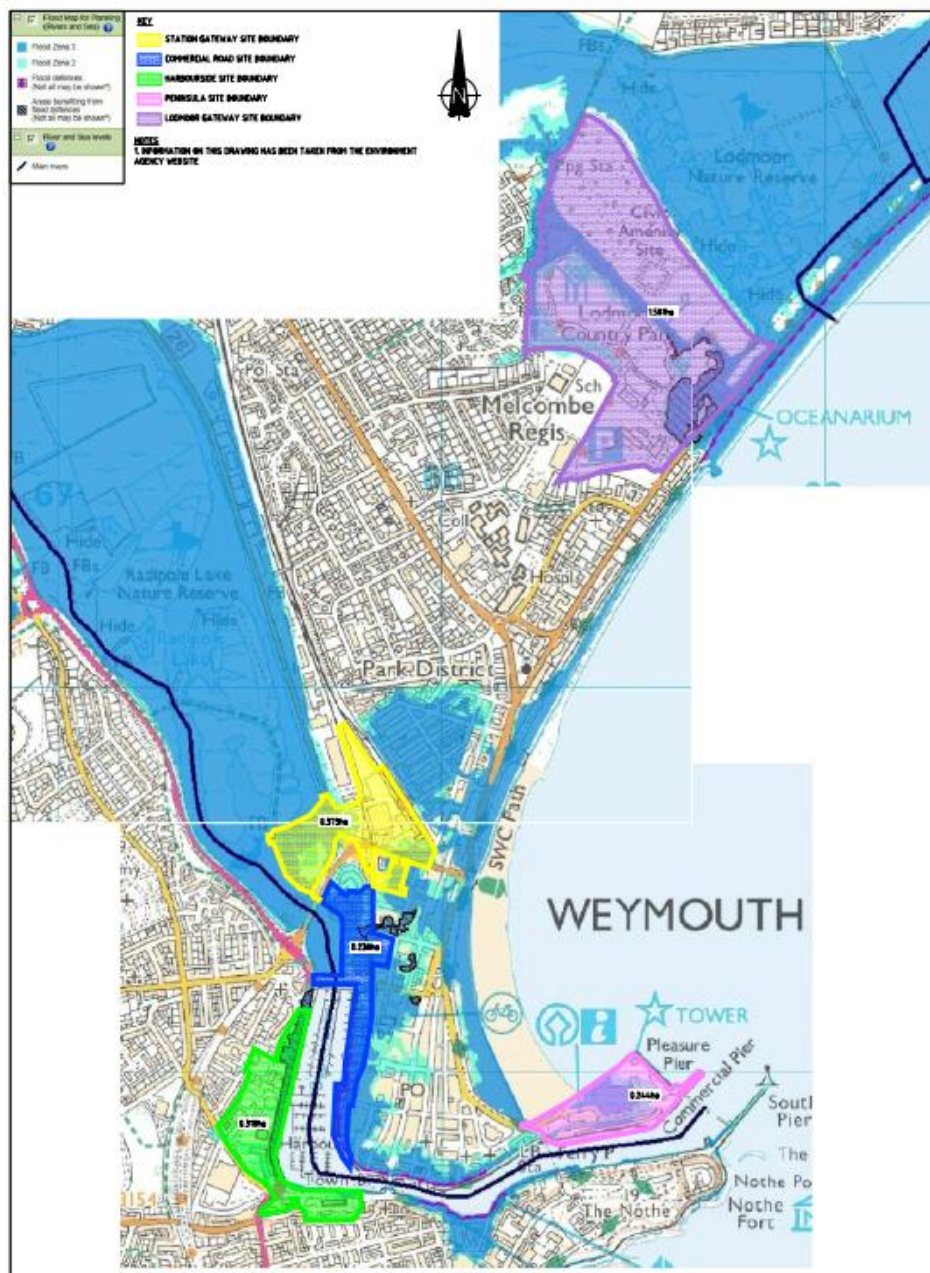
Baseline Conditions - Four Town Centre Sites

- 2.2.9 The primary infrastructure requirements should incorporate the flood defences recommended within the Weymouth Flood Risk Management Strategy, Final report – June 2010. The report recommends that Option 4b, which had a present value cost of £66 million and a present value benefit of £145 million. This gives a level of protection from a 1 in 200 year event in 2126. This should also adopt proposals from the forthcoming Weymouth Bay Coastal Process Study report.

Baseline Flooding Conditions – Lodmoor Gateway Site

- 2.2.10 The following summarises the flood risk management requirements for the Lodmoor Gateway site:
- Development has appropriate flood risk vulnerability classification.
 - Detailed Flood Risk Assessment for each site.
 - Development has appropriate and safe access and egress routes, with overland flow paths considered in flood conditions to reduce risk to users.
- 2.2.11 Figure 2 shows the extent of the Environment Agency flood zones in the context of the five masterplan sites.

Figure 2: Sites showing EA flood zone plan.



Major Flood Related Risks to Development

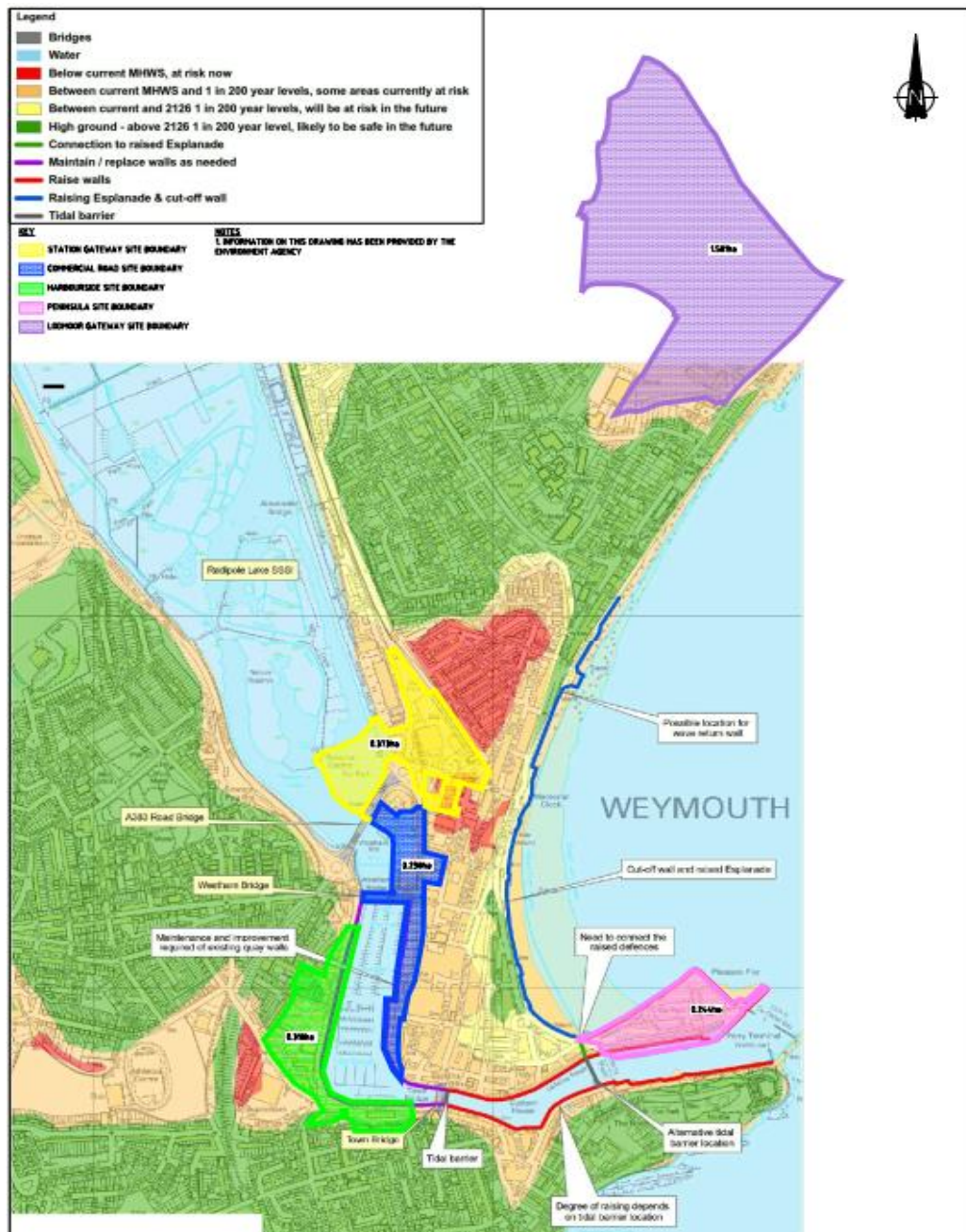
2.2.12

The key risks from flooding associated with the sites are:

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

- Funding or flood defence construction programme delays.
- Contaminated land.

Figure 3: Sites showing proposed option 4b flood defences (Weymouth Flood Risk Management Strategy, 2010).



