

**PORTLAND TOWN COUNCIL**

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15<sup>th</sup> November 2017

Dear Councillor

You are hereby summoned to attend a **MEETING** of the **PLANNING & HIGHWAYS ADVISORY COMMITTEE**, to be held in **EASTON METHODIST CHURCH HALL, EASTON** on **WEDNESDAY, 22<sup>ND</sup> NOVEMBER 2017** commencing at **7.00 pm**, when the business set out below will be transacted.

It is the Council's intention that all meetings of the Council and its Committees be recorded aurally.

Yours faithfully

Ian Looker  
Town Clerk

## **AGENDA**

1. **Apologies for Absence** – to receive
2. **Declarations of Interest** – to receive any declarations from Councillors or Officers of pecuniary or non-pecuniary interests regarding matters to be considered at this meeting, together with a statement on the nature of those interests
3. **Minutes of the Meeting Held on 25<sup>th</sup> October 2017** – to agree and sign (see attached)
4. **Chairman's Report and Other Matters Arising** – to receive
5. **Public Participation** – to allow questions or comments from the public on any item on the agenda
6. **Neighbourhood Plan**
  - a) **First Consultation Version** – to receive and consider with submitted amendments and approve it in its revised form
  - b) **Policies CR1 and CR2** – to approve draft letters to be sent to landowners and interested parties
  - c) **Allotments** – to advise of possible sites (attachments under each heading)
7. **Planning Applications Notified by Weymouth & Portland Borough Council** – to consider
  - a) Standard List of Planning Applications (attached)
  - b) Borough statement regarding former Search and Rescue Base (attached)
  - c) Any other applications received subsequent to the publishing of this agenda
8. **Planning Contravention Issues** – to receive reports
9. **Planning Applications Notified by Dorset County Council** – to consider
10. **Highway Issues**  
**Proposed Crossing on Easton Lane** – to consider (see attached)

- 11. Brackenbury Infants School** – to consider nomination of the field and car park as a Local Green Space (see attached)
- 12. Date of Next Meeting**  
The Committee's next meeting is scheduled for **THURSDAY**, 14<sup>th</sup> December 2017, in the **WESTON ROOM**, Easton Methodist Hall, Easton starting at 7.00 pm.

**PORTLAND TOWN COUNCIL**

**PLANNING & HIGHWAYS ADVISORY COMMITTEE**

**MINUTES OF THE MEETING**

**HELD AT PETER TRIM HALL, ST. GEORGE'S CENTRE, REFORNE  
ON WEDNESDAY, 25<sup>TH</sup> OCTOBER 2017 AT 7.15 PM**

**PRESENT:** Councillors Charlie Flack (Chairman), Susan Cocking, Jim Draper, Chris Gover, Sue Lees, Dave Symes, David Thurston and Rod Wild

**IN ATTENDANCE:** Ian Looker (Town Clerk) and Andy Matthews (Neighbourhood Plan Working Group)

**2631 – APOLOGIES FOR ABSENCE**

Apologies were received from Cllrs. Jo Atwell, Lucy Grieve, Ray Nowak and Sandra Reynolds.

**2632 – DECLARATIONS OF INTEREST**

Cllr. Lees declared a non-pecuniary interest in application number 17/666/FUL – Land north of Disused Lime Kiln.

Mr Matthews declared a non-pecuniary interest in Agenda Item 6 and 9A – Neighbourhood Plan as a trustee of the MEMO project.

**2633 – MINUTES OF THE MEETING HELD ON 27<sup>TH</sup> SEPTEMBER 2017**

The minutes were formally agreed and signed as a correct record.

