



Council Offices
Three Yards Close
Fortuneswell
PORTLAND
Dorset
DT5 1JN

Tel: 01305 821638

E-mail: office@portlandtowncouncil.gov.uk

17th September 2026

Dear Councillor

You are hereby summoned to attend a **MEETING** of the **PLANNING, HIGHWAYS & LICENSING ADVISORY COMMITTEE**, to be held **at the Portland Community Venue on 23rd September 2026** commencing at 7.00 pm, when the business set out below will be transacted.

Please inform the Clerk if you are unable to attend.

All members of the public are cordially invited to attend the meeting. We respectfully ask you to assist us with managing a safe meeting by contacting the office prior to the meeting to register your intention to attend as numbers admitted may be restricted if excessive.

Agenda and papers are available at www.portlandtowncouncil.gov.uk

Yours faithfully

Jane Miles

Town Clerk

Members: Councillors C Flack (Chair) C Atkins, R Hughes, S Miles, B Plant, K Pope, M Williams, T Woodcock

Mr A Matthews (non-voting public member)

AGENDA

1. Chair's Welcome

2. Apologies for Absence

To receive, and consider for acceptance, apologies for absence (LGA 1972 s85)

3. Declarations of Interest

To declare any interests relating to the business of the meeting and receive any dispensation requests from the Clerk (Localism Act 2011 s29-34)

4. To Approve the Minutes of the Previous Meetings

Members are asked to consider the minutes of the meeting held on **22nd July 2026** at **Annexe A1** and the Extraordinary meeting held on **2nd September 2026** at **Annexe A2** as true and accurate records.

Recommendation:

That Members agree the minutes of the meeting held on **22nd July 2026** at **Annexe A1** and the Extraordinary meeting held on **2nd September 2026** at **Annexe A2** are true and accurate records.

5. To Receive the Chair's Report

6. To Review Updates on Current Planning Applications

7. Democratic Public Half Hour Open Forum

To receive commentary from members of the public wishing to address the meeting. Matters must relate to one of the following categories, and those wishing to speak will be called in the following order:

- Business on the agenda of the meeting.
- Matters where the Town Council has powers or duties.
- Other matters which directly affect the parish of Portland.

8. Review of Planning Applications Notified by Dorset Council

To review and comment on recent planning applications, as notified by Dorset Council, attached as **Annexe B** to the agenda

9. Planning Contravention Issues

None.

10. Highway Matters

- a) St George's Road, double yellow line request – see **Annexe C**

Recommendation - referral to Dorset Council Highways

- b) Speeding and Safety, Weston Road – see **Annexe D**

Recommendation - request speed survey by Dorset Council between junction of Every's Close and St George's Estate Road/Weston Road

c) Speeding Pennsylvania Road

Recommendation – request speed survey by Dorset Council between 151 Weston Street and the junction with Southwell Road/Pennsylvania Road

d) Overhanging tree branches on New Road (both sides) and Fortuneswell (St) John's Church, when wet or windy they catch high sided vehicles and double-decker buses.

Recommendation - request to Dorset Council Highways to trim back

e) Parking on the verges at Weston.

Concerns have been raised over the parking of vehicles on the verge outside Codfathers, in Weston Road, and the potential safety risks.

Recommendation – that this be referred to Dorset Council Highways to highlight the safety risk.

11. Request for a Traffic Regulation Order (TRO)

Cllr Woodcock has written a report regarding a review of parking on the island, specifically in relation to Mulberry Avenue, Castletown and Yeates Road, attached at **Annexe E**. This is for review by the Committee prior to submission to Dorset Council Highways Team.

Recommendation – that the Committee approves the report and that it be submitted to Dorset Council Highways for consideration.

12. Dorset Rights of Way Improvement Plan (ROWIP) Consultation Survey

Approve draft response submitted by Cllr Pete Roper and Mr Andy Matthews, at **Annexe F**.

13. Neighbourhood Plan

Report from Mr Matthews at **Annexe G**.

14. Budget 2027-2028

To consider proposals in respect of 2027-28 budgets, projects, priorities, and reserves within the remit of the Committee. The detailed budgets within the remit of the Committee is attached at **Annexe H**.

Recommendation:

That the Committee considers:

- a) draft 2027/28 budgets as detailed in **Annexe H** to the agenda.
- b) priority projects, activities, and reserves that it wishes to propose to form part of the 2027/28 Council budget.

15. Information Items

a) Date of next meetings

The Committee's next meeting is scheduled to take place at the Portland Community Venue on **28th October 2026** starting at 7.00pm, but there may be a need to hold an extraordinary meeting in August.

**PORTLAND TOWN COUNCIL
PLANNING & HIGHWAYS ADVISORY COMMITTEE
MINUTES OF THE MEETING HELD AT THE PORTLAND COMMUNITY VENUE
ON 22nd JULY 2026 AT 7.00 PM**

PRESENT: Councillors C Flack (Chair), C Atkins, R Hughes, S Miles, B Plant, T Woodcock, M Williams

Andy Matthews, Committee Member

Jane Miles, Town Clerk

IN ATTENDANCE: One member of the public

PH/041/26 – Welcome

The Chair welcomed attendees.

PH/042/26 – Apologies for Absence:

Cllr Pope

PH/043/26 – Declarations of Interest

None

PH/044/26 – To Approve Minutes of Previous Meetings

Resolved to accept the minutes of the meeting on **24th June 2026** as a true and accurate record, thereafter, duly signed by the Chair.

PH/045/26 – Chair's Report

The Chair had no updates.

PH/046/26 – Update on Current Planning Applications

The Chair advised the meeting on outcomes for recent planning applications, results being shown in **Annexe A** to these minutes.

PH/047/26 – Democratic Public Half Hour

None

PH/048/26 – Planning Applications Notified by Dorset Council

The Committee discussed **8** planning applications with a detailed list, including decisions made at this meeting, being held at **Annexe B** to these minutes.

For further information please see Dorset For You / Planning / Portland.

PH/049/26 – Planning Contravention Issues

None

PH/050/26 – Highway Issues

Cllr Woodcock talked about the length of time some temporary traffic lights were left in situ following completion of works. He said that this was something that they should be held

accountable for, and ideally would be in their contract.

Resolved that the Clerk would raise this with the CEO of Dorset Council when she visits in August.

PH/051/26 – Portland Neighbourhood Plan

Mr Matthews gave an overview of the latest situation, which is summarised in the report at **Annexe C**.

PH/052/26 – Information Items

Date of next meeting:

The Committee’s next meeting is scheduled to take place at the Portland Community Venue on **23rd September 2026** starting at 7.00 pm.

Resolved to note the information items.

With the Chair’s thanks, the meeting ended at **19:28**.

