

## **Supplementary Statement to WDDC/WPBC Local Plan Examination**

### **Re Matter 3 Spatial Strategy**

#### **Supplementary Statement of Richard Burgess MA., MSc., MRTPI on behalf of:-**

-The Portland Stone Firms Ltd (ID No 807)

-Portland Stone Ltd (ID No 811)

-Mr & Mrs L. O'Neill (ID No 781)

-Mr E. Whettam (ID No 919)

#### **Background**

I have been active in the planning of the Weymouth & Portland areas for the last 25 years; initially as Chief Planning Officer and then Director of Environmental Services with WPBC and latterly as a lecturer in town planning and planning consultant. I have therefore seen both sides of the public/private sector divide. I have also seen the Boroughs economy in good times and in bad. I also had prime responsibility for ensuring the Borough's recovery from the loss of MOD jobs in the 1990s and the regeneration of former MOD sites and indeed of brownfield sites around Weymouth Harbour and elsewhere in the late 1990s.

I do therefore have a detailed knowledge of planning and development issues in and around the Borough, of long term trends in the Borough, and of demographic and socio-economic issues in and around the area which may be of use to this examination.

#### **General Statement**

My view is that, if the 1990 -2010 period were a decade of progress in Weymouth & Portland when the closure of MOD establishments was addressed and overcome and considerable investment attracted eg in 2 marinas, in new manufacturers such as Sunseeker, in harbourside housing and in a new shopping centre with a good range of nationally branded retailers then the last 5 years or so during the recession has been one of considerable retrenchment. Features have been

- -loss of retail outlets in the town centre and the loss of its place in the retail hierarchy relative to Dorchester. Indeed the only incoming retail brands seem to be budget ones such as 'Poundstretcher', 'The Works', Loan shops etc. While a BID Group has been formed it has done little to address the fundamental economic decline of the town centre. While this is common to many towns Weymouth has suffered more than most and vacancy rates of retail units remain high.

- -the private sector business park founded at what was formerly DRA Southwell, while it initially prospered, has not realised its potential. Indeed the closure of the Spa and Fitness Centre and now the hotel has marked its decline.
- -the relocation of Health and now local government jobs to Dorchester has resulted in a further loss of spending in Weymouth Town Centre.
- -Portland Port has not realised its potential in that while several major projects have been planned and given planning permission few have gone ahead e.g. Gas storage; a biomass generation plant; a wind farm base etc
- -the impending loss of Condor to Poole is likely to have a significant adverse long term effect on employment, on spending and on engineering support (all currently Weymouth based)
- -few town centre brownfield redevelopment schemes have gone ahead in the last 5 years (all those round Weymouth harbour were completed in the decade before that).
- -the development of employment land sites has been slow; Mount Pleasant/Weymouth Gateway only has one new employer (other than retail businesses-and the wisdom of permitting a second food retailer –Sainburys- beside Morrisons must be questioned); Osprey Quay has seen a steady but very slow take up of employment land with no end in sight for the development; developments in the Granby/Granby Link Road area have also been slow with most/nearly all units being occupied by retail warehouses/trade counters.
- Other Public sector jobs have also declined e.g. at the Land Registry on Granby
- Jobs in the education sector have also declined with Weymouth College (the local tertiary college) in an almost perpetual state of crisis with job losses and with an increasing no of 6<sup>th</sup> formers going to Hardy's School in Dorchester for A levels.
- -Professional services businesses previously located in Weymouth Town Centre have either relocated to or opened second offices in Poundbury.

On the other hand the following sectors have done well:-

- Weymouth & Portland as a centre of sailing excellence has grown capitalising on the investment in the National Sailing Centre. However 'The Olympic legacy' has been less than hoped for –possibly because of its positioning in a recession.
- Defence related industry has done well –partly as a result of the War in Afghanistan. However whether this will continue given further cuts is open to doubt.
- The 'Green field' housing sites that have commenced seem to have built out quickly and achieved good sales. Examples of this are Linden Homes at Lorton Lane, Cummings at Littlemoor, Frys at Chickerell and Lomand Homes at Pennsylvania Works.

- Weymouth’s traditional tourist industry has done well over the last 2 summers –possibly partly because fewer families can afford to go abroad but also because of the improving quality of their offer and the branding of the area as the ‘World Heritage Coast’ and despite a withdrawal of support by the Borough Council.
- Food related outlets and festivals e.g. the Dorset Seafood Festival have flourished.
- Portland Port as a cruise ship port of call has expanded. The question is however how much of that spend can be captured locally.

Weymouth like many resorts has traditionally had pockets of poverty, low average wages and highly seasonal employment. It has in the past been luckier than many resorts in that it had a skilled workforce and a range of engineering companies located here.

When I came to Weymouth nearly 25 years ago it was said that the Bournemouth /Poole conurbation was the end of the south east and Weymouth was the beginning of the south-west region i.e. that while we had low average wages we also had relatively low house prices. The latter element no longer applies. Weymouth average wages remain low but house prices have risen considerably. The result is a housing affordability crisis. Recent evidence of this is contained in a no of reports<sup>1</sup>

I set out the evidence for this in response to the Inspectors specific questions below. I do however think it is useful to set out a wider context with regard to a planning strategy for the area and in particular how regeneration –which is a necessity –and housing provision, including Affordable/Social housing provision –which is an absolute necessity in the Borough area- should be addressed.

## **Inspectors Questions**

### **3.1 Are there alternative development options which would deliver a more effective and sustainable development strategy?**

Yes: a higher growth rate is needed in Weymouth to reflect its needs for regeneration; provide low cost housing especially on green field sites and meet the needs of local employers. More expensive housing in Dorchester will not meet this need. The continued growth in commuting is likely to be outcome of the current strategy.

As such I would endorse the evidence submitted by Malcolm Brown of Sibbett Gregory and Turleys on behalf of Betterment Properties with regard to housing completions required.