**2634 – CHAIRMAN'S REPORT AND OTHER MATTERS ARISING**

Cllr. Flack reported progress on the applications outstanding as follows:-

| <b>Application No</b> | <b>Town Decision</b> | <b>Borough Decision</b> |
|-----------------------|----------------------|-------------------------|
| 15/767/FUL            | Objection            | Pending                 |
| 16/142/FUL            | Objection            | Pending                 |
| 16/501/VOC            | Objection            | Pending                 |
| 17/037/OFF            | No Objection         | Pending                 |
| 17/323/FUL            | Objection            | Pending                 |
| 17/270/OUT            | No Objection         | Pending                 |
| 17/371/OUT            | Objection            | Pending                 |
| 17/387/FUL            | Objection            | Approved                |
| 17/427/RES            | Objection            | Approved                |
| 17/451/FUL            | Objection            | Pending                 |
| 17/501/FUL            | Objection            | Pending                 |
| 17/537/FUL            | Objection            | Pending                 |
| Commons Act, s38      | No Objection         | Pending                 |

He next advised on the progress of applications that had been brought to the meeting of 27<sup>th</sup> September 2017:-

|            |              |         |
|------------|--------------|---------|
| 17/323/FUL | Objection    | Pending |
| 17/593/FUL | No Objection | Pending |
| 17/597/FUL | No Objection | Pending |
| 17/631/FUL | No Objection | Pending |
| 17/658/DOM | Objection    | Refused |
| 17/637/FUL | Objection    | Pending |

#### **2635 – PUBLIC PARTICIPATION**

There were no comments or questions.

#### **2636 – NEIGHBOURHOOD PLAN**

Cllr. Draper said it was hoped to submit the completed draft Plan at the next meeting.

Mr Matthews reported that he had used a test version of Parish Online for mapping purposes and found it very helpful.

(Cllr. Symes left the meeting at 7.35 pm.)

#### **2637 – PLANNING APPLICATIONS NOTIFIED BY WEYMOUTH & PORTLAND BOROUGH COUNCIL**

Having considered each application in turn, the Advisory Committee agreed the following observations:-

a) 17/593/FUL – 3 Fortuneswell – Change of use from office to create twelve flats

**NO OBJECTION**, previously agreed

b) 17/618/VOC – Land to the north of 54 New Street – Erect three bungalows WP/17/00076/RES (without compliance with condition 7 of approval of reserved matters application regarding Japanese Knotweed on site)

**OBJECTION**, on the grounds that condition 7 should not be relaxed, because to do so would set a precedent and the condition protects the interests of future purchasers of properties on the site

c) 17/622/FUL – Perryfield Works Complex, Pennsylvania Road – Amendments to Block E1 previously approved under planning reference 08/00513/FULMAJ to change 2 No existing dormer windows with dormer French windows with Juliette balconies to the two end terrace houses and additional rooflights to the two mid-terrace houses

**WITHDRAWN**

d) 17/645/OUT – 30 Westcliff Road – Erection of one building

**OBJECTION**, on the grounds of overdevelopment, the location of the proposed building is beyond the existing building line and the potential impact on the amenity of a neighbouring property

e) 17/655/FUL – 4 Sea View – The removal of a small breeze block wall, a change of use to part the existing garden – into a parking area for two cars. The erection of a garden shed and a small amount of decking  
**NO OBJECTION**, subject to the comments of the conservation officer

f) 17/644/CLP – Southwest part of Open Space on site of former 114 – 116 Chiswell – Install a GRP Substation (measuring 3 x 3 metres)  
**NO OBJECTION**

g) 17/666/FUL – Land north of Disused Lime Kiln, Inmosthay – Erection of industrial unit  
**NO OBJECTION**

h) 17/691/FUL – 36 New Street – Erect rear extension  
**NO OBJECTION**

i) 17/725/FUL – 12 Sea View – Conversion of existing loft to form bedroom  
**NO OBJECTION**, subject to the comments of the conservation officer

### **2638 – PLANNING CONTRAVENTION ISSUES**

Cllr. Cocking reported that she had met a County highways officer on site at Park Road about parking in front of dropped kerbs and badly restored pavements where building work had taken place. The officer had agreed to speak to Lomand Homes about this. Cllr. Cocking wanted the Committee to take note for future building projects.