Signed(Chair)

Annexe A PHL Committee 22nd JULY 2026

Planning Application decisions made by Dorset Council since 24th JUNE 2026

Application Number	Location	Proposal	PTC Comment	DC Decision
2026/02485	12 Grangecroft Road	First floor extension	SUPPORTED	GRANTED
2026/03115	Hut 4 Field 758 P Bill	Retain existing Beach Hut	SUPPORTED	GRANTED

NEW PLANNING APPLICATIONS AS ADVISED BY DORSET COUNCIL

Planning Reference	Address	Details	Consultation Expiry Date	Comments
P/LBC/2026/02949	Old Lower Lighthouse Portland Bill Road Portland	Replace GRP flat roof, timber windows and internal alterations.	15 th July	Portland Town Council supports this application, subject to the comments from the Conservation Officer.
P/FUL/2026/03391	Hut 22 West Weares Portland	Replacement beach hut.	15 th July	Portland Town Council supports this application, subject to Neighbourhood Plan ST2 Beach Huts.
P/NMA/2026/03402	Land And Buildings Known as Sweet Hill Farm Sweet Hill Road Portland	Non-material amendment to Planning permission P/VOC/2022/07563 (Creation of riding stables and dwelling) - to change roof colour, eaves details and conversion of some door openings to windows and reduction in size of selected window opening		INFORMATION ONLY
P/NMA/2026/03502	Former Perryfield Works Complex Pennsylvania Road Portland	Non-material amendment to Approved P/A WP/18/00883/FUL (Erect four dwellings) to re-position the existing garages and parking bays.		INFORMATION ONLY
P/HOU/2026/02953	17 Westcliff Road Portland	Erect single storey rear extension and create first floor habitable accommodation with side dormer.	21 st July	Portland Town Council supports this application

P/LBC/2026/03087	The Old School House Grove Road Portland	Remove existing manmade roof tiles and replace with natural slate	28 th July	Portland Town Council supports this application, subject to the comments from the Conservation Officer.
P/HOU/2026/03665	65 Reap Lane Portland	Erect a porch	29 th July	Portland Town Council supports this application
P/LBC/2026/02821	Flat 3 The Old Rectory, Old Hill Portland	Remove spray foam insulation and replace with breathable membrane and 200 mm hybrid insulation. Remove No. 3 skylights and addition of extractor vent. Replacement external door & replacement garage door with automatic roller door. Removal of gas fire, alterations to internal layout and internal re-plastering	22 nd July	Portland Town Council supports this application, subject to the comments from the Conservation Officer.
P/FUL/2026/03674	Renewal of ten year planning permission	Hut 2, Field 763 Access To Fields 730 And 764 And 763 Portland DT5 2JT		Portland Town Council supports this application, subject to Neighbourhood Plan ST2 Beach Huts.
P/LBC/2026/0273	Internal alteration to remove partition wall within existing commercial kitchen area	133 Reforne Portland DT5 2AP		Due to the amendment in the plans, Portland Town Council supports this application, subject to the comments from the Conservation Officer.

PHL Committee July 2026 – Neighbourhood Plan and Local Plan Update

As advised in the agenda an update on the progress of the Local Plan is set out below. For the purposes of accuracy this text is taken directly from the Dorset Cabinet agenda paper (Meeting 28th July) with specific points of interest highlighted

Impact on the development of our Neighbourhood Plan

We know that the revised National Planning Framework is intended to be published shortly this would allow us to evaluate the updated content and match our existing plan and potential revisions at an early stage.

What we also know is the continued focus on areas with which we have particular opportunities (e.g defence, clean energy, sustainable tourism segments) and the emphasis to attract appropriate investment to underpin sustainable growth and thereby alleviating elements of historic infrastructure mismatch. In this regard our Neighbourhood Plan and the proactive review remains a key lobbying tool in these times of uncertainty.

As an example of this please see at the end an extract from a paper presented at a recent 'Growth Ambassador's meeting'. The term 'effective governance of any neighbourhood area' will need careful consideration.

Extract from the Dorset Council Cabinet Paper

Executive summary

The national planning context for preparing the Local Plan is undergoing rapid and fundamental change, with significant implications for Dorset's current plan-making approach. The Government is reforming both the planning system and national policy, creating significant risk to continuing under the existing ("legacy") system.

A new plan-making framework is being introduced, requiring Local Plans to be prepared within an ambitious 30-month timeframe set by Government. This system includes structured "Gateway" stages to track and secure progress and introduces Spatial Development Strategies (SDS) to address strategic issues across local authority boundaries. Compared with the legacy system, this approach is more streamlined, proportionate, and reduces the risk of late-stage failure.

The Government's 2024 National Planning Policy Framework (NPPF) significantly increased Dorset's housing requirement, almost doubling the calculated Local Housing Need, and imposed a December 2026 submission deadline for legacy plans. Recent consultation on potential sites to meet the development needs generated over 9,000 responses, raising issues that need resolution. Further assessments of landscape impact within the National Landscapes are needed alongside further consideration of heritage impact.

As a result, it is no longer possible to produce a sound Local Plan under the legacy system by the Government-imposed deadline of December 2026. This position is

reflected nationally, with many other local planning authorities transitioning to the new system. Additional risk arises from the pending 2026 NPPF, as any legacy plan would need to align with both the 2024 and 2026 Frameworks, with policies that are not compliant with the 2026 NPPF becoming redundant immediately upon adoption.

The new system offers key advantages: clearer focus on local priorities and sites, earlier weight for emerging plans in decision-making, and the introduction of Spatial Development Strategies at the regional level which will address much of the strategic matters covered by the duty to cooperate. Alignment with Wessex regional partners, who are already progressing under the new system, is critical to ensure coordinated planning, influence over strategic decisions, and optimal outcomes for Dorset.

Arrangements for moving ahead under the new plan-making system are set out in the report including delegation to the Corporate Director for Planning in consultation with the Cabinet Member for Planning for various parts of the plan-making process. The process begins with a formal Notice of Intent to Commence Plan making and a minimum four-month scoping phase. Cabinet and Full Council approval will be required for the two key consultation stages and for adoption.

English Devolution and Community Empowerment Act 2026

- Creates '**Strategic Authority**' as the building block of English Devolution
 - Three progressive tiers established: **FSA** → **MSA** → **EMSA**
- Defines nine specific '**areas of competence**' for Strategic Authorities:

• Transport & local infrastructure	• Health, wellbeing, public service reform
• Skills & employment support	• Public safety
• Housing & strategic planning	• Culture
• Economic development/ regeneration	• Rural affairs & coastal communities
• Environment & climate change	

Late amendments

- Extends the **General Power of Competence** – and a 'right to request' further powers
- New duty to make 'appropriate arrangements for **effective governance of any neighbourhood area**' - framework and guidance due in summer

Links

Formal Press Release - [Dorset Council Local Plan Consultation Update](#)

Dorset Cabinet meeting 28th July – Agenda item 10 Local Plan -[Agenda for Cabinet on Tuesday, 28th July, 2026, 6.30 pm - Dorset Council](#)

Agenda item 8 – Destination Development -[Appendix 2 DorsetLVEPDestinationManagementPlanFINALv111.pdf](#)

AM

22nd July 2026

Portland Town Council
Planning, Highways & Licensing Advisory Committee
Minutes of the Extraordinary Meeting held on Wednesday
2nd September 2026, at 7.00pm

PRESENT: Councillors C Flack (Chair), S Miles, B Plant, T Woodcock

Andy Matthews, Committee Member

Jane Miles, Town Clerk

IN ATTENDANCE: No members of the public

PH/053/26 – Welcome

The Chair welcomed attendees.

PH/054/26 – Apologies for Absence:

Cllrs Atkins, Hughes, Pope and Williams

PH/055/26 – Declarations of Interest

Cllr Miles, non-pecuniary interest as she is a Trustee of the Sy George's Centre.

PH/056/26 – Democratic Public Half Hour

None

PH/057/26 – Planning Applications Notified by Dorset Council

The Committee discussed **5** planning applications with a detailed list, including decisions made at this meeting, being held at **Annexe A** to these minutes.

For further information please see Dorset For You / Planning / Portland.

PH/058/26 – Information Items

Date of next meeting:

The Committee's next meeting is scheduled to take place at the Portland Community Venue on **23rd September 2026** starting at 7.00 pm.

Resolved to note the information items.

With the Chair's thanks, the meeting ended at **19:10**.

