

Business and Employment	
Aim	<i>Strengthen the Island's business function</i>
Objectives	<ul style="list-style-type: none"> • Protect existing employment spaces • Facilitate appropriate conversions and extensions of local business space • Enable business hub development in local building if justified • Set criteria for developing land for business development • Set criteria for new business development to priority and growth industries • Establish policy that supports conversion of redundant buildings for business purposes • Encourage creation of business start-up units • Encourage and facilitate northern arc masterplan approach • Support development that provides for local education and training opportunities • Encourage development to bring about better connectivity for all

Policy no and Title	Policy Wording	Narrative Context
Policy No. Port/BE1 Protecting Existing Employment Sites and Premises	Outside the 'key employment areas' shown on Map 10, development proposals that would result in the loss of existing employment sites or premises should demonstrate that: i. there is no viable alternative employment or community use; and ii. that the site or premises have been vacant for at least 18 months, during which time it has been actively marketed at the current market rate.	Key employment sites are designated by Local Plan Policy Econ 2 as <i>Within key employment sites (as identified on the policies map) applications for B1 (light industrial), B2 (general industrial), B8 (storage and distribution) and other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses. ii) The use of key employment sites for employment purposes other than B1, B2 and B8 may be appropriate if it can be proven that the use provides on-site support facilities or demonstrates an economic enhancement over and above B1 / B2 / B8 uses. Such development will not prejudice the efficient and effective use of the</i>

		<p><i>remainder of the employment area. iii) Retail uses will not generally be supported. Exceptionally, uses which have trade links with employment uses or are un-neighbourly in character (such as car showrooms, tyre and exhaust centres, or trade counters) may be permitted on employment sites which have good access to a range of transport options. iv) Other uses that do not provide direct, on-going local employment opportunities will not be permitted.</i></p> <p>Map 10 indicates the policy areas which are considered key employment sites . This is consistent with the aspirations set out in the Portland Economic Vision.</p> <p>The policy covers other areas with a period constraint to ensure that time is allowed to consider appropriate uses for these.</p>
<p>Policy No. Port/BE2 Up-grading of Existing Employment Sites and Premises</p>	<p>Proposals which lead to the improvement, modernisation or upgrading of current employment sites and premises will be welcomed and supported, subject to: i. there being no significant adverse impacts on the amenity of neighbours, visitor attractions and facilities and the character of the area; ii. it will not have an unacceptable adverse impact on the transport network and parking conditions; iii. wherever appropriate, it reflects the maritime and industrial character of the area in which it is located; and iv. it will not have any other unacceptable environmental impact.</p>	<p>A positive approach to supporting new and developing economic opportunities</p>
<p>Policy No. Port/BE3 New Employment Premises</p>	<p>Development proposals to create new employment premises within or adjacent to settlement areas will generally be supported provided they can be shown to benefit the local economy, except where: i. there would be a significant adverse impact on neighbours as a result of noise, light pollution, increased traffic levels, increased flood risk or inadequate provision of parking; ii. the development would result in significant adverse environmental or highway problems; iii. appropriate</p>	<p>Similar to BE2 in its intentions</p>

	access cannot be provided; or iv. the development would result in the loss of one or more dwelling-houses.	
Policy No. Port/BE4 New Business Centres	The conversion, adaptation and use of redundant buildings for start-up businesses, small business hubs and training centres and will be supported.	Similar again to BE2
Policy No. Port/BE5 Facilitating Home Working	The extension of existing homes and provision of outbuildings to support home working may be acceptable, provided: i. the scale and design of the development is sympathetic to the character of the existing buildings and surrounding area; ii. the outbuilding or extension will remain available for business use ancillary to the primary use as a dwelling; and iii. the development would not result in a significant adverse impact on the environment, residential amenity or cause harm by increased traffic movements.	This policy recognises the changing nature of work
Policy No. Port/BE6 The Northern Arc	<p>A comprehensive strategic planning approach, based on a private, public and community sector partnership, that will realise the economic and employment potential whilst aiming to improve the environmental quality of the area designated on Map 11 is supported.</p> <p>Any development brought forward regarding the Northern Arc must ensure that it can be implemented without any adverse effect upon the integrity of the European sites.</p> <p>Development proposals should be carefully designed and planned to ensure that no adverse effects on such sites occurs as a result of water pollution stemming from site runoff or dust emissions during construction or the operational stage of all developments.</p>	The policy sets out a positive framework in order to encourage further investment into Osprey Quay, Castletown and the Port estate area and support any proposals in a joined up and related manner. The use of the term 'Northern Arc' is an approach underpinning these intentions