

Question	Answer for site 1	Answer for site 2	Answer for site 3
What is the name of the site?	Weymouth	Portland	Wool
What is the size of the site in hectares?	18	5.6	58
Is the site commercial, residential, or mixed-use (a combination of commercial and residential)?	Mixed-use	Mixed-use	Commercial
<p>If the site is commercial, set out the estimated impact of the site over 10 years.</p> <p>What evidence is there that the site will drive development of previously undeveloped land and fulfilment of growth potential?</p> <p>If you have statistics for the following, you should include them in your answer:</p> <ul style="list-style-type: none"> • increase in GVA (gross value added) • new commercial space created • planning use class • the level of relative underdevelopment of proposed sites • new employment creation (additional jobs) • unfulfilled potential growth 	N/A		<p>The site adjoins Dorset Innovation Park, Dorset's only Enterprise Zone (EZ), which is developing into an advanced engineering cluster of excellence for the South West, building on existing strengths in the marine, defence, energy and cyber security sectors. Interest in the current site has grown with the establishment of the MOD Battle Lab and potential development sites within the existing EZ are limited. Lessons learned from the EZ will be used in the design and development of the Investment Zone. Development will be of planning use B2 (general industrial) and E (commercial, business, and service). Economic Impact Modelling using the AMORE model shows the site has the potential for 580,000m2 new commercial space created, 3,900 direct FTE jobs leading to a total of 6,250 new FTE jobs including supply chain and household income effects, and a £280m direct increase in GVA, or £400m including supply chain and income effects.</p>
<p>If the site is mixed-use (a combination of residential and commercial), set out the estimated impact of the site over 10 years.</p> <p>What evidence is there that the site will drive development of previously underdeveloped land, fulfilment of growth potential, and additional or accelerated housing supply?</p> <p>If you have statistics for the following, you should include them in your answer:</p> <ul style="list-style-type: none"> • increase in GVA (gross value added) • new commercial space created • new employment creation (additional jobs) • planning use class • new residential units • the level of relative underdevelopment of proposed sites • increase in land value uplift • unfulfilled potential growth • the level of unmet housing need currently in your MCA, UTLA or Freeport 	<p>The Weymouth Investment Zone is focused on Weymouth town centre, at the heart of England's least socially mobile constituency. The Investment Zone is based on an adopted Supplementary Planning Document (SPD) which gives a planning policy base and sets out a number of specific regeneration sites which are included within the proposed Zone boundary.</p> <p>Weymouth Investment Zone can be the catalyst for bringing to life the Weymouth harbourside vision: Redeveloping disused sites to provide homes and jobs in a leisure focused development, opening-up the waterfront to pedestrians and cyclists and reducing the domination of car movement. The designation of the Investment Zone will accelerate the implementation of this regeneration by giving the SPD momentum through profile and funding mechanisms and will help align public and private investment to uplift the social and economic opportunity within Weymouth. The allocation of Weymouth Investment Zone will assist with the drive to bring about a step change in the fortunes of Weymouth. The Weymouth Investment Zone incorporates the following development opportunities:</p> <ul style="list-style-type: none"> •Mixed use – predominantly leisure: 5.02 ha •Mixed use – residential with commercial/community: 7.04 ha •Residential: 3.26 ha •Commercial: 2.46 •Total Development opportunity: 17.78 ha <p>Economic Impact Modelling using the AMORE model shows the Weymouth Investment Zone has the potential for 193 new dwellings, 58,080m2 new commercial space created, 4,714 new FTE jobs and £273.7m increase in GVA.</p>	<p>This Investment Zone is focused on Portland Port together with one residential site in Castletown – Ocean Views, Phase 2 (Hardy's blocks only). The residential element will provide 157 apartments. The employment land development will be of planning use B2 (general industrial) and E (commercial, business, and service). This is a unique Dorset site in a former Royal Navy establishment, with 24 hour security, waterside locations and port facilities for non-containerised operations.</p> <p>Economic Impact Modelling using the AMORE model shows the site has the potential for 46,000m2 new commercial space created, 1,200 direct FTE jobs leading to a total of 1,900 new FTE jobs including supply chain and household income effects, and a £58m direct increase in GVA, or £95m including supply chain and income effects.</p>	N/A