Signed(Chair)

NEW PLANNING APPLICATIONS AS ADVISED BY DORSET COUNCIL

Planning Reference	Address	Details	Consultation Expiry Date	Comments
P/FUL/2026/03410	Land adjacent to new housing development rear of former gatehouse West Way Southwell Park Portland DT5 2NS	Erection of 2 No dwellings	11 th Aug	Portland Town Council supports this application. It should, however, be noted that Neighbourhood Plan BE1 highlights this location as an employment area.
P/FUL/2026/00396	93 Weston Road Portland DT5 2DA	Continued use as a restaurant/cafe but with the ability to deliver food away from the site.	15 th Sept	Appeal Ref 6014239 The business has been closed for months due to unable to recruit a chef and the premises are currently up for sale. In accordance with HC5 of the NPPF (Revised August 2026) these premises meet the criteria of both 1a and 1b in as such it is within reasonable walking distance of Atlantic Academy Portland, and have previously been subject to a large amount of anti-social behaviour, pollution from delivery drivers waiting to collect orders.

P/LBC/2026/04079	St Georges Centre Reforne Portland DT5 2AN	Installation of defibrillator to external wall	3 rd Sept	Portland Town Council supports this application.
P/FUL/2026/04439	Hut 13 field 767 Access track to fields 758and 766 to 769 Portland Bill DT5 2JT	Temporary siting of beach hut	10 th Sept	Portland Town Council supports this application, subject to conforming with Portland Neighbourhood Plan ST2 – Beach Huts.
P/FUL/2026/04002	Land at Victoria Square East of Lerret Road, Chiswell Portland, DT5 1AL	Installation of one 11kV switch room building at the existing Portland SSEN owned substation site and bring the land back into operational use. Planning permission is also sought for the perimeter fencing recently erected around the area proposed to be reinstated and incorporated into the existing operational extent of the Portland Electricity Substation	10 th Sept	Portland Town Council supports this application.

Annexe B to Planning Meeting Agenda
Dated 23rd September 2026

NEW PLANNING APPLICATIONS AS ADVISED BY DORSET COUNCIL

Planning Reference	Address	Details	Consultation Expiry Date	Comments
P/LBC/2026/04925	141 High Street Fortuneswell Portland DT5 1JH	Restoration of damaged roof tiles	1 st October	

Parking at St George's Road

From a Resident:

I would like to request that double yellow lines be considered for installation on the corner of St Georges Road Portland DT5 2AT.

Vehicles are regularly parked on the corner, which makes it difficult to safely access and exit my driveway. When cars are parked close to the corner, they significantly restrict the available space and make it particularly difficult to manoeuvre onto or off the driveway.

I am concerned that this is also creating a potential obstruction and road-safety issue for vehicles using the road, as well as making access to my property unnecessarily difficult.

I would be grateful if the council could assess the location and consider introducing appropriate parking restrictions, such as double yellow lines, to keep the corner clear.

I would be happy to provide photographs showing the problem and the difficulties caused by vehicles parking at this location.



Speeding and Safety Weston Road

From a resident:

I'm contacting you about the ongoing speeding and road safety problems on Weston Road, particularly around the level crossing, Everys Close and the mini roundabout.

I've been reporting this for some time now to Dorset Road Safe, Dorset Police and Dorset Council. Dorset Road Safe have added the location to their enforcement list, their camera van has attended, and the No Excuse team have also been made aware. I've also made several police reports about a particular motorbike which repeatedly races along the road, including late at night.

I've also raised the wider issue with Lloyd Hatton MP's office. They told me they have received a significant number of similar road safety concerns from constituents, and that Lloyd intends to raise these issues with Dorset Council and Dorset Police as part of wider work on road safety across Weymouth and Portland.

Unfortunately the problem is still happening every day. During the afternoon and evening especially, vehicles regularly come down Weston Road at what appears to be well over 30mph and sometimes brake very late approaching traffic or the level crossing. Tailgating and generally impatient driving are also common.

At 22:56 tonight the same distinctive motorbike again came down Weston Road at very high speed with the engine/exhaust at full volume and woke our baby. This happens repeatedly and is having a real impact on us as residents.

I've also been told that the last speed survey for the area was in 2019. Seven years later, with further development and more vehicles now using roads such as Everys Close, I think it would be reasonable for the situation to be looked at again.

Dorset Council have indicated that no local councillors have currently requested further action, so I wanted to approach you directly.

Would you be willing to support a new traffic/speed survey for Weston Road and ask the Highways/Road Safety team to look again at what measures could be appropriate? I would also be interested in whether a Speed Indicator Device or Community Speed Watch could be considered, and whether this could be raised through the Town Council's highways work.

I'm not expecting every driver to be caught, but the current situation doesn't feel acceptable and I'd really appreciate some local support in getting it properly reassessed.

Request for Traffic Regulation Order and Parking Restrictions – Portland

1. Purpose of the Request

I am requesting that Dorset Council formally review the current parking arrangements in Portland, with particular attention to ****Mulberry Avenue, Castletown, and Yeates Road****.

There have been ongoing concerns regarding the availability, management and enforcement of parking restrictions in these locations. These issues have had a significant and continuing impact on local residents, businesses, visitors, public transport, pedestrians and emergency services, particularly people living in vehicles in these 2 locations for significant periods of time (over 2 years in some cases).

I believe a comprehensive review is required to establish whether the existing arrangements remain appropriate and whether additional or amended parking restrictions are necessary.

I would therefore ask Dorset Council to consider the introduction of an appropriate ****Traffic Regulation Order (TRO)**** and associated parking restrictions.

2. Matters for Consideration

I respectfully request that the Council consider:

1. The current availability of parking and the level of demand in the affected areas.
2. Whether the existing parking restrictions are adequate and being effectively enforced.
3. The impact of inappropriate or prolonged parking on residents, businesses and other road users.
4. Whether additional parking provision or alternative arrangements could be made available.
5. Whether changes to restrictions, signage, permits or enforcement arrangements would improve the situation.
6. The safety and accessibility implications arising from vehicles being parked on pavements or otherwise obstructing the highway.
7. The effect of parking arrangements on buses, emergency services and other large vehicles.
8. Whether a permanent TRO would provide a more effective and enforceable solution to the problems currently being experienced and a long term permanent solution.

3. Background – Mulberry Avenue, Castletown, Portland

Safety and parking-related issues have been experienced in the area of Mulberry Avenue for at least two years.

Particular concerns relate to campervans, caravans and vehicles being used for extended periods of occupation. These circumstances have resulted in a number of significant problems for residents and other road users.

3.1 Public Health and Environmental Concerns

There have been concerns regarding the disposal of human waste onto the roadside and into drainage systems. Some of these drains discharge directly towards the sea, close to bathing areas and beaches. The shrubs and bushes at the end of the road are constantly being used to urinate and defecate.

This creates obvious concerns regarding public health, environmental protection and the cleanliness of an area used by residents and visitors.

3.2 Obstruction of Pavements

Vehicles have been parked on the pavements on the north-west side of Mulberry Avenue.

This creates difficulties for pedestrians and can particularly affect wheelchair users, people with mobility difficulties and parents or carers using pushchairs.

3.3 Impact on Public Transport

The **Number 11 First bus service** has experienced difficulties navigating Mulberry Avenue, particularly during the summer months when parking pressures increase.

On occasions, the road can become sufficiently obstructed to make passage difficult or impossible. This has the potential to affect the reliability of the bus service and access for residents and visitors.

3.4 Emergency Service Access

There are also concerns that inappropriate or obstructive parking could impede access for emergency service vehicles to operate within the area, particularly with an operational airfield close by.

Maintaining adequate access for ambulances, fire appliances and other emergency vehicles should be a key consideration when assessing any proposed parking restrictions.

3.5 Impact on Residents

Residents of Mulberry Avenue have raised concerns about a number of issues associated with prolonged occupation of vehicles in the area, including:

- * Unpleasant smells associated with the disposal of human waste.
- * Accumulation of rubbish.
- * Anti-social behaviour.
- * Unsightly or inappropriate vehicles being left outside residential properties.
- * Obstruction of pavements and the highway.
- * Increased pressure on already limited parking capacity.