Cllr. Gover referred to the realignment of residents' parking spaces at Atlantic Academy. It was suggested the enforcement officer could advise.

### **2639 – PLANNING APPLICATIONS NOTIFIED BY DORSET COUNTY COUNCIL**

There were none.

### **2640 – NEIGHBOURHOOD PLAN (Continued)**

Consideration of Built-up Area Boundaries was undertaken after the meeting had ended in an informal session.

### **2641 – DATE OF NEXT MEETING**

The Committee's next meeting is scheduled to be held on Wednesday, 22<sup>nd</sup> November 2017 at Easton Methodist Church Hall, Easton starting at 7.00 pm.

The meeting ended at 8.55 pm.

Signed .....  
(Chair)

Dated.....

## **CURRENT DRAFT PLAN**

For the sake of economy only four pages of the Plan have been included with the paper copies of the agenda. The full draft Plan, 1<sup>st</sup> Consultation Version will be made available to those people circulated with the e-mail version of the agenda.

Ian Looker

## **CURRENT DRAFT PLAN: CONSULTATION CONTEXT AND SCOPE**

### **Purpose**

The purpose of this supporting paper is to provide background information which context's the rationale for issuing the Neighbourhood Plan as a consultative draft at this stage.

The intention of the 1<sup>st</sup> Consultation Version is:-

- Seek general agreement towards the policy approach and coverage scope of the Neighbourhood Plan.
- To provide details of the development of the Plan and the groups directly involved in the process particularly to anyone new or unfamiliar with this.
- To seek the reaction and views of the community and key local stakeholders on specific issues (as set out below) with the intention of informing the Pre-Submission of the Plan that will be subject to a formal 6-week consultation process with the statutory bodies (under Regulation 14).

### **Process**

Having been confirmed for release by the Management Committee the report has been circulated initially to the Local Planning authority and other relevant bodies such as Dorset County Council, Natural England and Historic England). Their replies will be collated and reported to the Town Council's Planning and Highways Advisory meeting on the 22<sup>nd</sup> November 2017 where agreement will be sought for release of the report onto the Plan's website and into the public domain.

Prior to this and in order to meet copy deadlines an outline of the Plan's content with further information about public consultation dates will be drafted for inclusion in the December copy of the Free Portland News. It is intended that the consultation period will extend until the first week in January 2018 so a more detailed content copy will be included in the January edition.

### **Specific Issues**

The consultation will ask for general comments but also specifically seek views on the following:-

Policy Port/EN3 – Do you agree with the approach adopted towards Wind Energy ?

Policy Port/EN4 – Do you agree with the intentions towards the development of the Quarry Nature Park Area?

Policy Port/EN8 – Do you agree with the approach taken towards defining Built Up Area Boundaries

Policy Port/ST1 – Do you agree with the approach taken towards allocating Sustainable Tourism Development Areas ?

Andy Matthews

# **The Portland Plan**



Neighbourhood Plan  
for Portland 2017-2031

**1<sup>st</sup> Consultation Version**

**Portland Town Council  
November 2017**

| <b>Date of versions:</b>                 |                      |
|------------------------------------------|----------------------|
| <b>1<sup>st</sup> consultation draft</b> | <b>November 2017</b> |
| <b>Pre-submission version</b>            |                      |
| <b>Submission version</b>                |                      |
| <b>Approved version (made)</b>           |                      |

**Cover photograph © Kabel Photography**

# Portland Neighbourhood Plan

## 1st Consultation Version

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## Foreword

The Portland Neighbourhood Plan has been some time in preparation. Portland presents a complex and unique set of circumstances that needs very careful consideration and planning.

We are grateful that the Localism Act 2012 has provided the community with the opportunity to get involved in that planning and to put in place a Neighbourhood Plan that must be acknowledged by developers.

We must adhere to national planning policy and conform to the strategic policies of the West Dorset, Weymouth and Portland Local Plan. Beyond that, we are free to set the land use policies that we feel are necessary.