How will the proposed Investment Zone avoid deadweight, negative displacement, transfers, substitution and leakage?	<p>There is acute need for more housing in Weymouth. Housing in Dorset is some of the least affordable outside of London and the Southeast, with median house prices 12.22 times median wages. Weymouth has some of Dorset's highest levels of housing waiting lists. Research by Shelter in 2018 showed that Weymouth and Portland had one of the highest rates of homelessness in South-West England. Furthermore, the number of children in temporary accommodation was the 47Th highest in England and the highest is the South-West. In June 2022, there were 3082 households on Dorset Council's Housing Register of which over a quarter had a local connection to the Weymouth and Portland area.</p> <p>Dorset Council's planning policy is for 35% of housing in new developments to be affordable. With over 10 ha of residential and mixed-use development proposed, the Investment Zone will help address these serious housing needs. With such a large demand for housing, the deadweight from this development will be minimal.</p> <p>35% of the commercial and mixed-use development proposed for the Weymouth Investment Zone is expected to be retail. We consider the new retail developments to be displacement, as nationally, there is an excess or retail space.</p> <p>The Weymouth site features significant waterside areas which are prone to flooding and therefore unsuitable for ground floor residential accommodation and are subject to relevant planning restrictions. These areas will have buildings with residential units above ground floor commercial units used for leisure, retail and office space. While these uses are subject to relatively high displacement factors, they are those most suited to both the locations and the building type.</p>	<p>Dorset has a very high quality landscape, with over two thirds of the County designated Area of Outstanding Natural Beauty, many internationally important protected biodiversity sites, and almost all of the coastline designated a UNESCO world heritage site. Development is therefore very constrained. The area around Portland Port is one of the very few parts of the Dorset coast not designated as a World Heritage Site and unique in terms of the infrastructure, specialist functions of the site and employment land available. Dorset has historically had very low rates of unemployment but issues of underemployment, skills shortages, and an aging workforce: Displacement and leakage will be minimal. The Dept of International Trade has designated Dorset as a "High Potential Opportunity" for aquaculture, and Portland is key to this nascent but fast growing sector.</p>	<p>Dorset has a very high quality landscape, with over two thirds of the County designated Area of Outstanding Natural Beauty, many internationally important protected biodiversity sites, and almost all of the coastline designated a UNESCO world heritage site. Development is therefore very constrained. Dorset has historically had very low rates of unemployment but issues of underemployment, skills shortages, and an aging workforce. Employment land demand outstrips supply and displacement and leakage will be minimal.</p>
Do you know the name of the individual or organisation who owns the site's land?	No	Yes	Yes
If you know the name of the individual or organisation who owns the site's land, enter the name for each site.	<p>The proposed Zone covers a range of regeneration sites across Weymouth town centre, there is a clear and obvious focus on sites neighbouring the waterside at the harbour and marina. Development sites have been included that match the existing Weymouth Supplementary Planning Document (SPD) and Local Plan policy base. As a consequence there are a range of properties within the Zone boundary to ensure a logical and contiguous site. We have not been able to contact all landowners within the boundary of the site but it should be noted that the council is the majority landowner within the boundary (approx. 60%) and has ownership of all vacant development plots. For the purposes of responding to the follow up question below, answers are drafted in the context that Dorset Council is the majority landowner.</p>	Portland Port Group (employment land) and Commer Group UK (housing land)	[Details provided]
Is the landowner happy for the land to become an Investment Zone, and be used for Investment Zone purposes?	Yes	Yes	No
What is the name of the local planning authority for the site?	Dorset Council		
Does the local planning authority's leader support the site becoming an Investment Zone?	Yes		
What are the top three priority sector codes (SIC) for the site: Priority Sector Code 1?	14 : Business administration & support services (N)	3 : Manufacturing (C)	13 : Professional, scientific & technical (M)
What are the top three priority sector codes (SIC) for the site: Priority Sector Code 2?	18 : Arts, entertainment, recreation & other services (R,S,T and U)	13 : Professional, scientific & technical (M)	3 : Manufacturing (C)
What are the top three priority sector codes (SIC) for the site: Priority Sector Code 3?	9 : Accommodation & food services (I)	14 : Business administration & support services (N)	10 : Information & communication (J)
Does the site already have planning permission?	No		
If the site does not have planning permission, will it have planning permission (in whole or in part) by 30 September 2023 for the proposed Investment Zone site activities?	Yes	Yes	No
Is there a master developer in place for the site?	No	Yes	No
If there is a master developer in place for the site, are they happy for the site to become an Investment Zone, and be used for Investment Zone purposes?	N/A	Yes	N/A