4. Proposed Parking Restrictions – Mulberry Avenue (Appendix B)

The following arrangements should be considered as part of the proposed TRO:

****North-west side of Mulberry Avenue****

- * Double yellow lines.
- * No waiting at any time.

****North-east and south-east sides****

- * Single yellow lines with appropriate waiting restrictions.
- * Three-hour maximum stay.
- * No return within two hours.
- * Restrictions applying between 07:00 and 23:00.

****Between 23:00 and 07:00****

- * Maximum stay of 30 minutes.
- * No return within two hours.

Consideration should also be given to appropriate restrictions preventing overnight sleeping and the prolonged parking of caravans and campervans where this is necessary and legally appropriate, with supporting signage.

5. Background – Yeates Road, Portland

Similar concerns have arisen on Yeates Road, particularly in relation to caravans and campervans being used for prolonged occupation.

5.1 Public Health and Environmental Issues

There have been repeated concerns regarding the disposal of human waste on the roadside, behind walls, on open land and in or around the former public toilet facilities. Many caravans are allowing grey waste to simply flow onto the road.

The former public toilets have incurred substantial costs associated with misuse, including repeated blockages, excessive water consumption and removal amounting to several thousand Litres paid by meter by the residents of Portland via precept, damage and theft of toilet rolls and other maintenance problems. This has resulted in PTC having to close them indefinitely.

The closure of these facilities has also deprived local residents and visitors of an important public amenity.

The disposal of human waste into drainage systems or onto land behind walls and hedges presents significant risk to public health and environmental concerns and should be addressed as part of the Council's consideration of the proposed parking restrictions.

5.2 Impact on Public Transport

The Number 11 First bus service also experiences difficulty navigating Yeates Road, particularly during the busy summer period.

At times, parking and obstruction can make the road difficult or impossible for buses to negotiate. This can result in the service bypassing the road, potentially depriving residents and visitors of access to the route and the views and attractions for which the area is visited.

5.3 Impact on Residents and Visitors

Concerns have also been raised regarding unpleasant smells and the general appearance of the area.

Visitors have reported feeling uncomfortable or intimidated when passing through areas where vehicles are being occupied for prolonged periods.

These matters should be considered alongside the highway, parking, public health and accessibility issues.

6. Proposed Parking Restrictions – Yeates Road (Appendix A)

The following arrangements should be considered as part of the proposed TRO:

****North-west side of Yeates Road****

* Double yellow lines.

* No waiting at any time.

****South, south-west and south-east sides****

* Single yellow lines with appropriate waiting restrictions.

* Three-hour maximum stay.

* No return within two hours.

* Restrictions applying between 07:00 and 23:00.

****Between 23:00 and 07:00****

* Maximum stay of 30 minutes.* No return within two hours.

Consideration should also be given to appropriate restrictions preventing overnight sleeping and the prolonged parking of caravans and campervans where legally appropriate.

7. Why a Traffic Regulation Order Is Required

The principal reason for requesting permanent parking restrictions is the difficulty in resolving the problems through existing enforcement powers alone.

The current approach appears to address individual offenders or individual incidents rather than providing a permanent mechanism for preventing the problems from recurring.

A properly considered and enforceable TRO could provide Dorset Council with a clear legal framework for managing parking and preventing prolonged or inappropriate parking in these locations.

The intention is not simply to move the problem elsewhere. Rather, the Council should consider the wider impact on the highway network and whether suitable restrictions can be introduced that improve safety, accessibility and highway management. This action has been in force on Bowleaze Cove Way for many years and with enforcement has been very effective in stopping dwelling and overnight camping. It must be remembered that Dorset is awash with all year camp sites and the like where these individuals can go.

8. Feasibility and Informal Consultation – Stage 1

I understand that the first stage of the TRO process would involve an initial investigation to:

1. Confirm whether the proposed restrictions are technically and legally feasible.

(yes)

2. Determine what effect the proposed TRO would have on the highway network.

(yes improve traffic flow)

3. Establish whether any existing TROs need to be amended, revoked or supplemented. No

4. Consider whether the proposal would simply displace the problem to another location. (possibly)

5. Assess the effect on traffic flow, public transport, emergency services, pedestrians and residents. (positive)

6. Consult with Dorset Police, Portland Town Council and relevant local members. (PTC Supports)

7. Consider any alternative measures that may provide a more effective solution. (none)

Subject to the outcome of this initial assessment, I would ask the Council to progress the matter to the next stage where appropriate.

9. Stage 2 – Formal Consultation

If the proposal is considered feasible, I understand that the next stage would involve formal consultation and advertisement of the proposed Traffic Regulation Order.

This should include publication of the proposal through the appropriate channels, including the Council's website and local press, allowing members of the public and other interested parties an opportunity to object, support or comment.

The consultation period should allow sufficient opportunity for all relevant representations to be

The Council should then:

- * Consider any formal objections through the appropriate procedure.
- * Consider all representations received during consultation.
- * Re-advertise the TRO if material changes are made following consultation.
- * Determine whether the proposal should proceed.
- * Explain any decision not to proceed.
- * Progress to the next stage where the Council determines that the TRO should be implemented.

10. Wider Benefits of the Proposed Restrictions

A properly designed and enforced TRO could provide a number of benefits, including:

- * Improved highway safety.
- * Better pedestrian accessibility.

- * Improved access for wheelchair users and pushchairs.
- * Improved access for buses and other large vehicles.
- * Improved access for emergency services.
- * Reduced obstruction of the highway.
- * Better management of limited parking capacity.
- * Reduction in inappropriate or prolonged parking.
- * Improved amenity for residents and visitors.
- * Reduction in environmental and public health concerns.
- * A clearer and more enforceable legal framework for addressing persistent parking problems.

11. Request for Formal Consideration

I would therefore be grateful if Dorset Council would formally consider this request and refer it to the appropriate department, traffic management team or responsible officer for investigation.

I would ask that the Council undertake an initial feasibility assessment of the proposed restrictions for **Mulberry Avenue and Yeates Road, Portland**, including consultation with Portland Town Council, Dorset Police, local members and other relevant stakeholders.

Please provide a written response setting out:

1. Whether the Council considers a TRO to be appropriate.
2. Whether an initial feasibility assessment will be undertaken.
3. What evidence or information the Council requires to progress the request.
4. What consultation will be undertaken.
5. The anticipated timescale for consideration.
6. Whether the proposal can proceed to formal consultation.
7. If the Council does not consider further action necessary, the reasons for that decision and the evidence relied upon.

Given the length of time that these issues have been experienced and their potential implications for **highway safety, public health, accessibility, public transport and**

emergency access**, I would respectfully request that this matter be given appropriate priority.

I look forward to receiving a formal written response.

Appendix A:

Yeats road



Parking restrictions Yeates road
Portland

NW side of Road Double yellow lines

S, SW and SE side single yellow lines
with restrictions. 3 hour no return
with 2 hours 07:00 to 23:00

23:00 – 07:00 limited to 30 mins no
return within 2 hours.

No overnight sleeping No caravans
or camper vans.

Appendix B

Mulberry Avenue



Parking restrictions Mulberry Avenue Castletown Portland

NW side of Road Double yellow lines

NE and SE side single yellow lines with restrictions. 3 hour no return with 2 hours 07:00 to 23:00

23:00 – 07:00 limited to 30 mins no return within 2 hours.

No overnight sleeping No caravans or camper vans.

Dorset Rights of Way Improvement Plan (ROWIP) Consultation Survey

Completed paper surveys can be returned to County Hall reception or posted to **'Russell Goff - Greenspace Manager, Countryside Team, County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ'** by the closing date on **Monday, 12 October 2026**.