The Councils strategy appears to be based on the release of brownfield sites, does not address the Inspectors concerns aired at the February PreHearing meeting and can only result in more overheating of the housing market & less affordability. It will also produce less housing suitable for young families.

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<sup>1</sup> National Housing Federation South West ‘Home Truths 2014/15 -Broken Market Broken Dreams’ [www.housing.org.uk/hometruths](http://www.housing.org.uk/hometruths).

The emphasis on brownfield sites in Weymouth also has a number of implications for delivery of Affordable Housing. These are

- Build costs are higher on brownfield sites (typically 8% locally<sup>2</sup>). Such sites are therefore less likely to be able to afford to deliver Social housing –which the area particularly needs. Given higher built costs they do therefore have to go for either higher densities or premium quality units –again not the budget family housing the area needs. WPBC has already received two challenges to s106 Agreement requirements regarding Affordable Housing on brownfield sites.
- Town Centre Brownfield sites almost without exception deliver flats. These are both unsuited to families and, especially on smaller development give rise to management charges and other issues if on site Affordable housing is mixed in with market housing.
- The delivery of brownfield sites is less certain. For example little brownfield development on Town Centre sites has been delivered in the last 5 years. (It is less ‘recession proof’)

I would therefore submit that the Plan is not sound in its current form. Significant modifications are required to

- Achieve a build rate of 250 -300 dpa as an absolute minimum
- Achieve a significantly greater supply of Affordable and Social Housing units to meet identified need
- Review land allocations in the ‘Greater Weymouth’ area to ensure that a larger supply of green field sites are released.

### 3.2 Is the overall distribution of housing and employment appropriate to the needs of the two areas?

No it does not reflect the loss of jobs in Weymouth area, the need to create more skilled jobs; the loss of jobs likely as result of loss of Condor; the movement of white collar/local gov’t/health jobs to Dorchester. Dorchester is ‘overheating’ as result of the Duchy development while Weymouth is in need of regeneration. It is important to realise the very different economic roles of the two towns –the one a market and administrative centre for its surrounding rural area and the other a resort and manufacturing town.

For better or worse the different economic profiles of the two towns and recent developments have resulted in a significant housing price differential between the two towns –such that Weymouth is seen as providing better ‘value for money’ in housing terms (and Portland better still). As a result commuting between the towns has increased and is likely to continue to do so.

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<sup>2</sup> Example cited involved piled foundations, contamination reports, monitoring and signing off and archaeological monitoring on a site of 5no 3 storey town houses. Applying these out-turn figures to a development of 8 units demonstrates that a 25% Affordable requirement would wipe out the developers profit and that a £0 % Affordable requirement the development could not proceed.

### 3.3 What effect will the balance of homes and jobs be likely to have in reducing commuting pressures?

There has been a significant increase in commuting over last 20 years. Also the new relief road, while very beneficial, has increased this /reduced Weymouth's self-containment and resulted in increased commuting to and shopping in Dorchester.

Loss of MOD related jobs in the early 1990s resulted in movement from a situation when, especially on Portland, many journeys to works were largely 'walk in' to one where (a) large scale early retirement took place (b) short term very long distance commuting occurred for those wishing to remain in work –to as far afield as Farnborough, North Bristol and Yeovil (with some commuting to the last mentioned at least remaining). Weymouth has thriving engineering companies and a good skills base in engineering, electronics and glass fibre manufacturing – but it needs cheap housing to retain and expand these sectors.

### 3.4 Is there sufficient flexibility in the Plan to respond to changing circumstances?

No: the plan is unduly dependent on the release of difficult brown field sites in the town centre. If for economic reasons this does not occur (and there is evidence of very little movement on such sites in the last 5 years) then the plan lacks the flexibility to respond. One can hypothesise various scenarios to test the robustness of the plan in this regard.

These are

1. The national economy returns to its prerecession characteristics- i.e. higher interest rates; higher wage increases; greater demand for house purchases, significant house price inflation. Under this scenario it is most unlikely that the building rate in Weymouth will be contained to that envisaged by the plan. As a result the plan will quickly become out of date, shortages of sites will occur and the 5 years supply problem will re-emerge. Also 'Affordability' will become even more acute.
2. The national economy remains broadly the same as now i.e. low interest rates, low wage increases, limited demand for house purchases. However migration to retirement resorts such as Weymouth will continue, investment in property will continue to be attractive and house price inflation and affordability issues will continue to be a problem locally. It is likely that only the most attractive brownfield sites will be built on, with most remaining undeveloped. As a result the Plan will not achieve the regeneration that the Borough so clearly needs.

### 3.5 Is the latest assessment of housing robust and representative of needs in the two authority areas?

No: the issues are

- Affordability –there is an increasing affordability gap in the Borough (see National Housing Federation Report<sup>3</sup>)
- Housing poverty among local families (see the attached report –Appendix1 )

This demonstrates that housing costs are an increasing problem in the Borough and contribute to child poverty.

- The fact that there is no planning or other mechanism available to stop retirement to the seaside/holiday homes as an increasing % of purchases e.g. the Hardy Complex development on Portland where approximately only 39% of the flats completed to date appear to be in use as a main residence.(see Appendix 3)
- With an increasing proportion of the population nationally reaching retirement age ‘retiral to the coast’ is likely to be an increasing trend. Such pensioners –or ‘nearly pensioners’, are very often ‘cash rich’(having paid off their mortgage) and are in an advantageous position to purchase relative young local families who need to obtain a mortgage.
- It must also be recognised that while the private rented sector has grown considerably in the Borough over the last decade or so (not least since investment in property is an attractive investment in a low interest rate environment) for private landlords locally there is a choice between permanent and holiday rentals –with the latter generating attractive yields. Again there is no effective mechanism in the planning system to prevent this and in many, especially older, parts of the town holiday homes are now a significant proportion of the stock. As a result private sector rents are higher than in inland towns.