Flood Risk Summary

2.2.13 Appendix A contains a full account of the flood risk findings of this feasibility study.

SECTION 3

COMMERCIAL ROAD

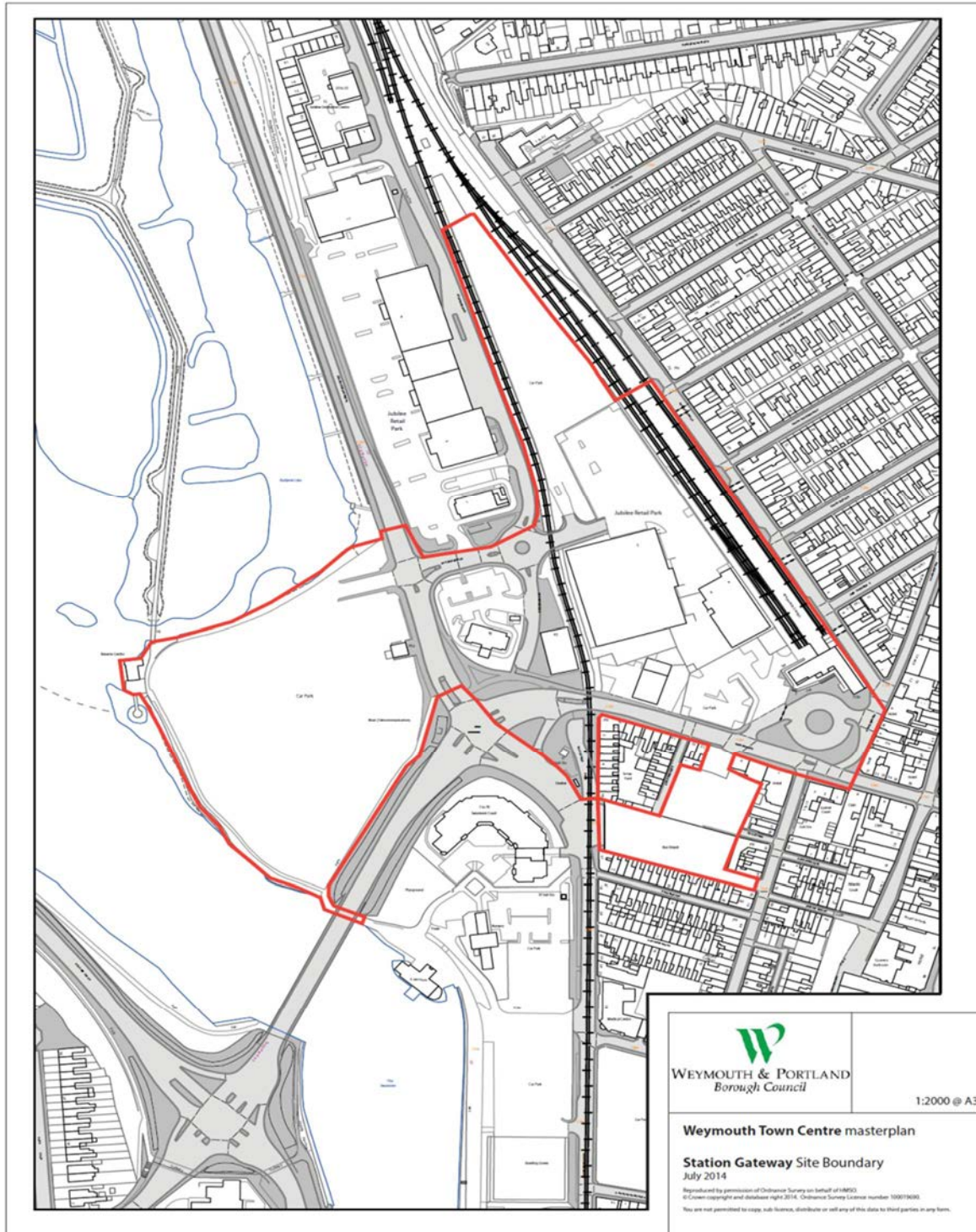
3 COMMERCIAL ROAD**3.1 Site Description**

3.1.1 The Commercial Road site is located along the inner harbour to the west of the retail core. It is bordered by the waterfront to the west (comprising Radipole Lake to the north of Wretham Road and the Marina to the south) and Commercial Road to the east. The site extends from the boundary of Swannery Court in the north down to the Junction of Commercial Road and Lower Street in the south.

3.1.2 The site is largely open, with large surface car parks. The uses on the site are a mix of activities and facilities serving the Marina and other community uses. The site benefits from unobstructed waterside views and represents an excellent opportunity to significantly improve the image of the waterfront.

3.1.3 Figure 4 shows the extent of the Commercial Road site.

Figure 4: Commercial Road Site





Commercial Road (south)



Old Harbour



Commercial Road (Central)



Existing Car parking off Commercial Road



Town Bridge



Looking towards Harbourside site

Site Photos – Commercial Road Site

3.2 Baseline Conditions and Risks

Transport and Access

- 3.2.1 The site is accessed from Commercial Road and Wreatham Road. A public footpath runs along the waterside part of the site which is lined in part by mature trees. This provides a connection to the town centre and the Swannery car park. The site also benefits from being a short walk from the train station and local bus routes. The historic tramway runs through part of the site. This has been retained as a live route and so has the potential to be brought back into use.
- 3.2.2 The masterplan proposes the loss of a significant amount of town centre parking which is located within the zone. The implications of these changes are unknown and will need to be assessed in due course at a town wide strategic level.
- 3.2.3 Highway access to the various development sites can be achieved via Commercial Road and there are many existing small accesses. However the nature of the future tramway may play a role here and if the tram is segregated from other road uses, may affect access to the future development.
- 3.2.4 The whole area would benefit from urban realm measures to enhance street quality and character. This should be done in conjunction with pedestrian routes along quay, Commercial road and the foot bridge. Integration with the town centre should also consider including pedestrian connectivity to Gloucester Street / Westham Road / Lower St Alban Rd.
- 3.2.5 The key transport issues are shown below.



Infrastructure and Services

- 3.2.6 Available service records indicate the presence of a number of existing services within the proposed development area including gas, electricity, water and sewerage.

Whilst these are generally confined to the Commercial Road corridor itself, a number particularly water and sewerage but also some electricity pass through the proposed residential or mixed use development. There is also a number of drainage outfalls with flap valves mounted in the harbour wall that would be affected. At least localised diversion of a number of these would be required to allow development to proceed.

- 3.2.7 Service records also indicate the presence of an 'Effluent Disposal Main' running east-west beneath the harbour and Weymouth Marina car park, and directly beneath the footprint of the proposed residential and mixed use development. This would seem to heavily constrain the proposed development block in this area. Further investigation is required to determine the exact level of constraint placed upon the proposed development and the implications of any diversion that may be required to allow the development to proceed.
- 3.2.8 A further development consideration is the structural integrity associated with construction immediately alongside the harbour wall. Council work has indicated the seawall in the vicinity of this site is 'serviceable' with only minimum investment required in the coming years.
- 3.2.9 Service records indicate the presence of a foul sewer running east-west adjacent to the Bowling Green and beneath the harbour, and directly beneath the footprint of the proposed residential and mixed use development. This would seem to heavily constrain the proposed development block in this area. Further investigation is required to determine the exact level of constraint placed upon the proposed development and the implications of any diversion that may be required to allow the development to proceed.

Land Uses and Existing Development

- 3.2.10 This section presents a summary of the primary land uses, site designations and a brief overview of the development form on site and surrounding it.
- 3.2.11 The site currently largely comprises large underused car parks, the majority of which are pay and display public car parks, but some relate to specific private buildings or uses. There are four buildings on the site, including a community use (the Angling Society Headquarters), Weymouth Marina offices, Weymouth and Morecombe Regis Bowling Club and Palm House (café/ children's activity centre). The site provides valuable waterside uses including access to the marina, a public slipway and the inner harbour boat trailer park.
- 3.2.12 While the site sits within the Town Centre conservation area, there are no buildings or features on the site of particular historic interest, and in general it may be considered the site has a negative impact on the appearance of the conservation area. The open nature of the site is very different to the fine grain development pattern of the majority of the conservation area. Across Commercial Road there are a number of listed buildings which are good examples of the wider characteristics of Weymouth. There is a designated local open space on the site, comprising the bowls green, and any development would be expected to retain or relocate this use.
- 3.2.13 The buildings on site are all single storey, except the Marina offices which is two storeys. Surrounding developments to the east of the site are all generally taller, ranging from two to four storeys. There is no defined frontage on the site, with all of the buildings spaced apart and each facing a different direction. The frontage on the opposite side of Commercial Road, while generally consistent, provides limited

activity. Large parts of the frontage is dominated by the rear of large shops and a multi-storey car park for the town centre retail area.

Water and Flooding

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

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

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

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

Contaminated Land

3.2.16 Environmental information with reference to the sources of information listed in section 1.3, is detailed below in Table 1.

Table 1: Comercial Road Environmental Setting

Aspect	Details
Geology and Hydrogeology	The site is underlain by artificial ground, and superficial deposits comprising alluvium over bedrock formed by the Stewartby Member and Weymouth Member mudstone.
Hydrogeology	The alluvium is classified as a Secondary A Aquifer, with the mudstone classed as Unproductive Strata. The site is not within a groundwater Source Protection Zone, and there are no licensed abstractions within 500m of the site.
Hydrology	The River Wey and Radipole Lake lie immediately adjacent to the west of the site.
Radon	The site is not within an area where radon protection measures are required.
Pollution Incidents	No pollution incidents have been recorded within the site.