Overview

This is the formal 3-month consultation for the draft Dorset's Rights of Way Improvement Plan (ROWIP) 2026 to 2036. The ROWIP sets out how Dorset Council will develop a modern, accessible and better-connected network of public rights of way that supports everyday walking, cycling and access to natural green and blue spaces.

Dorset Council, as the Local Highway Authority, has a statutory duty under the Countryside and Rights of Way Act 2000 to produce a Rights of Way Improvement Plan. This plan fulfils that duty while setting a broader and more ambitious vision for how Dorset's public rights of way (PROW) network will contribute to the county's communities, economy and environment over the next decade.

Read the full Draft Dorset's Rights of Way Improvement Plan (ROWIP) 2026 to 2036 (<https://www.dorsetcouncil.gov.uk/w/dorset-s-rights-of-way-improvement-planrowip-2026-to-2036-draft#foreword>)

All information you provide will be treated confidentially and in line with Dorset Council's privacy policy (<https://www.dorsetcouncil.gov.uk/w/dorset-council-privacynotice>)

Why your views matter

The Rights of Way Improvement Plan will help guide future priorities and investment in Dorset's rights of way network. Your feedback will help us understand what is working well, what needs improvement, and where our efforts should be focused over the coming years.

Section 1: About you

Q1. I am responding as:

Please tick one option

****Please go to page 2 for more options***

☐	Member of the public
☐	On behalf of an organisation - please specify below
☐	Business
☒	Town or Parish Council - please specify below
☐	Elected Member
☐	Other – please specify below

If “Other”, please specify: _____

If you are a town/parish council or an organisation, please specify here:

_Portland TownCouncil_____

Q2. How often, if at all, do you use public rights of way in Dorset?

Please tick one option

	Daily
√	A few times a week - Balanced response – Context – The proximity of ROW on Portland
	A few times a month
	Rarely
	Never

Section 2: Vision

****You can read the summary vision statement on page 15***

For more information read the full Vision of Dorset's Rights of Way Improvement Plan (ROWIP) 2026-2036 (<https://www.dorsetcouncil.gov.uk/w/dorset-s-rights-ofway-improvement-plan-rowip-2026-to-2036-draft#vision-for-rowip2>)

Q3. The vision of the plan is to create a modern, accessible and well-connected rights of way network that supports health, communities, the economy and the environment.

To what extent do you agree or disagree with the vision?

Please tick one option

√	Strongly agree –
	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q4. Do you have any other comments about the vision? Please tell us in the box below

An effective and well maintained network on Portland is an important feature in our future planning

Section 3: Policies

Below are the proposed policies for Dorset's Rights of Way Improvement Plan.

In the next section, you can share your views on each policy. You can comment on the policies that matter to you or where you have concerns.

All questions are optional. You do not need to respond to every policy and can choose to provide feedback only on those that are most important to you.

Note: Throughout this survey, any reference to **PROW** refers to **Public Rights of Way**.

*Policy 1 – Maintaining and improving the existing Public Rights of Way Network *You can read the Policy 1 summary on pages 15 and 16*

The council will prioritise maintaining and improving the existing rights of way network, focusing on the routes that are most important for local communities and everyday use.

Q5. To what extent do you agree or disagree with this proposed policy? *Please tick one option*

☒	Strongly agree
☐	Agree
☐	Neither agree nor disagree
☐	Disagree
☐	Strongly disagree
☐	Don't know

Q6. Do you have any other comments about this proposed policy?

Please tell us in the box below

As previously stated our Right of Way Network is an important feature in our future planning across Economic, Environmental and Community Needs. Our concerns that there needs to be a structured agreement around the designation of ROWs(Footpath, Cyclepaths,Bridleways) which reflect appropriate development, management and maintenance levels as well as providing the basis to training opportunities for Ranger development

--

Policy 2 – Raise awareness of Public Rights of Way

****You can read the Policy 2 summary from pages 16 and 17***

The council will improve how people find, understand and use rights of way by enhancing signage, local information, and digital tools such as online mapping.

Q7. To what extent do you agree or disagree with this proposed policy? Please tick one option

	Strongly agree
√	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q8. Do you have any other comments about this proposed policy? Please tell us in the box below

Whilst we agree with this it should not be at the expense of the fundamental aspects being recognised first as set out in the previous question. A number of commercial opportunities could be progressed around this policy

Policy 3 – Making our network more accessible

****You can read the Policy 3 summary on page 17***

The council will improve accessibility across the network by reducing physical barriers and providing better information, so more people can use and enjoy rights of way.

Q9. To what extent do you agree or disagree with this proposed policy?

Please tick one option

****Please go to page 5 for more options***

√	Strongly agree
	Agree
	Neither agree nor disagree
	Disagree

	Strongly disagree
	Don't know

Q10. Do you have any other comments this proposed policy?

Please tell us in the box below

Again agree that this element is key but again refer to Q6 so there is recognition of a consistent resource approach to underpin this

*Policy 4 – Empowering Communities to help improve their Public Rights of Way Network*****You can read the Policy 4 summary on page 18***

The council will work more closely with local communities, volunteers and organisations to maintain, improve and promote rights of way.

Q11. To what extent do you agree or disagree with this proposed policy? Please tick one option

√	Strongly agree
	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q12. Do you have any other comments about this proposed policy?

Please tell us in the box below

Whilst we fully support this approach again this must be progressed in a structured manner and recognition of the need to have a proper revenue funded arrangement rather than solely rely on an ad hoc approach using volunteers whilst well meaning does not always support the intentions within the vision.

*Policy 5 – Building the Dorset Economy through our Public Rights of Way Network *You can read the Policy 5 summary from pages 18 and 19*

The council will use the rights of way network to support the local economy by improving access to destinations and promoting Dorset for walking, cycling and outdoor recreation.

Q13. To what extent do you agree or disagree with this proposed policy? Please tick one option

√	Strongly agree
	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q14. Do you have any other comments about this proposed policy? Please tell us in the box below

Whilst we support this approach it should not be at the detriment of other effective measures to support the Growth Economy in the context of the general move to low carbon sustainable transport solutions.

Policy 6 – Ensuring the Countryside Code and access legislation is followed, and Landowners are respected

***You can read the Policy 6 summary from pages 19 and 20**

The council will promote responsible use of the network, including following the Countryside Code, while working with landowners to manage access and reduce conflict.

Q15. To what extent do you agree or disagree with this proposed policy?

Please tick one option

****Please go to page 7 for more options***

	Strongly agree
√	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q16. Do you have any other comments about this proposed policy? Please tell us in the box below

Again please see our response to Q6 which we feel would support the intent in the policy

Policy 7 – Using our new housing development and the Local Plan to enhance Public Rights of Way

***You can read the Policy 7 summary from pages 20 and 21**

The council will use new housing and development opportunities to protect, improve and connect the rights of way network.

Q17. To what extent do you agree or disagree with this proposed policy? Please tick one option

	Strongly agree
√	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q18. Do you have any other comments about this proposed policy? (Open text)

The work around Design codes and Nature Recovery Strategy opportunities should be emphasised and are integral to meeting the aspirations set out in the vision

Policy 8 – Maximise the PROW network's contribution to health and wellbeing ***You can read the Policy 8 summary from pages 21 and 22**

The council will support health and wellbeing by encouraging more people to use rights of way for physical activity and access to nature.

Q19. To what extent do you agree or disagree with this proposed policy? *Please tick one option*

√	Strongly agree
	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q20. Do you have any other comments about this proposed policy? Please tell us in the box below

The positive impact on Health Authorities spending and a realistic joined up approach to progressing the vision should not be underestimated. The benefits accruing both through physical and mental well being are often overlooked in finding the funding opportunities required to progress this work particularly against a backdrop of climate change realities.

Policy 9 – Maximise our PROW for Sustainable transport linking communities and active travel

****You can read the Policy 9 summary from pages 22 and 23***

The council will improve connections between communities so rights of way can be used more for everyday journeys such as walking, cycling and accessing local services.