The conclusion must be therefore that restricting the supply of new build housing well below established levels in the Borough and with an emphasis on flats development on Brownfield sites will not address these problems.

### 3.6 Is the phasing regime and housing trajectory realistic, appropriate and deliverable and capable of providing an adequate supply of housing land?

In our submission the answer to this question is ‘no’. Points are

1. **The SHLAA review** was conducted purely at officer level; it had no external input from the property and housebuilding industry (as is the case in some other LPAs); its conclusions may be said to be aspirational but not realistic rwith regard to brownfield inner urban sites; a large no. of Local Authority owned (car parks, allotments and open space ) sites were included despite issues such as effect on vitality and viability of town centre; of loss of valued community facilities and open space; they only accepted one significant private sector greenfield

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<sup>3</sup> National Housing Federation South West ‘Home Truths 2014/15 -Broken Market Broken Dreams’ [www.housing.org.uk/hometruths](http://www.housing.org.uk/hometruths).

site. The report was not taken to Councillors for decision or endorsed by them. (Attached as Appendix 2 is my commentary on the Weymouth SHLAR sites).

2. They did however increase the housing nos. of be found from 'Brown Field' sites in Central Weymouth despite evidence as to the difficulty of such sites coming forward.

### **Town Centre Brownfield sites**

3. The other problem with these Town Centre 'brown field' sites is of course that they are almost without exception only suitable for flats for such reasons as flood risk; in some cases since building on contaminated land is contemplated and for reasons of viability (most of the sites require piled foundations) and to give the required massing in the townscape. As a result they will not provide suitable accommodation for families –and it is the accommodation of these families (whether local young people or incoming workers) that is most important to Weymouth's economy. Again I would submit that a more deliverable and robust strategy to ensure the town's future wellbeing and regeneration would be to release more greenfield sites suitable for family housing.

### **The 'Greater Weymouth' dimension**

4. No clear analysis has taken place of the 'greater Weymouth' situation i.e. the Borough plus Chickerell + Littlemoor. (This is made more acute given landholdings by major housebuilders in Chickerell and the recent decision to release the football ground site).

5. This is also an issue relative to the statistical analysis of employment in Weymouth. With two of the town's largest employment locations-Granby and Lynch Lane- being in the WDDC administrative area a purely statistical analysis based on employment locations will overstate the jobs in (rural) West Dorset and understate jobs(and therefore housing need) in the Weymouth urban area.

6. The recent controversy over the proposed option for a Travellers site in the Camp Rd area reflects a failure to plan for greater Weymouth area. A site that has been surplus to MOD requirements for about 10 years now and with a deeply unsuitable retail site adjacent has not been addressed in the plan. The joint Local Plan is silent on their future use.

### **Additional Green Field sites**

7. An additional 1000 units could be provided on submitted sites in Weymouth area alone to my knowledge with no adverse effect on nationally important designations e.g. World Heritage Coast. Indeed almost all of those sites could come forward in the first 5 years of the Plan. This would result in much more robust Local Plan with a more adequate housing supply less dependent on high cost/ high risk brownfield sites. It is a matter of great disappointment that the LPAs did not decide to respond to the Inspectors concerns aired in February by putting an additional list of sites forward.

## Housing Policy on Portland

8. The LPA has released two sites on Portland since February for 120 houses in total. However it has not addressed issue of 'what happens to existing/redundant schools sites' given The IPACA (Island of Portland Aldridge Community Academy) relocation to Southwell which was allowed on Appeal. Therefore the statement/policy about there being no requirement for new strategic allocations for housing growth on Portland (Para 3.2.3) is not realistic. Nor does it reflect the community's needs. Appendix 3 sets out the conclusions of my investigations into the Hardy Blocks site allocated under Policy PORT3.

### 3.7 Would the LP provide a 5 year housing land supply on adoption having regard to the need for an appropriate buffer (NPPF paragraph 47)?

It is accepted that the new Local Plan would probably provide a 5 year land supply on adoption. However

- Please see my comments above re SHLAR exercise
- It is more questionable if the required 5 year supply would be delivered particularly in the WPBC area, depending as it does predominantly on Brownfield sites
- Nor more importantly will it deliver the regeneration Weymouth needs or the type of housing needed to meet local need? My conclusion is 'no'.

### 3.8 What are the implications of adopting an overall housing target for the 5 year housing land supply calculations for the individual authorities?

Clearly there are overlaps between WDDCs administrative boundary and the 'Greater Weymouth' area. There needs to be a clear mechanism that addresses housing supply in the above area, particularly in the light of the on-going land releases in Dorchester eg at Poundbury which could be argued to be positively unhelpful to the continued prosperity and regeneration of Weymouth. Oversupply in rural West Dorset will do nothing to compensate for undersupply in Weymouth.

The latest suggested Modifications to the Plan particularly in respect of Chapter 3 –Achieving a Sustainable Pattern of Development also seem to be designed to 'blur the edges between the two LPA area to the extent that it will be increasingly difficult for the reader to work out whether each LPA was a 5 year supply or not. This in my view is not helpful.



## Appendices

### Appendix 1 Dorset Echo report re Child Poverty Action Group figures on Child Poverty October 2014

### Appendix 2 Comments on SHLAAR sites in Borough

### Appendix 3 Report of Investigations into Hardy Blocks site (Policy PORT3)

## Appendix 1

### Dorset Echo Report re Child Poverty Action Group Figures

First published Sunday 26 October 2014 in [News](#) Last updated 16:08 Sunday 26 October 2014 by [Liz Jackson](#)

SHOCK figures reveal that more than 3,000 children in Weymouth and [Portland](#) are being plunged into poverty.

A quarter of youngsters in the borough – around 3,343 children are living below the headline, a new report reveals.