Can you fund the proposed Investment Zone site from your existing budgets?	No		

If funding is not currently available to deliver any of the sites, tell us how you intend to source this funding, including how much money you think you'd need to borrow.	The council have a good understanding of strategic constraints that would influence the cost of bringing forward the Weymouth zone. Through council investment and confirmation Dorset has been successful in securing Levelling Up Funding, issues such as utility instalation, highways capacity, and land assembly will be addressed. The level of cost detail available varies across sites within the zone. A number of council owned sites are being progressed for regeneration and cost estimates are available, for other elements of the zone development proposals have not yet commenced and costs will need to be developed. The council will look to finance the delivery of sites through a combination of Levelling Up funds, Community Infrastructure Levy contributions, borrowing funded through the Investment Zone business rates mechanism, and private sector investment. a detailed business case, including costs and finance, would be produced at delivery plan stage.	This site is in private ownership. The site owner would be required to fund any additional site infrastructure. The council could investigate potential public funding sources to assist in the event there is a site viability gap. Elements of the site are either on the market or allocated for additional employment land release. The site benefits from good existing road and marine infrastructure and it is unlikely that further significant off site road infrastructure will be required. Some internal site utility capacity and road works will be required to enable future development plots to be brought forward. The exact budget requirement to bring forward the entire site is not known and would be subject to a detailed business case to be drafted with the site owner at delivery plan stage.	
Is there any existing governance or delivery vehicle to progress the Investment Zone proposals?	No		
Where governance or delivery vehicles are not currently in place, what is the timeline for establishing these?	Dorset Council will build on its experience gained with the Dorset Enterprise Zone (see site 3) and design and implement a delivery vehicle adapted to the needs of the site and Investment Zone status. This arrangement will include key delivery partners and significant private sector investors / landowners where they have an interest in the Zone. In November 2015, the Government announced that there was to be an Enterprise Zone in Dorset from April 2017. Based on the experience gained with this broadly similar project, it is anticipated it would take 12 months to implement the proposed Investment Zones governance.	Dorset Council will build on its experience gained with the Dorset Enterprise Zone (see site 3) and design and implement a delivery vehicle adapted to the needs of the site and Investment Zone status. In November 2015, the Government announced that there was to be an Enterprise Zone in Dorset from April 2017. Based on the experience gained with this broadly similar project, it is anticipated it would take 12 months to implement the proposed Investment Zones	The proposed zone neighbours an existing Enterprise Zone which is in council ownership. There is an existing governance arrangement in place, a council led committee, which provides governance oversight and strategic direction. Membership includes senior partners in the Enterprise Zone such as the MOD and Dorset LEP. This arrangement would be extended to cover the Investment Zone site which would, in effect, become an extension of the existing site.
Have local stakeholders been engaged?	Yes		
Does the site have the support of the relevant MP?	Yes		
If there are any land assembly issues, what is your approach for managing these?	In the Weymouth Investment Zone area, some site assembly will be required. Dorset Council already owns the freehold of circa 60% of the site and will prioritise these developments to kickstart wider investment/development. However, for some of the zone to come forward it will be necessary to buy out existing leases (e.g. around Commercial Road, New Bond Street and Asda) to facilitate these developments. Much of the land around Westwey Road is in public sector ownership outside of the council, discussions/ negotiations for this will be considered through One Public Estate (OPE). As mentioned in the governance response the council will look to involve appropriate private sector partners and will take the lead in working with landowners to bring forward comprehensive delivery of the Zone. If required the council will look to use statutory powers to faciliate land assembly.	No - site in ownership of two organisations, each of whom specialise in their specific type of operations.	The majority of the land ownership relates to a large country estate. Relations between Dorset Council and the majority landowner are generally good. There is no indication to suggest the minority landowners would oppose the IZ but if they do not wish to participate the proposed IZ boundary could be withdrawn, as the smaller pockets of land are on the periphery of the proposed site.