Table 1: Comercial Road Environmental Setting

Aspect	Details
Landfill and Waste Management Sites	No waste treatment, transfer or disposal sites are located on site.
Part 2A Sites	None identified.
COMAH / Hazardous Substances Premises	None identified.

- 3.2.17 The earliest available mapping for the site, dated 1865 -1866 (County Series Plans) indicates that the site was largely undeveloped with the majority of the site formed by the River Wey (the site area is below historic mean high water), with the exception of a timber pond located at the southern end of the site, and a timber yard and pond at the north eastern end.
- 3.2.18 By 1902 the northern end of the site remained largely undeveloped with the exception of a railway viaduct and mortuary, with a number of unidentified structures and a railway line having been developed in the south of the site. Further development in the southern end of the site is shown by 1929 with several unidentified buildings along the harbourside with mooring posts and a slipway indicated. By this time the northern end of the site had been developed, with tennis courts, gardens, a bowling green and a school. Mapping from 1957-1958 indicates little change to land use at the northern end of the site, however a number of new or now identified structures are shown in the southern half of the site including: an unidentified works, builder's yard, garage, several depots, and a mill.
- 3.2.19 Later mapping shows a car park to have been developed at the northern end of the site at the former location of the tennis courts and timber depot (first shown on 1973-1974 mapping) with the school now used as a local history museum. Further car parking is shown at the northern end of the on 1991 to 1994 mapping, with the majority of the buildings at the southern end of the site having been cleared and used for car parking.
- 3.2.20 A review of the current and historic potentially contaminative on-site land uses has been made with reference to the GroundSure report, the findings are summarised below:
- Current Land Uses*
- 3.2.21 Electrical Substation: Located within the north-eastern corner of the site, the electrical substation could potentially be a source of polychlorinated biphenyls (PCBs).
- Historical Land Uses*
- 3.2.22 Infilled Ground: A large proportion of the site has historically been infilled. The quality of the fill material is unknown and potentially could contain elevated contaminant concentrations.
- 3.2.23 Garage: Potential source of metals, acids/alkalis, solvents, PAHs, hydrocarbon compounds, glycols and detergents.
- 3.2.24 Railway Lines and Sidings: Potential source of ash, PCBs, hydrocarbon compounds, creosote, herbicides, ferrous residues, metal fines and sulphate.

- 3.2.25 Joinery Works and Timber Yards: Potential source of metals, acids/alkalis, solvents, preservatives, PCBs, asbestos, hydrocarbon compounds, tars and creosotes.
- 3.2.26 The review has identified a number of potentially contaminative land uses within the site and contamination sources may be present which could potentially pose a risk to current or future site users, structures or to the environment. Given the nature of the former land uses, there is considered to be a moderate to high potential for land contamination within the site. Key receptors are considered to be: future site users; property in the form of new construction buildings, services and other infrastructure; and the water environment (surface water environment of River Wey and Radipole Lake, and groundwater).
- 3.2.27 It should be noted that this review has considered potentially contaminative land uses within the site only, and there is the potential for additional constraints to be posed as a result of neighbouring land uses.
- 3.2.28 Land contamination constraints may therefore be posed in redevelopment, with the significance of these constraints being a factor of the site's sensitivity and the intended future use of the site. At this stage it is unknown whether any previous site characterisation or remediation works have been undertaken. Notwithstanding this if the site was to be redeveloped further work would be required to establish whether the proposed redevelopment of the site could give rise to unacceptable risks to health or the environment. Contaminated land is a material planning consideration and any issues related to potential contamination would need to be addressed prior to or during the redevelopment of the site.
- 3.2.29 The redevelopment options incorporate a number of different development land uses, with some retention of existing land uses. The extent of site characterisation required to establish the potential risks from land contamination, and any subsequent remediation works, is dependent on the nature and layout of the proposed land use. More sensitive land uses such as soft-cover public open space could potentially require more extensive characterisation and remediation than retained uses or future hardcover uses.
- Ecology
- 3.2.30 The findings of the ecology assessment works for the site are set out below in Table 2. This table includes findings of the work undertaken, and consideration of any potential implications for further work and future redevelopment of the site. Designated sites between 1 – 5 km from the site are included in Appendix B.

Table 2 Commercial Road			
Designated Sites within 1 km			
Name	Designation	Distance	Description and implications
Radipole Lake	SSSI	Immediately adjacent	<p>More than 50 bird species breed at this site, including a very large population of Reed Warbler (<i>Acrocephalus scirpaceus</i>) and rare species such as Cetti's Warbler (<i>Cettia cetti</i>), Bearded Tit (<i>Panurus biarmicus</i>) and Nightingale (<i>Luscinia megarhynchos</i>). The site is also important for wintering birds and invertebrates.</p> <p>Any proposals for development will need to avoid significantly increasing disturbance of birds using the adjacent SSSI, given the rarity of the species present. Proposals should consider opportunities to reduce the effects of pre-existing disturbance and enhance the SSSI providing amenity and nature conservation benefits to the locality.</p> <p>Surveys to assess habitat condition and bird usage of areas within and adjacent to the proposed development may be required to inform future redevelopment.</p> <p>Consultation with Natural England and the Local Authority Ecology Officer (if in post) may be required as proposals for the site develop.</p> <p>If impacts to the SSSI may occur, SSSI assent is likely to be required.</p> <p>Policy N15 of the Weymouth and Portland Adopted Local Plan (2005) and Policy ENV 2 of the June 2013 pre-submission version of the emerging West Dorset, Weymouth and Portland Local Plan include policy provisions for the protection of SSSI during development activities.</p>
Portland Harbour Shore	SSSI	610 m south east	<p>The cliffs along the north-western shore of Portland Harbour are of outstanding geological importance. The site also includes maritime grassland and the intertidal shore itself.</p> <p>Unlikely to be a significant consideration for works within this development location.</p>

Table 2 Commercial Road	
Designated Sites within 1 km	
Initial habitats assessment	
<p>This is a brownfield site which sources show incorporates car parks and a bowling green. There are a number of large trees that boarder the roads intersecting the site, and small areas of amenity grassland next to pavements. To the east of the site are residential areas, commercial buildings and car parks. To the west of the site is the southernmost section of Radipole Lake SSSI and part of Weymouth Marina.</p> <p>Existing habitats on site are considered likely to be of low value for nature conservation. The adjacent Radipole Lake supports aquatic habitats of greater nature conservation interest. Any redevelopment of the site should include measures to avoid significant increases in pollution risk to the adjacent lake and more distant freshwater and marine environments.</p>	
Initial species potential assessment	
Species	Potential implications
Bats	<p>The trees and buildings within the site boundary may support roosting behaviour, although given the urban nature of the site this is considered relatively unlikely. Commuting and foraging may also occur along and above water bodies and vegetated areas.</p> <p>Further assessment via a Preliminary Ecological Appraisal (see below) is recommended.</p>
Birds	<p>The trees and buildings within the site boundary may have the potential to support nesting birds, although it is unlikely any rare species or species of conservation concern will be present.</p> <p>The adjacent Radipole Lake SSSI is identified as of importance for a wide variety of breeding and wintering birds, although the parts of the lake immediately adjacent to Commercial Road site may be less important due to surrounding urban land uses. See table section on Radipole Lake SSSI above.</p> <p>Further assessment via a Preliminary Ecological Appraisal (PEA) (see below) is recommended.</p>
Great crested newts and other amphibians	<p>There are no waterbodies on site that could be used for breeding, and on the basis of existing data sources and the site walkover the terrestrial habitats are considered to be largely unsuitable also.</p> <p>The adjacent Radipole Lake SSSI is large and online with a watercourse(s) and hence likely to support substantial fish populations. It is hence likely of limited suitability for breeding amphibians (particularly great crested newts). Waterbodies in more distant parts of the SSSI could be more suitable, but amphibians using them are unlikely to be able to access the Commercial Road site.</p> <p>Although there are ponds in the wider landscape to the north, east and south, these are in a highly urban environment, and amphibians using them are unlikely to be able to access the Commercial Road site.</p> <p>There is considered to be negligible risk of great crested newts or other amphibians posing a constraint to development at this site, although it is recommended the absence of suitable waterbodies within and adjacent to the site is confirmed during the recommended PEA (see below).</p>
Otters and water voles	<p>The site is highly unlikely to support these species due to a lack of suitable habitat.</p> <p>Radipole Lake to the west appears to contain suitable habitat for these species on the basis of available information. The portion of the lake adjacent to the Commercial Road site appear less suitable due to a lack of marginal vegetation and natural bank profiles.</p> <p>It is recommended the suitability of adjacent habitats is confirmed via a PEA (see below).</p>