Child Poverty Action Group (CPAG), which runs the campaign End Child Poverty, has released figures which show that in some parts of the borough, up to 40 percent of children are living in poverty-stricken families once housing costs are taken in to account. In [Underhill](#) on Portland, 40 percent – or 324 children – of children are living in poverty.

In [Littlemoor](#) it is 38 per cent, or 386 children, and in Melcombe Regis it is 35 per cent – 312 children.

The Echo has calculated the number of children plunged in to poverty using official population figures.

The CPAG report classifies children as living ‘in poverty’ if their families receive benefits or working tax credits and their income is less than 60 per cent of the median income.

It also shows that around 10 percent of the borough’s children wouldn’t be living in poverty if they didn’t have to pay their current housing costs.

Rachel Rogers, who was speaking in the capacity of her work with Weymouth's Citizens Advice Bureau, and is also a borough councillor, said: "I would imagine the extra 10 percent is because rental costs in Weymouth and Portland are relatively high in comparison with the below-average wages in the area. This is made more difficult as social housing landlords are now allowed to charge 80 percent of the market rental price and class it as 'affordable' housing'.

She added: "Around 40 per cent of the people we see have financial problems. We are seeing families struggling because of the relation between a lack of full time work, zero hours contracts or low wages and high housing, food and energy costs. I think we should be shocked.

"It shows there isn't one area in the borough which doesn't have poverty problems, so we all need to be concerned."

[Weymouth and Portland Borough Council](#)'s brief-holder for housing, Cllr Kevin Brookes, said: "The figures are not surprising. Housing is continually the biggest proportion of many people's pay, and in an area like Weymouth and Portland with high housing and accommodation costs and below average wages, it's a particular problem. There's work to be done with the type and amount of available housing."

## **FIGURES**

The percentage of children in poverty in from October to December :

Underhill: 26.12% before housing costs, 39.70% 324-after housing costs

Littlemoor: 24.89% before housing costs, 38.03% 386 after housing costs

Melcombe Regis: 22.78% before housing costs, 35.07% 312 after housing costs

[Tophill West](#): 20.02% before housing costs, 30.67% after housing costs

Weymouth West: 17.34% before housing costs, 27% after housing costs

Weymouth East: 16.63% before housing costs, 26.44% after housing costs

Westham North: 15.96% before housing costs, 25.32% after housing costs

Tophill East: 14.98% before housing costs, 23.49% after housing costs

Westham West: 14.39% before housing costs, 22.79% after housing costs

Upwey and Broadwey: 13.38% before housing costs, 21.07% after housing costs

Wyke Regis: 13.02% before housing costs, 20.69% after housing costs

Westham East: 10.55% before housing costs, 17.29% after housing costs

Radipole: 10.11% before housing costs, 16.25% after housing costs

Preston: 7.01% before housing costs, 11.27% after housing costs

Wey Valley: 4.99% before housing costs, 8.15% after housing costs

## Appendix 2 Commentary on SHLAR Exercise

The Appendix reproduced below sets out the methodology the Councils adopted in carrying out their SHLAR exercise. It should be noted however that

- (a) The method of finding sites was inconsistent (and Council owned sites appear to feature heavily.)
- (b) There was no independent or external input into the study. Nor was their councillor scrutiny or approval
- (c) While Urban Design issues were considered other planning issues were not eg the function of any open space and its importance to the local area; the importance of any carpark to the vitality and viability of surrounding businesses

## Appendix C - Submitted / Identified Large Sites with Development Potential

**The potential supply from Submitted / Identified Large Sites is 10,040 units (net). However some 6,199 units require policy change, and an adjustment has also been made in relation to sites in Weymouth Town Centre (providing a reduction of 484 units to bring the total to 600), giving a predicted supply of 3,357 units (net).**

Of these units, 1,489 units are likely to be provided in the first five years, which gives a net total of 1,340 units (with 10% lapse applied).

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Source

Method of Assessment

Avoiding Double Counting

**Submitted / Identified Large Sites with development potential**



Site submitted via public / stakeholder consultation (sites of any size), including all previously submitted sites.

Sites identified by council officers from known surplus / underutilised / vacant land and buildings.

Sites identified by council officers through previous Urban Capacity Studies that are equal to or greater than 0.15ha.

Sites identified by council officers through recent preapplications proposals for residential development

- Sites were identified from a range of sources and mapped. Sites wholly unrelated to any town or village were excluded, unless they were put forward for affordable housing (see Appendix E)

Sites wholly affected by the following constraints were then excluded without any further assessment:

- Site of national nature conservation or geological importance (SSSI) or higher, and sites within 400m of internationally protected heathland sites
- Scheduled monuments
- Flood Risk Zone 3 (undefended)
- Land Instability Zone 4 (unsuitable because of land slipping and/or coastal erosion)

The remaining sites were assessed by the Landscape Officer if the site extended into open countryside. Sites were excluded at this stage on the grounds of significant landscape harm. All the remaining sites were then assessed by the Urban Design Officers. Sites were excluded at this stage on the following potential grounds:

- Where any form of development would have been significantly out of character with the local area
- No feasible highway access
- Topographical constraints indicated that there was unlikely to be any development potential
- Contaminated land where it was known that there was no potential mitigation

Sites assessed as having no potential are listed in Appendix I.

- Site characteristics and owner expectations (where known) were considered to inform the deliverability of the site. Site constraints / characteristics and local

Each site was mapped and checked for duplication with other sources, ie:

- Site allocations
- Sites with extant planning permission
- Minor identified sites

where no significant issues have been identified to date

character were assessed to provide an estimated net yield based on an assumed dwelling density. A summary of the findings from these assessments is provided in the individual site forms.