Q21. To what extent do you agree or disagree with this proposed policy?

Please tick one option

****Please go to page 9 for more options***

	Strongly agree
√	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q22. Do you have any other comments this proposed policy?

Please tell us in the box below

See response to Q6

Policy 10 – To uphold the council's legal duties to provide an up-to-date definitive map and statement which is accessible to the public

****You can read the Policy 10 summary on page 23***

The council will maintain and improve access to the Definitive Map and legal records so people can easily understand and use the rights of way network.

Q23. To what extent do you agree or disagree with this proposed policy? Please tick one option

√	Strongly agree
	Agree
	Neither agree nor disagree
	Disagree
	Strongly disagree
	Don't know

Q24. Do you have any other comments about this proposed policy? Please tell us in the box below

Ensuring effective signposting to this resource is very important which should also easily relate to landscape, heritage and biodiversity designations so that users better understand the context of the environment they are travelling through and engender a increased level of respect for this.

Section 4: Priorities

Q25. Which of the following are most important to you? (Rank up to 3) Please

choose your three most important priorities.

Rank them by writing:

- **1 = Most important**
- **2 = Second most important**
- **3 = Third most important**

Only three options should be numbered. Leave all other boxes blank.

	Maintaining and improving the existing Public Rights of Way network
	Raise awareness of Public Rights of Way
	Making our network more accessible
	Empowering Communities to help improve their Public Rights of Way Network
	Building the Dorset Economy through our Public Rights of Way Network
	Ensuring the Countryside Code and access legislation is followed, and Landowners are respected
	Using new housing development and the Local Plan to enhance Public Rights of Way
	Maximise the PROW network's contribution to health and wellbeing
	Maximise our PROW Sustainable transport linking communities and active travel
	To uphold the council's legal duties to provide an up-to-date definitive map and statement which is accessible to the public

Section 5: Your experience of the network

Q26a. How easy or difficult is it to use rights of way in Dorset?

Please tick one option

	Very easy
	Easy
	Neither easy nor difficult
	Difficult
	Very difficult
	Don't know

Q26b. If you answered "Difficult" or "Very difficult" above, which area(s) of Dorset were you thinking about?

Please tick all that apply

****Please go to page 11 to tick your options***

	North Dorset
	Weymouth and Portland - Please see general comment at Q31
	Dorchester area
	Purbeck
	East Dorset
	West Dorset

	Bournemouth, Christchurch and Poole area Across Dorset generally
	Other (please specify)

If other, please specify here: _____

Q27. How easy or difficult is it to find information about routes?

Please tick one option

	Very easy
	Easy
	Neither easy nor difficult
	Difficult
	Very difficult
	Don't know

Q28. What is your level of confidence when navigating public paths and routes? Please tick one option

	Very confident
	Fairly confident
	Neither confident nor unconfident
	Not very confident
	Not at all confident
	Don't know

Q29. How easy or difficult is it to report a problem to on a path Dorset Council? Please tick one option

	Very easy
	Easy
	Neither easy nor difficult
	Difficult
	Very difficult
	I am not aware of how to report a problem
	Don't know

Section 6: Final comments

Q30. What barriers, if any, do you experience when using rights of way in Dorset? Please tick all that apply

	Poor path condition
	Poor signage or information
	Accessibility barriers for disabled users (for example: stiles, rough or uneven surfaces, steep slopes)

	Blocked or restricted access to paths (for example: locked gates, closed paths, overgrown routes)
	Safety concerns
	Lack of local routes
	I do not face any barriers
	Other (please specify)

If other, please specify here: _____

Q31. Do you have any comments Dorset Rights of Way Improvement Plan (ROWIP)?

Please tell us in the box below

The Town Council has treated Q25-Q30 and Q32-Q37 as requiring individual responses. In general we note that our area is designated as Weymouth and Portland but there is an intrinsic difference between the two areas and the impact that a structured approach to improving ROWS on Portland could benefit the local economy.

Section 7: Demographics

This section is optional. We use it to collect diversity information. This helps to ensure any changes do not unfairly impact specific sectors of the community. It also helps to make sure our consultation response comes from a representative sample of residents.

Q32. Please select your age group.

Please tick one option

****Please go to page 13 for more options***

	Under 18
	18 to 24
	25 to 39
	40 to 49
	50 to 59
	60 to 64
	65+
	Prefer not to say

Q33. What is your sex?

Please tick one option

	Female
	Male
	Prefer not to say

Q34. Is the gender you identify with the same as your sex registered at birth?*Please tick one option*

	Yes
	No
	Prefer not to say

Q35. The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted or is likely to last 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS for example) are considered to be disabled from the point that they are diagnosed.

Do you consider yourself to be disabled as set out in the Equality Act 2010?*Please tick one option*

	Yes – <i>go to Q36</i>
	No – <i>go to Q37</i>
	Prefer not to say

Q36. If at the previous question you stated you consider yourself to have a disability. Please state the type of disability which applies to you.

*Please tick all that apply*****Please go to page 14 for more options***

	Attention Deficit Disorder (ADD)
	Attention Deficit Hyperactivity Disorder (ADHD)
	Autistic Spectrum Conditions
	Blind
	Dyscalculia
	Dyslexia
	Dyspraxia
	Deaf
	Hearing loss
	Long term health condition
	Mental health issues
	Physical impairment
	Sign Language User

	Visually impaired
	Medical conditions
	Mobility issues
	Learning disability
	Specific learning differences
	Wheelchair user
	Prefer not to say

If you prefer to use another term, please write in: _____

Q37. What is your ethnic group?

Please tick one option

	White: British
	White: Irish
	White: Gypsy
	White: Irish Traveller
	White: Other
	Mixed: White and Black Caribbean
	Mixed: White and Black African
	Mixed: White and Asian
	Mixed: Other
	Asian or Asian British: Indian
	Asian or Asian British: Pakistan
	Asian or Asian British: Chinese
	Asian or Asian British: Other
	Black or Black British:
	Arab
	Other ethnic group
	Prefer not to say

If other, please specify here: _____

****Thank you for your time. End of survey. ****

Summary of policies available in the Appendix below.

Appendix

Vision statement- summary

The vision of Dorset's Rights of Way Improvement Plan (ROWIP2) is to maximise the value of the county's 3,000-mile network of footpaths, bridleways, restricted byways, byways and former railway routes by:

- connecting communities and supporting sustainable travel, recreation and access to nature
- improving health and wellbeing by encouraging more people to walk, cycle, ride and spend time outdoors
- supporting Dorset's economy by enhancing the visitor experience and promoting countryside access
- building on Dorset's exceptional natural assets, including the Jurassic Coast World Heritage Site and National Landscapes, to establish Dorset as a leading destination for countryside access and walking
- improving infrastructure, accessibility, signage and digital route information to make the network easier to use and enjoy
- supporting local communities to develop and promote circular routes that meet local needs
- promoting inclusive access, enabling people of all ages, abilities and backgrounds to enjoy the network with confidence
- integrating high-quality rights of way into new developments through planning policies and developer contributions
- ensuring the network is accessible, resilient and well maintained for current and future generations
- delivering long-term benefits for residents, visitors, sustainable travel, health and wellbeing, and the local economy

Policy 1 – Maintaining and improving the existing Public Rights of Way Network

To maintain and improve the existing Public Rights of Way network, Dorset Council proposes to:

- resolve maintenance issues reported by the public in a timely manner through reports submitted via our online portal Report a problem on a Public Right of Way (<https://gi.dorsetcouncil.gov.uk/rightsofway/reportproblem>)