- 3.2.31 It is recommended that a PEA is carried out to further inform the status of the ecology receptors identified above. This should include a desk study search with the Local Records Centre and a site visit by an ecologist. The PEA reporting should identify if any further surveys are required, and be produced in a format suitable to accompany a planning application in case this is required.
- 3.2.32 On the basis of the available information the key site-specific issue for Commercial Road is likely to be the adjacent Radipole Lake SSSI. Avoiding significant impacts on this site, and seeking enhancements wherever possible (in accordance with the NPPF and local planning policy) should ensure a streamlined planning process in relation to this site.
- Policy and Planning History
- 3.2.33 The site has a number of designations and land use matters to be considered as part of any proposal. Firstly it is located within a conservation area and the setting of a number of listed buildings. In consideration of Policy B8 of the adopted Local Plan and emerging Policy ENV 4 of the draft Joint Local Plan the design of any new development on this site must be sensitive to the historic setting and should make a positive contribution to the character of the area. Any development should consider the impact on attractive views to the marina and the pedestrian environment by the waterside. In consideration of the low quality of existing buildings on site, it is likely that the complete redevelopment of the site would be acceptable so long as the replacement buildings are of a high quality and are sensitively designed.
- 3.2.34 The site contains a designated Local Open Space, the Weymouth and Morecombe Regis Bowling Club green. In line with Policy C9 of the adopted Local Plan and emerging Policy COM 5 of the draft Joint Local Plan any development will be expected to retain this facility. Alternatively, it is likely that a proposal to reprovide the facility in a more suitable location locally would also be acceptable, so long as it is demonstrated that there is no net loss of open space or quality.
- 3.2.35 The site also contains a community facility (the Angling Society Headquarters) and pre-school nursery provision (Palm House). It is recognised that the Angling Society is a valued local community asset, and in consideration of adopted Policy C1 and emerging Policy COM 3 it is likely that any development on the site would need to either retain or reprovide suitable space for the Angling Society. Emerging Policy COM 6 notes that any development resulting in a loss of education facilities, which includes pre-school nurseries, will be expected to re-provide such facilities to an equal or higher standard. While there is no current adopted policy relating to the loss of day nurseries, it is recognised that there is increasing demand for such facilities.
- 3.2.36 Harbour and marine facilities are also protected in planning policy. Adopted Local Plan Policy E3 states that “development which involves the loss of important harbour, marine and fishing facilities including slipways, cranes, hoists, boat repair yards, and fish landing facilities will not be permitted.”
- 3.2.37 The emerging Joint Local Plan Policy WEY 2 promotes the redevelopment of this site for a mix of uses complementary to the primary shopping area that do not significantly increase the number of late night entertainment uses in the area (such as cafés/ restaurants with residential above); provide an attractive waterside frontage that reflects the historic building form and plot pattern of the waterfront; and create high quality linkages between the shopping area and the waterfront.

3.2.38 The site includes a number of mature trees along the pedestrian footpath. In line with Policy B2 of the Adopted Local Plan, any development should mitigate potential negative impacts on the trees.

3.2.39 In terms of planning history, there have been no applications for the major redevelopment of the site in recent years. In 1989 an application for residential units and associated parking was approved on the part of the site now occupied by the marina office building (application reference 88/01129/OUT) however it is assumed this application is now out of date, and as planning policies have changed since the approval of this application it is not considered relevant to provide an indication of precedent for future decisions on the site.

3.3 Appraisal Summary

3.3.1 WPBC has prepared three masterplan land use options for the Commercial Road site. These options are reviewed below in consideration of the technical baseline conditions and risks.

Option 1

3.3.2 Option 1 comprises a largely residential development, with a small area of mixed use development, the relocation of marina facilities and retention of existing community and car parking uses north of Wretham Road. The proposal also includes public realm enhancements, the creation of new links to the waterfront extending from the town centre and provision for the re-use of the historic tramway.

3.3.3 In terms of land use policy, the scheme could be considered to be in general compliance; however there are a number of factors to consider. Firstly Adopted Policy E3 relates to the protection of existing marine and harbour facilities. This proposal will potentially result in a number of conflicts with this policy. While the proposal seeks to relocate the existing marina facilities to the south of the site, the area of land proposed is significantly smaller than the existing site. In addition, the proposal will result in the marina offices being moved away from the entrance to the marina pontoons, which may harm their operation. The proposed location for the relocated marina facilities is on the existing boat trailer park, and the implications of the potential loss of this space and impact on marina/ harbour operation will need to be considered. The proposal also includes the location of watersports facilities at the location of the existing public slipway. Unless the slipway can be reprovided in an appropriate location it is unlikely this proposal will be permitted.

3.3.4 The community uses north of Wretham Road will be retained as part of this option, which aligns with policy. However it is noted that the proposal involves the reprovizion of the Angling Society within the area designated for relocated marina facilities. While the reprovizion of this facility is likely to be required in line with policy, it is understood this facility does not require a waterside location, and so could be reprovided in another part of the development.

3.3.5 The proposal does not propose any changes to development to the north of Wretham Road. In light of emerging Policy ENV 15 relating to optimising the potential of sites, and taking into account technical issues outlined above, it should be considered whether or not this proposal makes the most efficient use of the site.

3.3.6 The mixed use element of the proposal has not been defined, however it is expected this would comply with the land use principles for the site set out in emerging Policy WEY 2, and will be complementary to the primary shopping area.

3.3.7 Residential development proposed on existing flood area.

Option 2

3.3.8 Option 2 is similar to Option 1, however the entire central part of the site is identified for mixed use development and part of the site to the north of Wreatham Road is proposed to a leisure development, including a new theatre/ events venue, which appears to result in the loss of the nursery. The proposal retains the existing harbour/ marina uses around the public slipway and the bowls club and car parking to the north of Wreatham Road and relocates existing marina facilities to the south of the site. While this proposal also provides for a range of public realm enhancements and the provision of new waterfront links, it does not appear to include the re-use of the historic tramway.

3.3.9 While this proposal retains the use of the public slipway, as for Option 1 the potential conflict with Policy E3 as a result of the reduction of space and relocation of marina facilities will need to be considered.

3.3.10 While the proposal retains the bowling green and proposes to retain the Angling Society on site, it appears to result in the loss of the nursery. In line with adopted and existing planning policy, the nursery should be reprovided as part of the development. In addition, again it should be noted that the Angling Society does not necessarily require a waterfront location, and so could be provided on another part of the development.

3.3.11 While the proposal includes the development of part of the site to the north of Wreatham Road, again emerging Policy ENV 15 relating to optimising the potential of sites should be considered, and potentially, subject to technical constraints, this area could be more developed.

3.3.12 Again, the mixed use element of the proposal has not been defined, however it is expected this would comply with the land use principles for the site set out in emerging Policy WEY 2, and will be complementary to the primary shopping area.

3.3.13 Development proposed on existing flood area.

Option 3

3.3.14 Option 3 is the same as Option 2, with the addition of residential development on the site of the existing bowls club and car park.

3.3.15 The planning policy considerations are largely the same as for Option 2. The only addition relates to the potential loss of the bowls club. This is a designated local space and so it will be required to be reprovided either on site or a suitable location nearby. This facility does not require a waterside location, and so there is likely to be flexibility over its proposed location.

3.3.16 Development proposed on existing flood area.

Recommendations for Appropriate Land Uses and Capacity

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

- The Masterplan should make provision for the reinstatement of the historic tramway, if this is pursued as part of a wider strategy for the town;
- The Angling Society does not need a waterside location and so could be relocated to another part of the site, potentially forming part of the mixed use development;
- The impact of the reduced area provided for relocated marina facilities and the loss of the boat trailer park should be assessed in terms of operational requirements for the harbour and marina; and
- The potential to make more efficient use of the land to the north of Wreatham Road should be reconsidered in light of a town-wide car parking strategy and in light of the fact that the bowls club does not require a waterside location.

3.3.18 In terms of the mixed use element of the site, it is considered the following land uses are appropriate:

- Town centre uses complementary to the primary shopping centre (that do not significantly increase the number of late night entertainment uses in the area) for examples restaurants and cafes;
- Residential above active ground floor uses (subject to flood risk);
- Marina related facilities;
- Community uses; and
- Leisure uses (subject to impact on residential amenity).

3.3.19 With regard to development form, any development on this site would need to demonstrate a high quality design that makes a positive contribution to the conservation area. Therefore, building heights will be restricted to reflect local prevailing heights and the design should consider local vernacular. It is considered that heights of two to four storeys would be appropriate on the site.

3.3.20 With regards to transport and access, early indication suggests that transport planning matters will not affect development within this zone, subject to town wide parking issues being managed.

3.4 Cost Estimates

Transport and Access

3.4.1 Quayside Urban Realm - £2 – 6m (consider as townwide project and thus non abnormal)

Infrastructure & services

3.4.2 Protection of 'Effluent Disposal Main' running beneath the harbour and Weymouth Marina car park: £50,000

3.4.3 Reinstatement of redundant tramline between the Peninsula and Weymouth Railway Station (Approximate track length of 1600 metres). The existing tramline is in a varying state of repair along its length. Associated abnormal cost implications will need to consider suitability of existing track for re-use, power sources, etc. Reinstatement of redundant tramline: £6,000,000 (including replacement of street running track, associated street work improvements, vehicles and terminus).