- All sites with development potential that are located within the defined development boundaries contribute to the overall housing land supply. Sites assessed as having development potential that are located outside the defined development boundaries (and therefore would require a policy change) have not been included in the housing land supply.
- An additional review was made in relation to the large sites assessed that fall within the Weymouth Town Centre masterplan area. Altogether the site assessments indicate that it is feasible that they could deliver in the region of 1,000 new homes over the next 15 years. However in terms of the figure included in the housing land supply, a more precautionary approach has been adopted. The overall number from this source included in the land supply has been reduced to 600 homes (pro-rata), which is considered to be a reasonable estimate at the current time. This figure will be reviewed following the completion of the town centre strategy, which will provide a further opportunity to check likely yields and delivery timeframes.
- For inclusion within the 5 year supply, availability and deliverability within this timescale was also checked with the landowner / developer. In addition, a 10% discount for non-delivery is applied. This is double the lapse rate on planning applications (see Appendix A).

The following tables set out the development potential and estimated timescales for delivery (STPC = timescale unknown as development would be subject to policy change)

**Table C.2: Commentary on Weymouth & Portland Sites with Development Potential**

Settlement	Ref	Site name / address			STPC	Yield	Comments
Littlemoor	WP/LITT/002	Land at Beverley Road			36	-	36 WPBC site. Difficult site with poor ground conditions; part used as open space. Previous proposal for Affordable housing abandoned because of costs
Littlemoor	WP/LITT/006	Land to south of The Doves and Fieldfare Close	0	0	82	-	82 WPBC site. Difficult site with poor ground conditions and flooding issues. Previous proposals for Affordable Housing abandoned on costs grounds
Melcombe Regis	WP/MELC/001	Weymouth Railway Station Forecourt, King Street	0	18	0	-	18 Difficult site; in Flood Risk area; contamination and ground conditions. Area known for anti-social behaviour. Previously failed to attract developer interest.
Melcombe Regis	WP/MELC/002	Post Office Sorting Office	0	23	0	-	23 Back street site dominated by adjacent M/S carpark
Melcombe Regis	WP/MELC/003	15 Crescent Street	0	3	0	-	3
Melcombe Regis	WP/MELC/004	Land at Park Street	0	50	0	-	50 WPBC site. Major car parking serving northern end of shopping centre and beach. Loss would undermine viability to town centre
Melcombe Regis	WP/MELC/005	Land at Governors Lane (car park)	0	18	0	-	18 WPBC site. Car park serves central southern part of Town Centre; loss may affect viability of businesses. Lacks any outlook for housing
Melcombe Regis	WP/MELC/006	Pavilion and Ferry Terminal	0	150	0	-	150 WPBC site. Future uncertain; current community feedback appears to favour leisure uses. Major costs associated with flood defence and foundations. Also issue of retention/replacement of theatre/community hall/ ferry terminal
Melcombe Regis	WP/MELC/007	16-24 Glendinning Avenue	9	0	0	-	9
Melcombe Regis	WP/MELC/008	Bus Depot, King Street	0	60	0	-	60 Relocation of bus garage considered many times over last 25 years without result. Convenient operationally and issues of contamination, flood risk, site coverage and lack of outlook for housing
Melcombe Regis	WP/MELC/009	White Cottage, 15, Carlton Road North	5	0	0	-	5

<b>Melcombe Regis</b>	WP/MELC/010	40, The Esplanade DT4 8DH	2	0	0	-	2	
<b>Melcombe Regis</b>	WP/MELC/011	Rear 36, The Esplana DT4 8DA	3	0	0	-	3	
<b>Melcombe Regis</b>	WP/MELC/012	34, Crescent Street DT4 7BX	3	0	0	-	3	
<b>Melcombe Regis</b>	WP/MELC/013	Lakeside Superbowl, St Nicholas Street	0	24	0	-	24	Backland site without harbour outlook. Ground conditions and loss of leisure facility issue. Considered many times over last 20 years
<b>Melcombe Regis</b>	WP/MELC/014	Weymouth College, Cranford Avenue, Weymouth	0	150	0	-	150	Implies loss of main tertiary educational facility in Weymouth. Older buildings already redeveloped for housing
<b>Melcombe Regis</b>	WP/MELC/015	Land at Commercial Road (car park) (next to Bowling Green)	0	28	0	-	28	Main town Centre & Beach car park, Ground conditions and flood risk issue. Also in area of former gardens where green uses supposed to predominate
<b>Melcombe Regis</b>	WP/MELC/016	Harbourside Car Park, Commercial Road	0	25	0	-	25	Only 1/3 <sup>rd</sup> owned by WPBC; restricted depth. Main shopping carpark serving New Bond St development. Ground condition and harbour wall stability issues
<b>Melcombe Regis</b>	WP/MELC/017	Land west of Weymouth College	2	0	0	-	2	
<b>Melcombe Regis</b>	WP/MELC/018	Land west of Sports Centre (Area 1b) Weymouth College	10	0	0	-	10	Loss of sports and college facilities
<b>Melcombe Regis</b>	WP/MELC/019	Jubilee Sidings	0	80	0	-	80	Area given over to commercial uses. Ground contamination issues
<b>Melcombe Regis</b>	WP/MELC/020	Multi Storey Car Park, Commercial Road	0	0	18	-	18	Main carpark serving town centre, multi screen cinema etc
<b>Melcombe Regis</b>	WP/MELC/021	The Loop Car Park, Commercial Road	0	0	24	-	24	Difficult shaped site; used for fishermen's parking and boat lift-out. Previous policy to keep open
<b>Melcombe Regis</b>	WP/MELC/022	Weymouth Bowling Club, Commercial Road	0	0	32	-	32	Loss of recreational facility in area valued as part of former open park area. Difficult ground conditions and flooding issues
<b>Melcombe Regis</b>	WP/MELC/023	The Swannery Car Park	0	0	67	-	67	Main beach carpark heavily used in summer. Poor ground conditions and flooding issues
<b>Preston</b>	WP/PRES/001	9 and 10 Winslow Road	1	0	0	-	1	
<b>Preston</b>	WP/PRES/002	Land at Preston Beach Road/Elm Close	7	0	0	-	7	LA owned land they haven't managed to progress for 15 years. Flood risk and ground condition issues
<b>Preston</b>	WP/PRES/004	83 Sutton Road	5	0	0	-	5	
<b>Preston</b>	WP/PRES/005	40, Coombe Valley Ro DT3 6NL	1	0	0	-	1	