Do you agree in principle to ensure that outstanding planning matters impeding early delivery are brought to resolution to an accelerated timetable (enabling additional delivery within the next 2 years)?	Yes		
Tell us how you would speed up delivery and any anticipated additional development.	The area benefits from an extant commitment to regeneration in a statutory development plan, backed up by an adopted Supplementary Planning Document (SPD). A significant area of land is within public ownership (including Dorset Council land), as well as private and leasehold interests, and the Council has been involved in constructive conversations with Homes England. A key barrier to delivery is the cost of coastal flood risk mitigation. Community Infrastructure Levy funding is only sufficient to cover part of the overall flood defence cost, and measures will need investment in phased stages. Therefore, an associated challenge is to ensure development can come forward in advance of the strategic infrastructure with suitable site-specific measures, which in turn affect build costs/viability. In advancing the site as investment zone, the Council will consider a range of options for streamlining the planning process, including a refresh of the SPD with delivery-focused development briefs, backed up by EIA screening (and Appropriate Assessment where needed), and using our leverage taking account of the Council's role as a significant landowner. The use of a Local Development Order is also a possible option which will be considered and assessed as part of the package of delivery initiatives.	The area has the benefit of statutory policy commitments in both the adopted local plan and made Portland Neighbourhood Plan. These recognise the value of a strategic approach to comprehensive planning in the area, based upon a private, public and community partnership. There are extant permissions for some development and a Harbour Revision Order permits certain port-related activities within the operational port, but viability for adjacent residential has seen the stalling of a partly completed development of around 350 dwellings. Portland and specifically Comer has struggled to attract landowner interest in bringing forward their remaining consented development sites. There has been low demand for the 350 residential units and undeveloped sites in Comer and Weares have remained dormant for a considerable time. A Local Development Order could be considered for these but may not deliver the desired effect in the absence of a reduction in development costs needed to facilitate viability.	Some of the area is already the subject of market interest and, other than flooding and heathland mitigation measures, should not have any insurmountable deliverability costs. However, the rail level crossing is a physical constraint to traffic flows and increases in traffic (particularly during the summer months) is an issue for residents and businesses at the nearby Innovation Park. The adjacent land at the Innovation Park has the benefit of enterprise zone status and a local development order. An LDO for an investment zone may not be necessary to incentivise or accelerate residential development and so efforts to streamline delivery would need to focus on public sector partnership with Network Rail and landowners to ensure the necessary heathland mitigation and transport infrastructure is provided, backed up by a masterplan and design brief for the area.

Investment Zones will benefit from a new, faster, and more streamlined consent to grant planning permission, as outlined in the policy guidance. Do you agree in principle to use the framework for developments which do not have existing planning permission, or are not expected to have planning permission by 30 September 2023?	Yes		
What is the impact of the Investment Zone on the financial position of constituent local authorities?	<p>Dorset Council is financially stable and is underpinned by strong financial governance as endorsed by a recent Local Government Association (LGA) a peer review. Like all Councils, Dorset is currently facing the financial challenging of rising inflation and demand for services. The Council is developing robust plans to mitigate this risk.</p> <p>The investment zone is not anticipated to have a detrimental impact on the Councils financial position. Finance colleagues are part of the Councils investment zone team, and will be closely involved with the development of proposals to ensure that they remain realistic and affordable.</p>		
What is the timeline for delivery of development?	<p>The adopted Weymouth Town Centre SPD provides the overall planning basis for Weymouth Investment Zone. Delivery of Weymouth Investment Zone will be undertaken on a phased basis. Archaeological investigations at one of the harbourside locations is underway and the associated planning application is expected to be submitted within the next 6 months.</p> <p>Discussion around site assembly can similarly be commenced in the short-term. Some of the areas in this site are unmade up ground and subject to abnormally high development costs. Most are subject to practical and planning constraints related to flood risk. Simplified planning through a Local Development Order or similar coupled with tax incentives will help mitigate the expense of site development.</p> <p>The development of some locations are dependent upon other parts of the Investment Zone coming forward beforehand, whilst others require improvements to the park and ride site (outside on the Investment Zone) and integrated transport hub to come on stream first.