3.4.4 Protection of 'Existing Foul Sewer' running adjacent to the bowling green: £50,000.

Flooding

3.4.5 The primary infrastructure requirements should incorporate the flood defences recommended within the Weymouth Flood Risk Management Strategy, Final report – June 2010. The report suggests that Option 4b, which had a present value cost of £66 million and a present value benefit of £145 million. This gives a level of protection from a 1 in 200 year event in 2126. This should also adopt proposals from the forthcoming Weymouth Bay Coastal Process Study report.

Land Contamination

3.4.6 Outline costs for preparation of a PRA are anticipated to be up to £10k. Costs for follow-on site investigation works are difficult to determine at this stage before a PRA has been completed, however potentially site investigation and risk assessment works required on a site of this size and historical complexity could be in the order of £100,000's. Actual land contamination costs are not included in accordance with our methods.

Planning

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

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

3.4.8 The site is within a conservation area and so an outline application will not be acceptable. The cost of submitting a full planning application or a reserved matters application following attaining outline planning permission is dependent on the gross floorspace to be created by the development and the number of dwellings, therefore it is not possible to estimate the cost of the application at this time.

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

3.4.10 Affordable housing contribution – The development is likely to exceed the threshold for requiring an affordable housing contribution. This will potentially be 35% should the joint Local Plan be adopted in advance of the submission of the application. The starting point for negotiation will be for the affordable housing contribution to be provided on site. However, in exceptional circumstances, where it is demonstrated that it is not viable to provide the affordable housing contribution on site an off-site contribution or a payment in lieu of development may be accepted by the Council;

3.4.11 Open space – The development is likely to include more than 9 residential units, and so will be required to provide 45sq.m of open space per residential dwelling, and secure funds for the on-going maintenance of this space;

- 3.4.12 Community facilities – The potential impact of the development on community infrastructure will be assessed. Where it is considered the development will place an unacceptable burden on local facilities provision for a new facility on site or a financial contribution toward the provision or improvement of an existing facility off-site will be required;
- 3.4.13 Local highways and transport improvements – Should the proposal result in any required improvements to local highways or transport that does not form part of the CIL Regulation 123 list, a payment for the necessary works will be sought; and
- 3.4.14 Weymouth Town Centre Flood Defence Contribution – the site is located within the town centre flood defence area, and so a tariff based contribution will be sought from any proposed residential development on the site. The payment sought will be £2,250 per 1 or 2 bedroom unit , £2,500 per 3 bedroom unit and £2,750 for any unit of 4 or more bedrooms. A payment may also be sought for non-residential development (excluding social and community infrastructure) however the amount will be considered on a case by case basis.
- 3.4.15 The CIL Charging Schedule was submitted for examination in June 2013. It is anticipated the Charging Schedule will be adopted in advance of an application being prepared and submitted on this site. Should the current draft schedule be adopted it will result in a payment of £93/sqm being required for residential development on this site. Any other uses will not be subject to the charge.

3.5 Development Phasing and Priorities

- 3.5.1 The phasing of the site will need to be considered in terms of:
- Land assembly
 - Implementation of town wide flood risk improvements to Flood Zone status of part of the site, opening it up to higher value uses
 - Relocation of marina uses to southern part of the site in advance of development of the central part of the site
 - Site investigations and potential contamination remediation
 - Ecological surveys and timing of species surveys and or/mitigation
 - Implementation of Option 4b flood defences as defined within Weymouth Flood Risk Management Strategy, Final report – June 2010.

3.6 Next Steps

- 3.6.1 The recommendations set out in this technical feasibility study should be used to inform further guidance relating to the Commercial Road site to be set out in the Weymouth Town Centre Masterplan. As the site includes the historic tramway, should the Council wish to re-use the potentially valuable resource for the town, it is also suggested that the potential to safeguard land required to bring this back into operation is considered as part of emerging policy.
- 3.6.2 In consideration of the scale and strategic importance of this site, depending on the level of detail provided in the Masterplan, it is recommended that the Council prepare a detailed development brief for this site. This will ensure any future recommendations are informed by the Council's strategic objectives for the site.

- 3.6.3 Following the publication of the Masterplan and potential development brief, an application for full planning permission and conservation area consent (should demolition be proposed) will be required for the redevelopment of the site. To address phasing issues, two applications could be submitted for the site, one for the area to the north of Wretham Road and one for the area to the south of Wretham Road. The applications are unlikely to require an Environmental Impact Assessment (EIA) as they will fall below the threshold for residential or other urban development (English EIA Regulations). However a range of further surveys and investigations will be required in order to demonstrate the appropriateness of development, as follows:

Transport and Access

- 3.6.4 A Transport Assessment should be prepared to assess the implication of change to land use.
- 3.6.5 A Parking Study with suitable technical analysis to assess the implications of changes to parking demand, supply, charge should be commissioned. The study will also need to cover the economic impacts of these changes.
- 3.6.6 The Public Rights of Way and quayside access should be considered further to help inform thinking about existing and new pedestrian routes and involve early discussion with key stakeholders.

Infrastructure & services

- 3.6.7 Ground radar survey to ascertain full extent and location of existing services within the development area.
- 3.6.8 Engage with Wessex Water to determine level of constraint imposed by existing 'Effluent Disposal Main'.
- 3.6.9 Detailed Investigation to confirm structural integrity of harbour wall and tidal issues associated with construction immediately alongside the harbour.
- 3.6.10 Expert review/assessment of tramline permanent way to determine current state of repair and full extent of work required to reinstate.

Land Contamination

- 3.6.11 Based on the potentially contaminative land uses identified it is anticipated that as a minimum a full Phase 1 Preliminary Risk Assessment (PRA) and a Phase 2 Site Investigation will be required pre-development.
- 3.6.12 The next step would be to prepare a PRA in compliance with Environment Agency document 'Model Procedures for the Management of Land Contamination'. This would incorporate development of an initial conceptual model of the site and establish whether there are any potentially unacceptable risks. The PRA should include a review of all relevant information for the site including any previous site investigation and remediation verification reports.
- 3.6.13 Following this stage, requirements for Phase 2 intrusive investigation works and risk assessment could be fully identified, which could possibly be tailored to a specific development layout or use if defined at that point.

3.6.14 The subsequent requirement to undertake remediation works prior to or during development cannot be determined at this stage, however based on the existing information it is expected that some degree of remediation would need to be undertaken.