<b>Preston</b>	WP/PRES/006	62, Preston Road DT3 6QA	1	0	0	-	1		
<b>Preston</b>	WP/PRES/021	Timber Depot, White Horse Lane	0	0	0	-	2		
<b>Preston</b>	WP/PRES/024	Land north of White Horse Drive	0	9	0		-	9	
<b>Preston</b>	WP/PRES/026	Land at 42 Sutton Road	6	0	0		-	6	
<b>Preston</b>	WP/PRES/027	Land between 38 & 40 Overcombe Drive	3	0	0		-	3	
<b>Preston</b>	WP/PRES/028	Wyke Oliver Farm (Site F)	0	0	0		-	10	
<b>Preston</b>	WP/PRES/029	Land adjoining Bowleaze Coveyway	0	0		0	7	7	
<b>Preston</b>	WP/PRES/030	Land off Louviers Road	0	0		0	60	60	
<b>Preston</b>	WP/PRES/031	Land at Oakbury Drive	2	0		0	-	2	Loss of established Open Space
<b>Radipole</b>	WP/RADI/001	Commercial Premises at Waverley Rd	10	0		0	-	10	
<b>Radipole</b>	WP/RADI/006	Land to the east of Hetherly Road	0	5		0	-	5	
<b>Radipole</b>	WP/RADI/007	Land north of Sports Centre (Area1) Weymouth College	85	0		0	-	85	Loss of playing fields and visually forms part of Country Park
<b>Radipole</b>	WP/RADI/008	Land off Waverley Road	0	0		8	-	8	
<b>Radipole</b>	WP/RADI/009	174 Dorchester Road	0	16		0	-	16	
<b>Tophill East</b>	WP/TOPE/001	Land rear of 23 Moorfield Road	2	0		0	-	2	
<b>Tophill East</b>	WP/TOPE/002	Land at Reforne (r/o Fancys Close)	5	0		0	-	5	
<b>Tophill East</b>	WP/TOPE/003	Land at Reforne	0	3		0	-	3	
<b>Tophill East</b>	WP/TOPE/010	Offices & Stone Factory	0	0		18	-	18	One of only two remaining masonry factories on Island. Therefore strategically important to nationally important industry. Owner did not put forward. No intention to cease current use.
<b>Tophill East</b>	WP/TOPE/014	Glen Caravan Park	0	0		5	-	5	
<b>Tophill East</b>	WP/TOPE/015	Land Adjacent Tophill Junior School	16	0		0	-	16	WPBC owned site. Issue of loss of public parking for Health Centre and nearby community facilities

<b>Tophill East</b>	WP/TOPE/016	Allotment and Gardens at Reforne	0	0	0	-	5	
<b>Tophill East</b>	WP/TOPE/017	Bumpers Lane	64	0	0	-	64	Resolution to grant pp
<b>Tophill East</b>	WP/TOPE/018	67 New Street, Portland	1	0	0	-	1	
<b>Tophill West</b>	WP/TOPW/001	52, Park Estate RoadDT5 2BL	1	0	0	-	1	
<b>Tophill West</b>	WP/TOPW/002	Land beside 1-13 Courtlands Road	4	0	0	-	4	
<b>Tophill West</b>	WP/TOPW/003	Land behind Avalanche Road	0	5	0	-	5	
<b>Tophill West</b>	WP/TOPW/005	Sea Mist, Sweethill Road	0	0	0	2	2	
<b>Tophill West</b>	WP/TOPW/023	Land to rear of 119-145 Avalanche Road	0	10	0	-	10	
<b>Tophill West</b>	WP/TOPW/024	Parking area between Bowers Road and Four Acres	0	4	0	-	4	
<b>Tophill West</b>	WP/TOPW/029	17 Sweethill Road	3	0	0	-	3	
<b>Tophill West</b>	WP/TOPW/016	Land north west of Croft Road	4	0	0	-	4	
<b>Tophill West</b>	WP/TOPW/022	Land to the rear of Branscombe Close	0	5	0	-	5	
<b>Underhill</b>	WP/UNDE/	Hambro Car Park	10	0	0	-	10	
<b>Underhill</b>	WP/UNDE/001	Underhill Methodist Church, Fortuneswell	0	10	0	-	10	
<b>Underhill</b>	WP/UNDE/002	Land to the west of Fortuneswell	0	3	0	-	3	
<b>Underhill</b>	WP/UNDE/003	Garages adjacent 105-107 East 2 Weare Road		0	0	-	2	
<b>Underhill</b>	WP/UNDE/004	Land adjacent 2-14 Amelia Close	5	0	0	-	5	
<b>Underhill</b>	WP/UNDE/005	Garages adjacent 31-39 Coronation Road	2	0	0	-	2	
<b>Underhill</b>	WP/UNDE/008	Fmr Portland Council Offices, 3, Fortuneswell	8	0	0	-	8	WPBC owned site .Have not been able to implement for 10 years
<b>Underhill</b>	WP/UNDE/009	Green Shutters Inn, DT5 1BD	3	0	0	-	3	