</p> <p>Dorset Council has submitted two Levelling Up Fund bids to government. The success of these will accelerate some of the earlier phases of the Weymouth Investment Zone plans. If successful, construction will commence in 2023 with the first units available in 2024. The site has potential for the short, medium, and longer term and some construction phases are likely to continue into the 2030s.</p>	<p>This Site is ready for development - the tax and planning incentives of IZ status will spur development, making the process both faster and more cost-effective, overcoming two of the barriers to development on this site. Progress will be market-driven, and building could start in 2023 if the interest being shown in the site leads to firm decisions to proceed this year.</p>	<p>The Wool Investment Zone is currently a greenfield, predominantly agricultural site, which is to form a southern extension to Dorset Innovation Park, Dorset's only Enterprise Zone (EZ). The development of Wool Investment Zone will be modelled on the process used for establishing the Local Development Order (LDO) covering the Enterprise Zone. It is important that the LDO, EZ and Investment Zone all work together and complement each other as the southern extension will share the same gateway entrance to Dorset Innovation Park. Once the planning arrangements are in place and the site boundary made secure then the southern extension to Dorset Innovation park can be marketed to prospective tenants. This site is at an early stage of development.</p>
In principle, do you agree to require mitigation, either on or off site, or any environmental impacts of the proposed Investment Zone development?	Yes		
What is the proposed Investment Zone's alignment with wider local strategies?	<p>The Weymouth Investment Zone is aligned with strategic delivery in Dorset. The emerging Dorset Local Plan stresses the regeneration of Weymouth Town centre, improving the first impressions of the area, and making it an attractive environment. The Weymouth Town Centre (SPD) vision is for Weymouth "to be a place of unique character and distinctiveness, which builds on its maritime heritage and family friendly offer, to provide a vibrant mix of shopping, culture and leisure activities, supported by thriving businesses, tourism, commercial and cultural sectors."</p> <p>Dorset LEP has identified Weymouth and Portland as being in need of intervention in its Prospectus, Strategic Economic Plan "Transforming Dorset", and Economic Vision. Additionally, the Weymouth Investment Zone aligns with the Dorset Local Industrial Strategy which aims to increase productivity, innovation, and earnings across Dorset. It supports Dorset Council's Economic Growth Strategy- to deliver sustainable economic growth; increase productivity and the number of jobs in Dorset; create great places to live, work and visit by enabling enterprise, collaboration, job creation and innovation- and Dorset Council's priorities of:</p> <ul style="list-style-type: none"> •Driving economic prosperity •Creating stronger and healthier communities •Creating sustainable development and housing •Protecting our natural environment climate and ecology •Becoming a more responsive, customer focused Council 	<p>The Portland Investment Zone is strategic aligned with policy and strategic delivery in Dorset. Dorset LEP has identified Weymouth and Portland as being in need of intervention in its Prospectus, Strategic Economic Plan "Transforming Dorset", and Economic Vision. "Transforming Dorset" promotes an innovative economy, driven by key sectors including the advanced engineering and manufacturing sector, and to attract and retain a highly skilled workforce. Dorset is still at the forefront of defence related contracts and a significant cluster of maritime and defence businesses are based in Weymouth and Portland. Similarly, the Portland Investment Zone aligns with the Dorset Local Industrial Strategy which aims to increase productivity, innovation, and earnings across Dorset.</p> <p>The Western Dorset Economic Growth Strategy includes the Portland Investment Zone as a strategic Homes and employment site. The Investment Zone supports Dorset Council's Economic Growth Strategy- to deliver sustainable economic growth; increase productivity and the number of jobs in Dorset; create great places to live, work and visit by enabling enterprise, collaboration, job creation and innovation – and Dorset Council's priorities for:</p> <ul style="list-style-type: none"> •Driving economic prosperity •Creating stronger and healthier communities •Creating sustainable development and housing 	<p>The Wool Investment Zone fully aligns with the aims of the Dorset Local Industrial Strategy, which aims to increase productivity, innovation, and earnings across Dorset.</p> <p>The Wool Investment Zone builds on the Existing Dorset Innovation Park Enterprise Zone and contributes to Dorset Council's key priorities for Economic Growth and growth in key sectors, including advanced engineering and manufacturing, maritime commercial opportunities, aquaculture, and tourism.</p> <p>Dorset Council's Economic Growth Strategy focuses on delivering sustainable economic growth, increase productivity and the number of jobs in Dorset, create great places to live, work and visit by enabling enterprise, collaboration, job creation and innovation.</p> <p>Dorset LEP's Strategic Economic Plan "Transforming Dorset" aims to ensure an innovative economy, driven by key sectors including the advanced engineering and manufacturing sector, and to attract and retain a highly skilled workforce. With the newly established Battle Lab research centre (a joint-venture between Dorset Council, MOD and Dorset LEP) at Dorset Innovation Park and a significant cluster of maritime and defence businesses in Dorset, the Wool Investment Zone will be well placed to build on these strategic opportunities.</p>