Flooding

3.6.15 A detailed Flood Risk Assessment will be required.

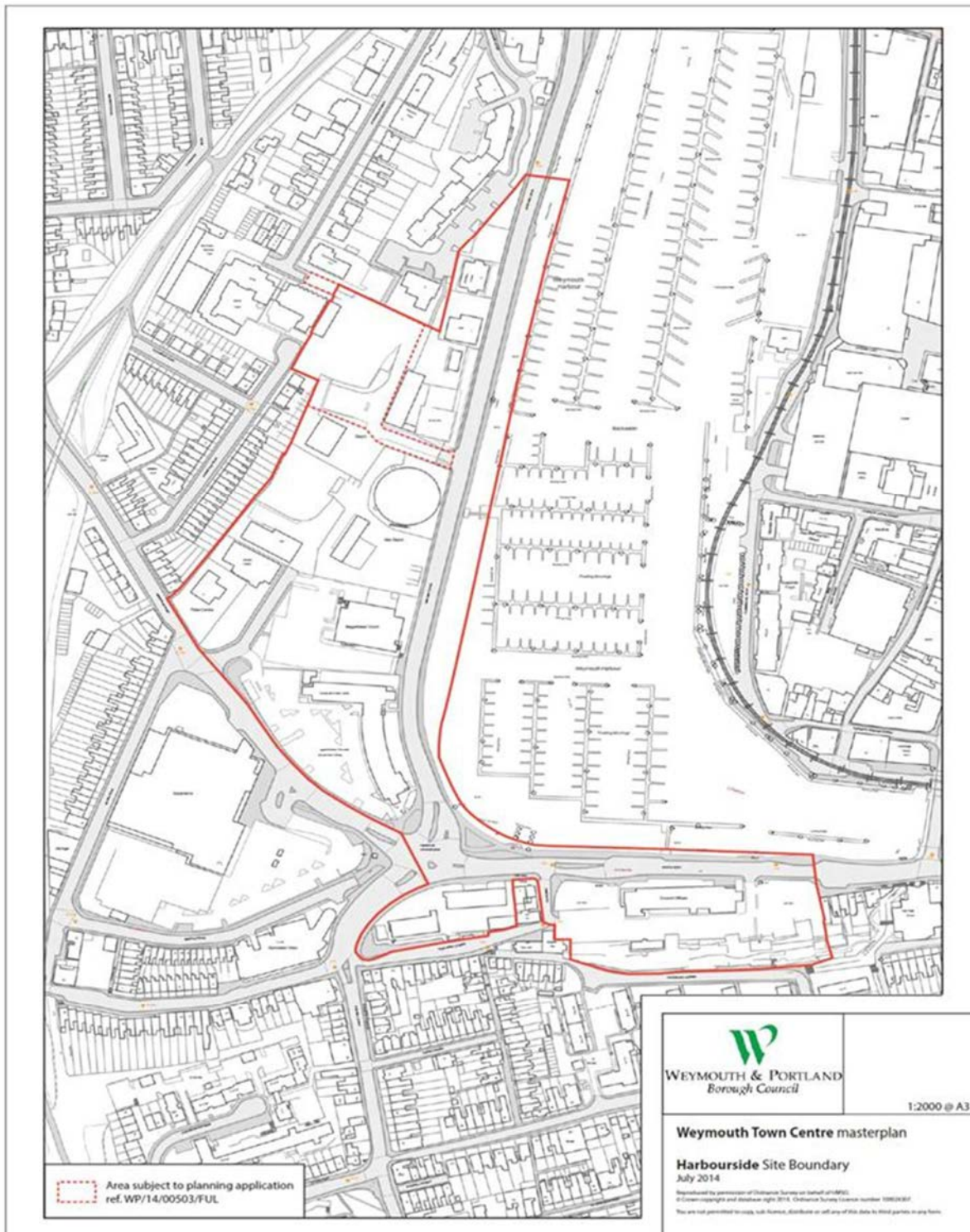
SECTION 4

HARBOUR SIDE

4 HAROUR SIDE**4.1 Site Description**

- 4.1.1 The site comprises a large swathe of land bordering the outer harbour. Due to the scale of the site and differences in characteristics, for the purposes of site description it will be divided into two parts, the northern and southern part. The northern part of the site is bordered by Westwey Road to the east and the rear of properties on Granville Road and Corscombe Close to the west. This part of the site extends from the entrance to Corscombe Close in the north and is bound by Newstead Road in the south. The southern part of the site runs adjacent to Trinity Road, which forms its northern border, and is bound by Chapelhay Street in the south. It extends from Rodwell Road in the west to the edge of the Council offices car park in the east.
- 4.1.2 The site is mixed use, it is dominated by employment and civic uses but there are also a number of community facilities and a hostel building. Large areas of the site are covered by underused public and private car parks. The significant amount of land in public ownership on this site presents a good opportunity for the Borough Council to influence and drive development on this site.
- 4.1.3 The site forms the setting of the Weymouth Marina and Harbour and therefore provides an excellent opportunity to significantly transform images and perceptions of the town and facilitate regeneration in the area.
- 4.1.4 Figure 5 shows the extent of the Harbourside site.

Figure 5: The Harbourside Site





Gas Holding Tower



Estate Road to industrial uses



A354 Traffic signals



Views over marina



Council building



Council Building

Site Photos – Harbourside Site

4.2 Baseline Conditions

Transport and Access

- 4.2.1 The majority of development sites are accessible and lie adjacent to A354 Westway Road. Given the 'A Road' nature of this route, the Highway Authority (DCC) may resist new accesses being created meaning that new development is required to use the Westway Industrial Estate Road and access to rear via Newstead Road.
- 4.2.2 Development on the southern site seeks to reinstate the former old town 'High Street' creating long narrow development block which will require direct access to units from New Quay and new street. The lower key nature of New Quay means this arrangement is likely to be acceptable.
- 4.2.3 It is recommended that the existing Pelican crossing on New Quay is relocated to align with the eastern end of the development.
- 4.2.4 Walking improvements in conjunction with public realm enhancement are required along Westway Road quayside to deal with increased pedestrian movement and to create regeneration of this area. We have considered 3 options for delivering this change along the A354 section;
 - 4.2.4.1 Option A – retain A354 in current form, and provide a new walkway hung over the water edge.
 - 4.2.4.2 Option B – provide a boulevard treatment with central median strip and wider quayside area for pedestrians. This could be achieved by widening into the development site.
 - 4.2.4.3 Option C – realigning the A354 through the site and creating a pedestrian only quayside.
- 4.2.5 Key transport issues are shown below.



Transport Planning Issues – Harbourside

- (1) Primary access to development site
- (2) Secondary access to development site
- (3) Possible quayside walkway hung off harbour wall
- (4) Pedestrian movement and capacity enhancements
- (5) New development aligned on 'old town High Street'. Some frontage access
- (6) Relocated Pelican crossing

Infrastructure

- 4.2.6 Weymouth Substation is located within and towards the northern part of the proposed development area. Available service records indicate the presence of a number of high voltage services emanating from this and extending in all directions including a number that cross the proposed development area. Whilst options for dealing with this as part of any proposed development will necessarily need to be discussed with Scottish & Southern Electric, given the local significance of the substation, it is likely that the associated cost and disruption associated with any planned removal would be prohibitive. The cost and disruption associated with diversion and/or protection of any cables within the development area is likely to be significant.
- 4.2.7 Available service records indicate the presence of a number of existing services crossing all parts of the development area including gas, electricity, water and sewerage. It is expected that a number of these would need to be diverted prior to commencement of development works and/or protected during construction. There is also a high likelihood of other uncharted existing services associated with the current and potentially past use of the site. Services to a number of the existing buildings, car park lighting, etc. are not shown on any of the available records, but must exist.
- 4.2.8 Structural Integrity of existing harbour wall. There is evidence that the harbour wall alongside the A354 Westway Road is in a poor state of repair in some areas. There is a gap in council held data for this section of the harbour wall.
- 4.2.9 A 'Groundsure' report indicates the historical presence of a much larger gas works depot and also past industrial usage within the confines of the wider site. The site also includes areas designated as Contaminated Land under Part 2A EPA 1990.

Land Uses and Existing Development

- 4.2.10 This section presents a summary of the primary land uses, site designations and a brief overview of the development form on site and surrounding it.
- 4.2.11 The site comprises a variety of uses, including:
- Large public and private car parks;
 - Civic office buildings;
 - Magistrates court;
 - Car repairs;
 - Gas holders with ancillary offices;
 - A large substation with related offices;
 - Tides Young Persons Project Centre;
 - Squash Court and Fitness Centre;
 - New Covenant Church;
 - St John's Ambulance Hall; and
 - A probation hostel (use determined from planning history).
- 4.2.12 The site also includes a site that is currently being developed for housing for the over 55s.

- 4.2.13 There are no designated heritage assets on the northern part of the site and it is outside a conservation area, however, the prominence of the location of the site from the harbour and marina means that it forms an important part of the setting of the town centre conservation area. The southern part of the site does fall within the conservation area and is bordered by a number of listed buildings, and so contributes to their setting.
- 4.2.14 Both parts of the site comprise low quality and unattractive buildings that make a negative contribution to the character and setting of local heritage assets. The large areas of underused car parks also create blight to the appearance of this site and represent an inefficient use of space in this location. The exception to this is the Weymouth and Dorset Combined Court Centre and Job Centre Plus building, which appears to be a relatively recent construction and is in good condition, however it could not be said that this building has any particular special interest or character.
- 4.2.15 The buildings on site generally vary from two to five storeys, which is representative of the wider setting. To the north of the site, a recent residential development comprises four to five storeys, which sets a precedent for the scale of development that could be accommodated across the site. However any proposals for development will need to respond sensitively to the two storey terrace of houses to the rear of the gas holders site.

Water and Flooding

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

Contaminated Land

- 4.2.18 Environmental information with reference to the sources of information listed in section 1.3, is detailed below in Table 3.

Table 3: Harbourside Environmental Setting

Aspect	Details
Geology and Hydrogeology	The site is underlain by artificial ground, and superficial deposits comprising alluvium over bedrock formed by the Stewartby Member and Weymouth Member mudstone.
Hydrogeology	The alluvium is classified as a Secondary A Aquifer, with the mudstone classed as Unproductive Strata. The site is not within a groundwater Source Protection Zone, and there are no licensed abstractions within 500m of the site.
Hydrology	The River Wey lies immediately adjacent to the east of the site.
Radon	The site is not within an area where radon protection measures are required.
Pollution Incidents	No pollution incidents have been recorded within the site.
Landfill and Waste Management Sites	No waste treatment, transfer or disposal sites are located on site.
Part 2A Sites	A Part 2A (contaminated land) site investigation has previously been undertaken at the Tides Youth Centre located at the southern end of the site 'former gasworks'.
COMAH / Hazardous Substances Premises	COMAH and Hazardous Substances entries for Weymouth Gasholder Station.

- 4.2.19 The earliest available mapping for the site dated 1865-1866 indicates that the majority of the northern section of the site was formed by the River Wey with the exception of the western side of the site which contained a gasworks, which included three gasholders. The south-eastern section of the site contained residential properties and a timber yard. By 1927 there had been little change to on-site development with the exception of the extension of the gasworks. The 1937-1939 mapping shows that the majority of the northern section of the site has been infilled with the gasworks extending to the east which is shown to contain numerous buildings and tanks.
- 4.2.20 By 1957 the gasworks had undergone further expansion, with two depots and an ambulance hall / depot shown at the northern end of the site and a coach park to the south of the gasworks. The south-eastern section of the site is shown to contain a fire station, two garages and a number of ruins (possibly a result of WWII bomb damage).
- 4.2.21 The 1972-1973 mapping shows that the gasworks to have been decommissioned with and is now recorded as a gas depot, with a number of the gasworks buildings having been demolished. An electrical substation and weights and measures office are shown. The south-eastern section of the site is shown to have undergone a number of changes with the residential and commercial properties now absent and a large municipal office having been built. Little change is shown between 1973 and 1994 with the exception of development of a government office, magistrate's court and squash centre within the northern section of the site. Contemporary mapping shows no significant changes to land uses as seen in 1994.