- protect and maintain access by asserting and safeguarding the public's rights to use the network, supported by sustained investment in maintenance
- use GIS and digital tools to identify need, monitor condition and prioritise improvements, supported by mobile technology that enables staff to update information in real time while on site
- maintain and develop our GIS systems to support efficient management of the network and provide the public with a simple way to report issues and access up-to-date information
- enhance key routes through surfacing improvements, mainly using locally sourced natural stone, to support year-round use for recreation and sustainable travel
- upgrade infrastructure to improve durability and accessibility, including replacing stepped bridges with step-free designs wherever possible and replacing stiles with gaps or gates using robust, inclusive designs
- improve waymarking across the network, including signs showing destinations and distances, to increase public confidence and ease of use
- strengthen connections between communities, services and green spaces, including investment in bridleways and multi-user routes
- support the delivery of trailways that provide safe and attractive corridors for active travel, including along former railway lines
- work collaboratively with town and parish councils, partners and landowners to prioritise improvements and resolve issues locally

Policy 2 – Raise awareness of Public Rights of Way

To raise awareness of Dorset's Public Rights of Way network and encourage more people to use and enjoy it, Dorset Council proposes to:

- promote Dorset Explorer through communications campaigns, helping people easily find and follow routes across the county using built-in GPS functionality
- make digital tools simple and accessible to use, including providing short guides and videos to help people confidently use Dorset Explorer
(<https://gi.dorsetcouncil.gov.uk/dorsetexplorer#map=11.53/50.79691/-2.31539/0&basemap=1/100/100>) mapping and report network issues
- develop inclusive virtual experiences that allow people to explore Dorset's rights of way remotely, helping those who cannot visit in person to experience routes and gain a sense of place
- improve confidence in the network by ensuring routes are clearly signed and easy to navigate, both on the ground and through digital mapping
- work with town and parish councils to promote local routes and improve signage, supporting communities to showcase accessible walks and rides support the creation

- of community-led "Walkabout" routes, encouraging short, circular walks that are easy to follow, well connected and appealing to residents and visitors
- promote the network through social media, local networks and partner organisations to highlight routes, encourage use and support local businesses
- encourage real-time feedback from users by making it easy to report issues online, helping to keep the network up to date and well maintained
- encourage more people to explore Dorset's natural and cultural heritage by improving awareness of how the Public Rights of Way network can be used to access it
- build confidence through supported introductory activities, such as Dorset Council's Health and Activity programme
(<https://www.dorsetcouncil.gov.uk/sport-leisure/getting-active-schemes-andgroups/health-and-activity>)
- work with schools to promote active travel and help young people understand the recreational and transport opportunities available through the Public Rights of Way network

Policy 3 – Making our network more accessible

To make Dorset's Public Rights of Way network more accessible and inclusive for a wider range of users, Dorset Council proposes to:

- develop and promote accessible routes, including creating a dedicated layer on Dorset Explorer showcasing at least 10 high-quality accessible circular routes across the county
- improve physical accessibility by removing or reducing barriers where possible, including replacing stiles with accessible gates, improving bridge access and addressing restrictive infrastructure
- promote inclusive access to the network by working with communities and partners to understand and address barriers faced by underrepresented groups, including people from ethnic minority backgrounds, and encouraging wider and more confident use of the network
- provide clearer information to users, including route descriptions, gradients, surfaces, distances and potential obstacles, enabling people to make informed decisions about route suitability
- improve links to supporting infrastructure, including accessible parking, signage and connections to facilities such as toilets, seating and refreshment points
- maximise the use of trailways and well-surfaced routes to create accessible circular routes linking communities, services and green spaces

- target investment in surfacing and infrastructure improvements, using internal and external funding to support year-round use and expand opportunities for everyday journeys such as walking and cycling to school
- work with partners and landowners to improve access across the network, supporting practical and deliverable solutions that benefit a wide range of users

Policy 4 – Empowering Communities to help improve their Public Rights of Way Network

To empower communities to play a greater role in improving and promoting Dorset's Public Rights of Way network, Dorset Council proposes to:

- work in partnership with parish and town councils to improve and promote local routes, including maintenance and capital improvements that reflect local priorities, supported by a ROWIP roadshow to engage councils and promote joint working
- support the role of Rights of Way Liaison Officers (RoWLOs), strengthening links between communities and the Ranger Team, helping to identify local issues and opportunities, and supporting condition surveys
- expand Service Level Agreements (SLAs) and the development of local "Walkabout" routes, enabling communities to take an active role in maintaining and promoting well-used routes
- grow and support a strong volunteer network, providing opportunities for people to contribute to path maintenance, vegetation clearance, waymarking and route condition monitoring. Volunteers currently work on PRow across Dorset everyday; this will be expanded to maximise the benefit
- provide training, guidance and support to volunteers, parish councils and community groups, ensuring work is delivered safely, effectively and to a consistent standard
- encourage community-led improvements, supporting local groups to identify missing links, enhance circular routes and develop projects that improve access and connectivity, such as replacing stiles with accessible gates
- support access to funding and external grants, working with partners to help communities develop and deliver projects that improve the network
- promote local stewardship of the network, encouraging a sense of ownership and pride in Dorset's rights of way as a shared community asset
- provide training opportunities for volunteers and students, encouraging participation and promoting countryside access as a potential career path
- deliver webinars and engagement events for Dorset councillors and stakeholders to promote the ROWIP and highlight opportunities for joint working

Policy 5 – Building the Dorset Economy through our Public Rights of Way Network

To support Dorset's economy through increased use and promotion of the Public Rights of Way network, Dorset Council proposes to:

- promote Dorset as a leading destination for walking, cycling and riding, working in partnership with Visit Dorset and other organisations to showcase the county's network and landscapes
- improve access to key destinations, ensuring routes link towns, villages, visitor attractions and local businesses such as cafés, pubs and accommodation providers
- encourage greater use of the network, supporting local economies by increasing visitor spend and footfall in rural communities and market towns
- develop and promote themed and circular routes, including heritage trails, coastal walks and local "Walkabout" routes that encourage visitors to explore more of Dorset and stay longer
- support local businesses by encouraging stronger links between the Public Rights of Way network and services that enhance the visitor experience
- promote the network through digital and physical channels, including Dorset Explorer, social media, printed materials and partnerships with tourism organisations
- align with the actions set out in Policy 2, raising awareness of Public Rights of Way through consistent, high-quality information, mapping and signage that improve navigation and user confidence

Policy 6 – Ensuring the Countryside Code and access legislation is followed, and Landowners are respected

To promote responsible use of Dorset's Public Rights of Way network, support compliance with access legislation and foster positive relationships with landowners, Dorset Council proposes to:

- promote the Countryside Code through clear and consistent messaging for residents and visitors using signage, digital platforms and promotional materials
- provide simple and accessible guidance for users and landowners, including a concise summary of the Countryside Code supported by videos and online resources
- promote responsible dog ownership, encouraging users to keep dogs under effective control, particularly around livestock and wildlife, and to follow Countryside Code guidance, including using leads where required and taking dog waste home work with schools, colleges and community groups to raise awareness

- of responsible behaviour when using the network, helping to establish good practice from an early age
- support positive relationships with landowners, recognising their important role in managing the landscape and maintaining access across the network
- provide advice and guidance to landowners on their rights and responsibilities, including vegetation management, obstruction removal and maintaining routes to the required standard
- reduce conflict between users and land managers by supporting appropriate route diversions away from farmyards, working areas and sensitive locations where there are clear benefits
- work in partnership with the police and other agencies to address anti-social behaviour and misuse of the network, including illegal vehicle use and other forms of disturbance
- use proportionate enforcement where necessary to ensure rights of way remain open, safe and available for public use
- encourage shared use of the network by promoting awareness of different user groups and supporting respectful behaviour between walkers, cyclists, horse riders and others