<b>Underhill</b>	WP/UNDE/010	Land off Clovens Road	0	7	0	-	7	
<b>Underhill</b>	WP/UNDE/016	Land adjacent to 44 Leet Close	0	10	0	-	10	
<b>Underhill</b>	WP/UNDE/017	Boscawen House, Castle Road	10	0	0	-	10	
<b>Underhill</b>	WP/UNDE/018	Islanders Club for Young People	0	25	0	-	25	Important community facility for young people on disadvantaged estate. Should not be lost
<b>Upwey &amp; B'wey</b>	WP/UPBR/001	26 Beech Road	1	0	0	-	1	
<b>Upwey &amp; B'wey</b>	WP/UPBR/003	Dorset Vehicle Rentals, Dorchester Road	0	12	0	-	12	
<b>Upwey &amp; B'wey</b>	WP/UPBR/019	New Inn Public House, 498 Littlemoor Road	0	12	0	-	12	Important community facility in disadvantaged and expanding area. Should not be lost
<b>Upwey &amp; B'wey</b>	WP/UPBR/020	Telephone Exchange, Littlemoor Road	0	0	7	-	7	No evidence actually surplus to requirements
<b>Upwey &amp; B'wey</b>	WP/UPBR/021	Coal Yard, adjacent Old Station House	0	0	8	-	8	
<b>Upwey &amp; B'wey</b>	WP/UPBR/022	7 Little Hill	0	0	0	2	2	
<b>Upwey &amp; B'wey</b>	WP/UPBR/025	Part of Manor Farm, Watery Lane	0	0	0	4	4	
<b>Westham East</b>	WP/WESE/001	Land rear of Knightsdale Road	25	0	0	-	25	
<b>Westham East</b>	WP/WESE/002	Land rear of Marsh Road	0	10	0	-	10	Part on Flood Risk Area. OAP bungalows in frontage. Potential overestimated
<b>Westham East</b>	WP/WESE/003	Westwey Road (South)	24	66	0	-	90	No proposals to relocate Magistrates Court or Social Security etc offices. Major contamination issues with gas works site. Also ground condition & services issues. Been under discussion without result for 20+ years
<b>Westham East</b>	WP/WESE/004	Stavordale Business Park, Stavordale Road	0	9	0	-	9	Existing business on site. Not aware of any intention to relocate. Former Council vehicle depot. Contamination definite issue
<b>Westham East</b>	WP/WESE/006	2 Stavordale Road	7	0	0	-	7	Modern office building on very tight site. Development potential overestimated

<b>Westham East</b>	WP/WESE/007	Land Between Holly Road & Cromwell Road	0	19	0	-	19	
<b>Westham East</b>	WP/WESE/008	White Roughet Allotments, Franklin Close	0	13	0	-	13	Loss of allotments
<b>Westham North</b>	WP/WESN/001	70, Norfolk Road DT4 OPP	1	0	0	-	1	
<b>Westham North</b>	WP/WESN/002	Land at Radipole	0	0	0	309	309	
<b>Westham North</b>	WP/WESN/003	184 Grays	1	0	0	-	1	
<b>Westham North</b>	WP/WESN/004	Garages adjacent 33-37 Bedford4 Road		0	0	-	4	
<b>Westham North</b>	WP/WESN/006	Land adjoining Southill shopping centre	20	0	0	-	20	WPBC site. Currently used as Public Open Space and car park to serve adjacent local shopping centre. Council previously rejected proposal for community use on basis was to be kept open.
<b>Westham West</b>	WP/WESW/001	4 Quibo Lane	0	4	0	-	4	
<b>Westham West</b>	WP/WESW/002	Land at Chickerell Road	5	0	0	-	5	
<b>Westham West</b>	WP/WESW/003	Rochester Court, Radipole Lane	36	0	0	-	36	
<b>Westham West</b>	WP/WESW/004	Land at Westhaven	0	3	0	-	3	
<b>Westham West</b>	WP/WESW/006	13, Roundhayes Close	6	0	0	-	6	
<b>Westham West</b>	WP/WESW/007	93 Lanehouse Rocks Road	0	24	0	-	24	
<b>Westham West</b>	WP/WESW/007	Land south of Wessex Roundabout	0	0	0	60	60	WPBC land. Contrary to current policy considerations. Previously only considered for landmark commercial or institutional uses. Development potential over-estimated
<b>Westham West</b>	WP/WESW/008	Abbotsbury Road and Chickerell 0 Road Allotments		25	0	-	25	.WPBC land. Well used allotments. Release previously rejected
<b>Westham West</b>	WP/WESW/010	Land adjacent Weymouth Swimming Pool	0	15	0	-	15	Part of major Open Space/Playing field area; contamination , access and flooding issues
<b>Wey Valley</b>	WP/WEYV/001	269A, Dorchester Road DT3 5JB	1	0	0	-	1	