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

Current Land Uses:

- Gas Depot: Located within the northern section of the site, this is a potential source of glycols, hydrocarbon compounds and metals.
- Electrical Substation: Located within the northern section of the site, the electrical substation could potentially be a source of polychlorinated biphenyls (PCBs).
- Vehicle Parts Depot: Located within the north-west corner of the site, this is a potential source of hydrocarbon compounds, metals and solvents.

Historical Land Uses:

- 4.2.23 Gasworks: Located within the northern section of the site, the gasworks underwent expansion over a number of decades and is a potential source of numerous contaminant groups including glycols, acids / alkalis, hydrocarbon compounds, metals, asbestos, cyanides, oxides, sulphates and sulphides.
- 4.2.24 Infilled Ground: A large proportion of the northern section of the site has historically been infilled. The quality of the fill material is unknown and potentially could contain elevated contaminant concentrations.
- 4.2.25 Garages: Located within the south-eastern section of the site this is a potential source of metals, acids/alkalis, solvents, PAHs, hydrocarbon compounds, glycols and detergents.
- 4.2.26 Timber Yard: Located within the south-eastern section of the site this is a potential source of metals, acids/alkalis, solvents, preservatives, PCBs, asbestos, hydrocarbon compounds, tars and creosotes.
- 4.2.27 Fire Station / Ambulance Station: Located within the south-eastern section of the site and northern section of the site respectively these are a potential source of hydrocarbon compounds associated with fuel storage.
- 4.2.28 The review has identified a number of potentially contaminative land uses within the site and contamination sources may be present which could potentially pose a risk to current or future site users, structures or to the environment. Given the nature of the former land uses, there is considered to be a high potential for land contamination within the site. Key receptors are considered to be: future site users; property in the form of new construction buildings, services and other infrastructure; and the water environment (surface water environment of River Wey and Radipole Lake, and groundwater).
- 4.2.29 It should be noted that this review has considered potentially contaminative land uses within the site only, and there is the potential for additional constraints to be posed as a result of neighbouring land uses.
- 4.2.30 Land contamination constraints may therefore be posed in redevelopment, with the significance of these constraints being a factor of the site's sensitivity and the intended future use of the site. At this stage it is unknown whether any previous site characterisation or remediation works have been undertaken. Notwithstanding this if the site was to be redeveloped further work would be required to establish whether

the proposed redevelopment of the site could give rise to unacceptable risks to health or the environment. Contaminated land is a material planning consideration and any issues related to potential contamination would need to be addressed prior to or during the redevelopment of the site.

- 4.2.31 The redevelopment options incorporate a number of different development land uses, which includes a high proportion of residential development and public open space. The extent of site characterisation required to establish the potential risks from land contamination, and any subsequent remediation works, is dependent on the nature and layout of the proposed land use. More sensitive land uses such as soft-cover public open space and residential properties with gardens could potentially require more extensive characterisation and remediation than retained uses or future hardcover uses.

Ecology

- 4.2.32 The findings of the ecology assessment works for the site are set out below in Table 4. This table includes findings of the work undertaken, and consideration of any potential implications for further work and future redevelopment of the site. Designated sites between 1 – 5 km from the site are included in Appendix B.

Table 4. Harbourside			
Name	Designation	Distance	Description and implications
Radipole Lake	SSSI	140 m north	<p>Description as per Commercial Road table above.</p> <p>Given the distance between the development location and the designated site, and existing intervening habitat, the SSSI is unlikely to be a significant constraint to redevelopment of the location.</p> <p>Consideration may need to be given to any increased recreational disturbance pressures arising from redevelopment as proposals for the site are developed.</p> <p>Policy N15 of the Weymouth and Portland Adopted Local Plan (2005) and Policy ENV 2 of the June 2013 pre-submission version of the emerging West Dorset, Weymouth and Portland Local Plan include policy provisions for the protection of SSSI from development activities.</p>
Portland Harbour Shore	SSSI	470 m south east	<p>The cliffs along the north-western shore of Portland Harbour are of outstanding geological importance. The site also includes maritime grassland and the intertidal shore itself.</p> <p>Unlikely to be a significant consideration for works within this development location, although consideration of increased boat and water sports traffic may be required if likely to arise.</p>

Table 4. Harbourside			
Little Francis	SNCI	980 m south west	Understood to comprise neutral grassland, hedgerow and scrub habitats. Given the distance from the Harbourside site and the nature of the intervening habitats, unlikely to pose a major constraint to development.
Initial habitats assessment			
<p>This is a brownfield site which sources show to be composed predominantly of car parks, roads and industrial/commercial buildings. There are a few large trees that border the roads intersecting the site, and small areas of amenity grassland next to pavements. To the east of the site is Weymouth Marina, and to the west is residential housing and a large playing field.</p> <p>The larger trees may be of some intrinsic nature conservation and amenity interest, although this cannot be fully assessed without a site visit. It is recommended they are retained within any proposed development, although this assessment could be amended following further investigations e.g. site visit by an arboriculturalist.</p> <p>The site is adjacent to Weymouth marina which connects to Weymouth Bay. Any development proposals should include measures to minimise pollution risk to the marine environment.</p>			
Initial species potential assessment			
Species	Potential implications		
Bats	<p>The trees and buildings within the site boundary may support roosting behaviour, although given the urban nature of the site this is considered relatively unlikely. Commuting and foraging may also occur along and above water bodies and vegetated areas within/adjacent to the site.</p> <p>If proposals for the sites would result in the loss or disturbance to potential roost sites, further surveys would be required to assess whether any roosts are present.</p>		
Birds	<p>The trees and buildings within the site boundary may have the potential to support nesting birds, although it is unlikely any rare species or species of conservation concern will be present.</p> <p>Any vegetation removal</p>		

Policy and Planning History

- 4.2.33 The site has a number of land use policy issues to consider. There are a number of community and leisure facilities on the site. It is unknown how well used these facilities are, however unless it can be demonstrated that they are surplus to requirement, in consideration of adopted Local Plan Policies C1 and C2 and emerging Joint Local Plan Policies COM3 COM 5 it is likely that any development will need to reprovide appropriate space for the Tides Young Persons Project Centre; the Squash Court and Fitness Centre; the New Covenant Church; and the St John's Ambulance Hall.
- 4.2.34 The southern part of the site falls within a conservation area and in the setting of a number of listed buildings. In addition, the northern part of the site forms an important part of the town centre conservation area setting and dominates views from the conservation area. In consideration of Policy B8 of the adopted Local Plan and emerging Policy ENV 4 of the draft Joint Local Plan the design of any new development on this site must be sensitive to the historic setting and should make a positive contribution to the character of the area. Any development should consider the impact on attractive views to the marina and harbour and the pedestrian environment by the waterside. In consideration of the generally low quality of existing buildings on site, it is likely that the complete redevelopment of the site would be

acceptable so long as the design of any replacement buildings would be of a high quality and is sensitively designed.

- 4.2.35 The site contains a significant amount of employment uses. Adopted Local Plan Policy E2 requires proposals for the loss of employment use to consider the impact of the loss of employment uses on the availability of appropriate employment facilities in the borough and to demonstrate that it is not viable to retain employment uses on the site. Emerging Joint Local Plan Policy ECON 3 also promotes the protection of existing employment uses unless it can be demonstrated that the existing use is surplus to local requirements or the redevelopment would have significant benefits. However, it is recognised that under current legislation through the General Permitted Development Order, a change of use from office to residential constitutes permitted development, so long as conditions relating to transport and highways issues, contamination and flooding are deemed satisfactory. Therefore a change of use from office to residential on the site should be considered acceptable.
- 4.2.36 The emerging Joint Local Plan Policy WEY 7 promotes the redevelopment of this site to provide a mixed use development that creates an active street and waterfront. Any development on the North Quay should respect the historic context.
- 4.2.37 It should be noted that there are no policies relating to the retention of existing residential or hostel development.
- 4.2.38 There have been no applications for the comprehensive redevelopment of the site in recent years. However, it should be noted that an application was submitted in June 2014 for the redevelopment of the part of the site to the rear of the substation for the demolition of the former switchgear building and the development of 25 dwellings (application reference WP/14/00503/FUL¹). This application has not yet been decided.

4.3 Appraisal Summary

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

Option 1

- 4.3.2 Option 1 largely comprise mixed use development with small areas of pure residential and community facilities. The southern corner of the Westway Road part of the site has been identified for the location of a hotel and a small area for new harbour facilities is identified. The proposal involves rerouting Westway Road through the central part of the new development, opening up the harbourside for a new improved residential route.
- 4.3.3 In terms of land use policy the scheme is compliant. However, it would be worth considering the potential of employment generating uses to be included as part of the mixed use development on site, given the significant loss of office space as a result of the development and in consideration of the Borough's economic aspirations for the town.