Policy 7 – Using our new housing development and the Local Plan to enhance Public Rights of Way

To ensure new development protects, improves and enhances Dorset's Public Rights of Way network, Dorset Council proposes to:

- protect existing Public Rights of Way, ensuring they are retained and appropriately integrated within development proposals in accordance with Dorset Council guidance for developers
(<https://www.dorsetcouncil.gov.uk/w/public-rights-of-way-and-newdevelopment-a-guide-for-developers-in-dorset>)
- require a Public Rights of Way Management Plan for developments above an agreed threshold, ensuring access is considered at an early stage of design and not treated as an afterthought, with plans including:
 - existing definitive and permissive routes within and adjacent to the development site
 - proposals for appropriate temporary diversions during construction
 - proposals to retain, improve or divert existing Public Rights of Way
 - measures to minimise road severance and, where possible, address historic severance

- measures to ensure user safety where routes remain open during construction works
 - details of temporary route provision, including surfacing, signage and management arrangements
 - landscaping proposals that affect or enhance Public Rights of Way
 - the design and construction of new routes, including the dedication of new Public Rights of Way where appropriate
 - proposed path widths, surfacing and long-term maintenance standards
 - timescales for closures, diversions and associated legal processes
- ensure developers understand that planning permission does not grant the right to alter or obstruct Public Rights of Way and that separate legal processes are required for diversions or closures
- secure appropriate financial contributions through Section 106 agreements and the Community Infrastructure Levy (CIL) to protect, improve and extend the network for the benefit of both new and existing communities
- provide clear design standards and specifications to ensure routes delivered through development are durable, accessible, fit for purpose and dedicated as Public Rights of Way where appropriate
- require strong connectivity between new developments, the existing rights of way network, local services, schools, employment areas and green spaces, supporting everyday walking, cycling and riding
- promote sustainable travel by using the rights of way network to reduce reliance on private cars and support healthier, more active lifestyles
- use digital tools and mapping (as set out in Policy 2) to help developers identify opportunities to connect to the wider network and understand local access priorities
- support the delivery of multifunctional green infrastructure, ensuring Public Rights of Way form an integral part of wider green infrastructure networks that provide benefits for recreation, biodiversity, climate resilience and community wellbeing

Policy 8 – Maximise the PROW network's contribution to health and wellbeing

To maximise the contribution of Dorset's Public Rights of Way network to health and wellbeing, Dorset Council proposes to:

-
-
- - improve access to high-quality routes and green spaces, ensuring the network is well maintained, clearly signposted and usable throughout the year reduce barriers to participation by prioritising improvements in areas with limited access to green spaces or higher levels of health inequality
 - promote everyday use of the network, encouraging walking and cycling for journeys to school, work and local services
- support targeted engagement, working with communities and partners to increase use of the network by all members of the community
- embed the network within health and wellbeing initiatives, including social prescribing and community-based activity programmes, helping residents to be more active through initiatives such as Dorset Council's Health and Activity programme (<https://www.dorsetcouncil.gov.uk/sport-leisure/getting-activeschemes-and-groups/health-and-activity>)
- support community-led activities, such as walking groups, wellbeing routes and local challenges that encourage regular use of the network
- integrate with wider strategies, including the Local Transport Plan, Active Travel Infrastructure Plan and public health programmes, supporting a joined-up approach to increasing physical activity
- improve access to information through digital mapping and tools that highlight routes suitable for everyday use, recreation and physical activity
- work with schools and employers to promote use of the Public Rights of Way network for active travel and daily movement
- develop a better understanding of network use and barriers to access by working with partners to gather data, improve monitoring and target interventions effectively

Policy 9 – Maximise our PROW for Sustainable transport linking communities and active travel

To maximise the contribution of Dorset's Public Rights of Way network to sustainable transport and active travel, Dorset Council proposes to:

- integrate the Public Rights of Way network with active travel routes, linking footpaths, bridleways and trailways to walking and cycling corridors, including those delivered through programmes such as the Transforming Cities Fund and Active Travel Infrastructure Plan

-
-
-
- create continuous, safe and attractive routes that connect housing areas with schools, workplaces, town centres and public transport hubs
- improve accessibility and connectivity by upgrading surfaces, drainage and signage to support a range of users and ensure routes are appropriate for their most common use
 - develop green corridors that connect rural and urban areas, reduce reliance on private cars and deliver wider benefits for biodiversity and climate resilience
 - promote sustainable travel by encouraging more short journeys to be made on foot or by cycle through a well-maintained and connected network support active travel to school and work by integrating Public Rights of Way into school travel plans and commuter routes, helping to reduce congestion and emissions
- provide high-quality digital tools and mapping that enable users to identify routes connecting with cycle networks, public transport and key destinations, including accessibility information where available
- align delivery with wider transport and climate strategies, ensuring rights of way improvements contribute to reducing car use and supporting Dorset's environmental objectives
- secure funding and partnerships, making effective use of external funding opportunities such as the Active Travel Fund and partnership working with health and transport organisations
- work with communities and stakeholders to support co-designed routes, encourage local use and promote walking and cycling initiatives that increase uptake of active travel options

Policy 10 – To uphold the council's legal duties to provide an up-to-date definitive map and statement which is accessible to the public

To uphold the council's legal duties to maintain an up-to-date Definitive Map and Statement and ensure it is accessible to the public, Dorset Council proposes to:

- maintain the Definitive Map and Statement as the legal record of Public Rights of Way, keeping it under continuous review and updating it through statutory processes
- process Definitive Map Modification Orders (DMMOs) to record additions, deletions and changes to the status of routes based on user and documentary evidence, while seeking to reduce the backlog of applications by increasing capacity within the team where possible

-
-
-
- process Public Path Orders (PPOs) to manage route diversions, creations and extinguishments where appropriate
- ensure the Definitive Map and Statement are accessible to the public through:
 - access to the legal record at County Hall, Dorchester, by appointment
 - digital access through Dorset Explorer, providing an up-to-date working copy for general use, although this is not the legally conclusive record
- provide a transparent and accountable service by publishing legal orders and decisions and maintaining a public register of applications
- investigate applications and claims in accordance with statutory requirements, ensuring a fair and evidence-based approach
- provide clear guidance and support to help members of the public, applicants and landowners understand legal processes and their rights and responsibilities
- consult with stakeholders and the public on proposed changes to the network, ensuring appropriate engagement in decision-making
- continue to improve digital access and usability, making it easier for people to view and understand the rights of way network
- work to manage applications efficiently, recognising the importance of maintaining an accurate and up-to-date legal record
- provide guidance to landowners on protecting their land from Public Rights of Way claims, including advice on legal mechanisms such as landowner deposits, helping to provide clarity and prevent the unintended dedication of routes

-
-
-

Annexe G – PHL Committee 23rd September 2026

Local Plan and Neighbourhood Plan Update

Local Plan

Members have been circulated with the slides from the recent Dorset Planning Team Update. The impact on the scope and timing of any review of our Neighbourhood Plan is being assessed.

Related issues

The Dorset Destination Management Plan 2026-2035 was launched on the 9th September 2026. See [Dorset LVEP](#) for further details.

The key element for us is the Growth Potential areas which have been indicated as Nature & Culture and Active and Mindful in order to foster a year round tourism offer.

Much talk was made of the need to link to other strategies to maximise impact and this would of course include Planning and Transport Planning with our own Neighbourhood Plan having extensive referencing to these areas.

Budget Setting 2027-2028

Planning

2022/23 Budget	Code	Detail Code	2026/27 Final Budget (Working Group)	2027/28 Budget Working Group	27 - 28 Notes
Expenditure	140	Surveys & Appeals	£1,000.00	£1,000.00	
		Neighbourhood Plan	£5,000.00	£5,000.00	
		Total Expenditure	£6,000.00	£6,000.00	