<b>Wey Valley</b>	WP/WEYV/004	Wych Elm, Nottingham Lane	1	0	0	-	1	
<b>Wey Valley</b>	WP/WEYV/007	Land west of Mount Pleasant Avenue South	1	0	0	-	1	
<b>Wey Valley</b>	WP/WEYV/008	Land off Nottingham Lane	0	2	0	-	2	
<b>Wey Valley</b>	WP/WEYV/009	Land adjacent to Gales End	0	0	0	3	3	
<b>Wey Valley</b>	WP/WEYV/010	Redlands Farm	0	0	0	116	116	One of few significant greenfield sites actually recognised in SHLAR
<b>Weymouth East</b>	WP/WEYE/001	Former QinetiQ Site, Bincelaves	195	0	0	-	195	Scheme for retirement village under development for approx. 10 years. Still not got pp
<b>Weymouth East</b>	WP/WEYE/002	2, Longfield Road	8	0	0	-	8	
<b>Weymouth East</b>	WP/WEYE/003	Council Offices, North Quay	75	0	0	-	75	WPBC owned site. Council haven't followed own Local Plan by doing Development Brief for site. Ignoring carparking requirement for this part of harbourside including community uses
<b>Weymouth East</b>	WP/WEYE/005	Gorden Row, Franchise Street	12	0	0	-	12	
<b>Weymouth East</b>	WP/WEYE/006	Land at the Nothe	0	8	0	-	8	Again loss of parking in key location serving west bank of Harbour. Highlights lack of parking strategy
<b>Weymouth East</b>	WP/WEYE/007	Brewers Quay & Newtons Road Car Park	54	0	0	-	54	Key carparks serving west side of Harbour & Brewers Quay attraction. Loss will undermine vitality of whole area
<b>Weymouth East</b>	WP/WEYE/008	Newberry Gardens Car park	17	0	0	-	17	Key carparks serving west side of Harbour & Brewers Quay attraction. Loss will undermine vitality of whole area
<b>Weymouth East</b>	WP/WEYE/009	15 Belle Vue Road	0	1	0	-	1	
<b>Weymouth West</b>	WP/WEYW/001	Garages adjacent 27-29 Dawlish Crescent	5	0	0	-	5	
<b>Weymouth West</b>	WP/WEYW/002	81 Buxton Road	2	0	0	-	2	
<b>Weymouth West</b>	WP/WEYW/003	Convent at Wyke Road	0	6	0	-	6	
<b>Weymouth West</b>	WP/WEYW/004	Land Adj 75 Wyke Road	0	3	0	-	3	

<b>Weymouth West</b>	WP/WEYW/005	Faircross Allotments	0	9	0	-	9	Loss of allotments previously rejected
<b>Weymouth West</b>	WP/WEYW/006	Green Lane Allotments	0	12	0	-	12	Scheme for housing on allotment land previously refused
<b>Weymouth West</b>	WP/WEYW/007	Land at Bradford Road/Emerson Road	2	0	0	-	2	
<b>Wyke Regis</b>	WP/WYKE/001	Garage Site at Merley Road	0	0	7	-	7	
<b>Wyke Regis</b>	WP/WYKE/002	Land off Osprey Road	10	0	0	-	10	
<b>Wyke Regis</b>	WP/WYKE/003	Land at 95 Buxton Road	0	0	4	-	4	
<b>Wyke Regis</b>	WP/WYKE/008	Land to the north and west of 148 Wyke Road	5	0	0	-	5	
<b>Wyke Regis</b>	WP/WYKE/009	Former Oyster Farm, Ferrymans Way	0	25	0	-	25	Heritage Coast, land stability and habitat issues. Current policy is to retain harbourside marine uses
<b>Wyke Regis</b>	WP/WYKE/010	The Ferrybridge Inn	30	0	0	-	30	Previous refusal dismissed on Appeal for 30 units. Therefor development potential overestimated

### Appendix 3 Results of Investigations into Hardy Blocks site & Policy PORT3

1. It can be seen from the Dorset Statistical Service's 'Key Facts for Portland'<sup>4</sup> that the housing supply situation on Portland is 'skewed' by the existence of a single extremely large consent – on the former Naval Accommodation blocks site. That consent dating from 2004 (but in respect of an application submitted in 2002) was for 554 units in total by the conversion of the former Naval Accommodation blocks into 363 flats and the construction of 191 new build flats to the rear. As a brownfield site this clearly benefited from a presumption in favour of redevelopment, however from the outset it was conceived by the developers and the LPA as providing holiday accommodation and second homes rather than meeting local needs. It also provided little in the way of Affordable housing (and notwithstanding that the developers have recently applied for a relaxation in that requirement claiming that with any Affordable housing requirement the development was not viable in current market conditions.).

2. To date however, only one block with permission for 170<sup>5</sup> units has been converted externally and either completed or taken to 'second fix' stage; the second block (known as 'the Wardroom') lies stripped down and derelict with severe structural problems; the site has been idle for 5 years now (with no sign whatsoever of building activity currently taking place on site) and the original landowning company has gone into receivership. While the site has now been sold by the receivers there is no evidence of work recommencing. It is understood that the developer intends to focus on fitting out flats to get them ready for rental in the existing 'Atlantic House' block but has recognised that the new build element in particular may never be built because of the severe ground conditions revealed in their investigations prior to purchase.

3. Recent (December 2013) investigations have revealed that

- A significant proportion of the flats in Atlantic House are being used for holiday lettings. They feature on three different holiday lettings websites featuring Dorset holiday lets. Some 20 different flats were listed on these sites as being holiday lets.
- Information from WPBCs Electoral Unit reveals that at September 2012 of the 207 properties recorded in the Electoral Survey of that date, 186 were void and only 32 were occupied with the householder register there as a voter.

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<sup>4</sup> <http://www.dorsetforyou.com/343603>

<sup>5</sup> There seems to be a considerable variation between the no of homes permitted in this block and those recorded below!

- Information re Council Tax obtained via a Freedom of Information request<sup>6</sup> reveals that (i) they have recorded a total of 197 completed dwellings. However of these 40 have yet to be banded (ii) only 78 are occupied for Council Tax purposes as a main home (iii) 11 are classified as second homes (iv) only two properties are paying business rates as holiday lets (in contrast with the above information!)
4. In respect of the second (Wardroom) block features of concern are
- The extensive concrete edge beam damage that is evident
  - The extensive steel RSJs that have had to be inserted at ground floor level to address movement in the structure.
5. In my view in the absence of a competent structural engineers report and an independent viability study into the feasibility of the reuse of this structure the LPA should not be relying on the recommencement of development this site in terms of a local plan allocation.
6. It is also considered this site does not meet the test set out in NPPF47 and footnote 11 and should be deleted from the Local Plan in policy terms ( given that there is a valid planning permission the development can continue if viable and technically achievable) It should also be discounted from any housing land supply calculations. Even more importantly it does not meet the needs of the residents of Portland in terms of type, size or location of housing.

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<sup>6</sup> Letter from WPBC dated 26.9.13