¹ See <http://webapps.westdorset-dc.gov.uk/PlanningApps/Pages/Planning.aspx?App=WP/14/00503/FUL>

- 4.3.4 The area proposed for community facilities covers the area currently occupied by the squash courts and the youth facility. However, it should be noted that the church and the St. John's Ambulance Hall also constitute community uses that are likely to be required to be reprovided in line with policy.
- 4.3.5 The provision of new harbour facilities next to the waterfront would be welcomed in this location so long an access to the water is provided.
- 4.3.6 There is an existing planning application on the site for a residential development that would encroach on part of the area currently being proposed for the rerouted Westway Road. This application has not yet been decided, however if it is approved it could potentially make this option unfeasible.
- 4.3.7 The proposed realignment of the A354 Westway Road presents a significant feature of the proposed redevelopment for each of these two options. A key feature of the proposed realignment of Westway Road will be to combine existing through traffic with the supermarket and other traffic on Newstead Road, and a reconfiguration of the existing signalised arrangement at the junction of Westway Road with North Quay, Rodwell Road and Newstead Road from a four arm arrangement to three arms. This may be detrimental to the operation of the existing junction.

Option 2

- 4.3.8 Option 2 is the same as Option 1, however the majority of the Westway Road site is identified for residential rather than mixed use development.
- 4.3.9 The scheme is considered to generally comply with land use policy, and all land use related issues are the same as for Option 1.

Option 3

- 4.3.10 Option 3 is the same as Option 2, with the exclusion of the proposed re-routing of Westway Road and the provision of a larger area of harbour facilities.
- 4.3.11 The scheme is considered to generally comply with land use policy, and all land use related issues are the same as for Option 1.

Recommendations for Appropriate Land Uses and Capacity

- 4.3.12 Based on the above assessment, the most appropriate Masterplan Option appears to be Option 3. However, it is suggested that the following is considered:
- The potential to include employment generating uses as part of the development; and
 - The reprovision of the church and St. John's Ambulance Hall.
- 4.3.13 In terms of the mixed use element of the site, it is considered the following land uses are appropriate:
- Town centre uses that do not impact on the primary shopping centre;
 - Employment generating uses (subject to impact on residential amenity);
 - Residential above active ground floor uses;
 - Community uses; and

- Leisure uses (subject to impact on residential amenity).

- 4.3.14 Intensified development within this area will put pressure on the Westway Road / Newstead Road / North Quay traffic signals and further consideration to junction capacity and pedestrian movement will be required.
- 4.3.15 With regard to development form, any development on this site would need to demonstrate a high quality design that makes a positive contribution to the conservation area covering the southern part of the site and views from the conservation area and to the waterside to the northern part of the site.
- 4.3.16 The setting of the northern part of the site makes it an appropriate location for taller development, and it is suggested that heights of four to five storeys is appropriate across this part of the site, with the potential for a landmark taller building at the junction of Westway Road and North Quay, rising to six storeys. Any development on this site should consider impact on harbour views, and so should be of a high quality and reflect local vernacular.
- 4.3.17 The context of the southern part of the site, being within the conservation area and in the setting of a number of listed buildings, means that building heights will be restricted to reflect local prevailing heights and the design should consider local vernacular. It is considered that heights of two to four storeys would be appropriate on the site.
- 4.3.18 Consider amending development layout to retain the existing substation.

4.4 Cost Estimates

Transport and Access

- 4.4.1 Quayside walkway / street improvements - £500,000 (consider as townwide project and thus non abnormal)
- 4.4.2 Realignment of the A354 Westway Road: £850,000 - £1,250,000. Service protection associated with realignment of A354 Westway Road: See "All Options" below

Infrastructure

- 4.4.3 Removal or relocation of existing Weymouth Substation: Suggest Prohibitive
- 4.4.4 Protection and/or Diversion of Existing Services: £1,000,000 (associated with road diversion)
- 4.4.5 Removal of Existing Gas Holder: £500,000 (also see remediation below)
- 4.4.6 Council building potential asbestos: £100,000

Land Contamination

- 4.4.7 Outline costs for preparation of a PRA are anticipated to be up to £15k. Costs for follow-on site investigation works are difficult to determine at this stage before a PRA has been completed, however potentially site investigation and risk assessment works required on a site of this size and historical complexity could be in the order of £100,000's.

4.4.8 Ground remediation: £6,000,000 (based on an area for remediation of 30,000m² at a rate of £200/m², though this could increase significantly)

Planning

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

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

4.4.10 The cost of the planning application fee will depend on the planning strategy. The part of the site to the south of Trinity Road is within a conservation area, and so an outline planning application will not be accepted on this part of the site. The Westway Road part of the site is outside the conservation area boundary, and so an outline application would be acceptable there. Should an outline planning application be submitted for the northern part of the site in order to establish the acceptability of the principle of development in advance of detailed matters being submitted, it would cost £14,242.

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

4.4.12 Planning obligations will also depend on the type and scale of development proposed. Should Masterplan Option 3 be worked up as a planning application, it is likely the scheme will consist of a mix of uses, including residential development. In this case it is considered that the following heads of terms, relating to site specific issues, may be relevant to the proposed development:

- Affordable housing contribution – The development is likely to exceed the threshold for requiring an affordable housing contribution. This will potentially be 35% should the joint Local Plan be adopted in advance of the submission of the application. The starting point for negotiation will be for the affordable housing contribution to be provided on site. However, in exceptional circumstances, where it is demonstrated that it is not viable to provide the affordable housing contribution on site an off-site contribution or a payment in lieu of development may be accepted by the Council;
- Open space – The development is likely to include more than 9 residential units, and so will be required to provide 45sq.m of open space per residential dwelling, and secure funds for the on-going maintenance of this space;
- Community facilities – The potential impact of the development on community infrastructure will be assessed. Where it is considered the development will place an unacceptable burden on local facilities provision for a new facility on site or a financial contribution toward the provision or improvement of an existing facility off-site will be required;
- Local highways and transport improvements – Should the proposal result in any required improvements to local highways or transport that does not form part of the CIL Regulation 123 list, a payment for the necessary works will be sought; and

- Weymouth Town Centre Flood Defence Contribution – the site is located within the town centre flood defence area, and so a tariff based contribution will be sought from any proposed residential development on the site. The payment sought will be £2,250 per 1 or 2 bedroom unit , £2,500 per 3 bedroom unit and £2,750 for any unit of 4 or more bedrooms. A payment may also be sought for non-residential development (excluding social and community infrastructure) however the amount will be considered on a case by case basis.

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

4.5 Development Phasing and Priorities

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

- Site assembly
- Demolition of existing structure and strategy for relocating existing uses to be reprovided
- Remediation of land contamination
- Implementation of Option 4b flood defences as defined within Weymouth Flood Risk Management Strategy, Final report – June 2010.

4.6 Next Steps

4.6.1 These recommendations set out in this technical feasibility study should be used to inform further guidance relating to the Harbourside site to be set out in the Weymouth Town Centre Masterplan.

4.6.2 In consideration of the scale and strategic importance of this site it is recommended that the Council prepare a detailed development brief for this site. This will ensure any future recommendations are informed by the Council's strategic objectives for the site. In addition, if the current application on part of the site is approved, it could ensure a comprehensive approach to the development that responds well to the proposed housing development on the site.

4.6.3 Following the publication of the Masterplan and development brief, a strategy for preparing an appropriate planning application should be considered. Part of the site is located within a conservation area, and so if an application for the whole site is preferred, the Council could consider submitting a hybrid application, consisting of information required for an outline application for the Westway Road part of the site and information required for a detailed application in the area covered by the conservation area (along with a separate application for conservation area consent if demolition is proposed). A simpler approach, however would be to divide the site in two and prepare separate applications for the Westway Road part of the site and the Trinity Road part of the site.

4.6.4 Due to the scale of the Westway Road part of the site, it would be recommended that an outline application is initially submitted covering the whole site. This will allow for the principle of the development to be established in advance of expensive land remediation works.

- 4.6.5 The Westwey Road site is likely to comprise a development of more than 150 residential units, and so an EIA Screening Opinion will be required in order to determine whether or not a full EIA will be necessary. As part of an EIA, a range of further surveys and investigations will be required in order to demonstrate the appropriateness of development, as follows:

Transport

- 4.6.6 A Transport Assessment should be prepared to assess the implication of change to land use, but early indication suggest that transport planning matters will not affect development within this zone, as existing employment uses already create peak hour traffic, likely to be of a similar order to new land use traffic generation.

Infrastructure

- 4.6.7 Unexploded Ordnance Desk Study
- 4.6.8 Ground radar survey to ascertain full extent and location of existing services within the development area.
- 4.6.9 Detailed Investigation to confirm structural integrity of harbour wall and tidal issues associated with working immediately alongside the harbour.
- 4.6.10 Detailed ground investigation to determine full extent of potential contamination.
- 4.6.11 Engage with Scottish & Southern Electric to discuss options for removal, protection and/or diversion of the existing substation.
- 4.6.12 Engage with Scotia to discuss options for removal of existing gas holder.

Land Contamination

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

SECTION 5

PENINSULA