Over the past three years much research, several surveys, lots of consultation and considerable discussion has been carried out by a working group of local people. They have striven hard to achieve an acceptable balance between development and preservation and resolve any potential conflicts between economic growth and community wellbeing. The Group has taken expert advice along the way, thanks to the grants and technical assistance for neighbourhood planning from the Government.

The result of all this, is a first version of the Portland Neighbourhood Plan. We hope it represents fairly, a shared vision for Portland. Its purpose is to help realise that vision by shaping development and growth on Portland over the next 15 years. The Neighbourhood Plan should ensure that we get the right type of development in the right place.

Those with an interest in the future of the Portland and the wellbeing of its residents and businesses are invited to comment on this 1st Consultation Version of the Portland Neighbourhood Plan and the draft policies it contains. Comments and suggestions should be sent to: [info@portlandplan.org.uk](mailto:info@portlandplan.org.uk)

Jim Draper  
Portland Town Councillor and  
Chair, Portland Neighbourhood Plan Group

# 1. Introduction

## The Plan Area

- 1.1 The Portland Neighbourhood Plan applies to the parished area that is under the jurisdiction of Portland Town Council. The Plan area as designated by Weymouth and Portland Borough Council in November 2013 is shown on the map below.

*Map 1 Portland Neighbourhood Area*



## 2. Portland Now

2.1 The Isle of Portland is located directly south of Weymouth, in a unique position at the eastern end of the famous Chesil Beach, at the centre of the Jurassic World Heritage Coast. It is perhaps best known as the home of Portland stone, used to build several high-profile buildings across the UK and worldwide including St Paul's Cathedral in London and cladding on United Nations building in New York. The Island has more recently come to wider prominence as host of the very successful sailing events of the 2012 Olympics. Portland Harbour is one of the largest in the world with the Port currently operating at around 10% of its potential capacity.

population  
**12,844**  
(2011)

2.2 Portland is a unique and beautiful island with a stunning natural environment. The Island's landscape may be fractured as a result of extensive quarrying activity, but it has expansive views of the sea and the Jurassic coastline from its cliffs, and is well known for its exceptional flora and fauna. Portland is home to almost 13,000 people many of whom have been affected by the decline in the island's economic fortunes.

businesses  
**292**

2.3 The local economy is still adjusting to the withdrawal of the Royal Navy in the 1990s. Quarrying, whilst symbolic of the Island's economy, is a small employer. Economic revival is focussed on growing new business and employment opportunities at Portland Port, Osprey Quay, and Southwell Park. Tourism is also a key industry, with potential to expand. Currently visitors tend to stay for only a few hours rather than a day or longer and mainly visit Portland Bill.

adults with no  
qualification  
**23.4%**

2.4 It is sad to report that too many of the Island's population experiences social and/or economic deprivation, particularly in the Underhill area, with high unemployment levels, low levels of educational attainment, high levels of teenage pregnancies and poor health. Many residents are dependent on the Weymouth area for shops, services, education and employment, with fewer opportunities on the Island itself.

households  
without a car  
**24.6%**

2.5 Tackling deprivation is one of several challenges the Portland Town Council is facing up to along with its partners in pursuit of greater prosperity and more community wellbeing.

households in  
private rented  
**16.9%**

2.6 There are significant physical challenges too that we face:

*Topography* – the Island is a tilted table of limestone, rising sharply to nearly 500 feet before gently sloping southwards to Portland Bill creating access issues particularly in Underhill.

1 person  
households  
**30%**

*Natural Environment* – much of the Island's natural environment is justifiably designated as special and has been afforded statutory protection from change and development.

*Villages* – Portland is characterised by several distinct local communities. All have their own unique identities. Many have historic centres and heritage features that should be protected and enhanced.

households in  
flats and  
maisonettes  
**16.4%**

*Quarried Landscape* – A large area of the Island is dominated by quarries, some of which continue to be worked, and others that have become redundant. The landscape left from open cast quarrying is difficult to restore and re-use.

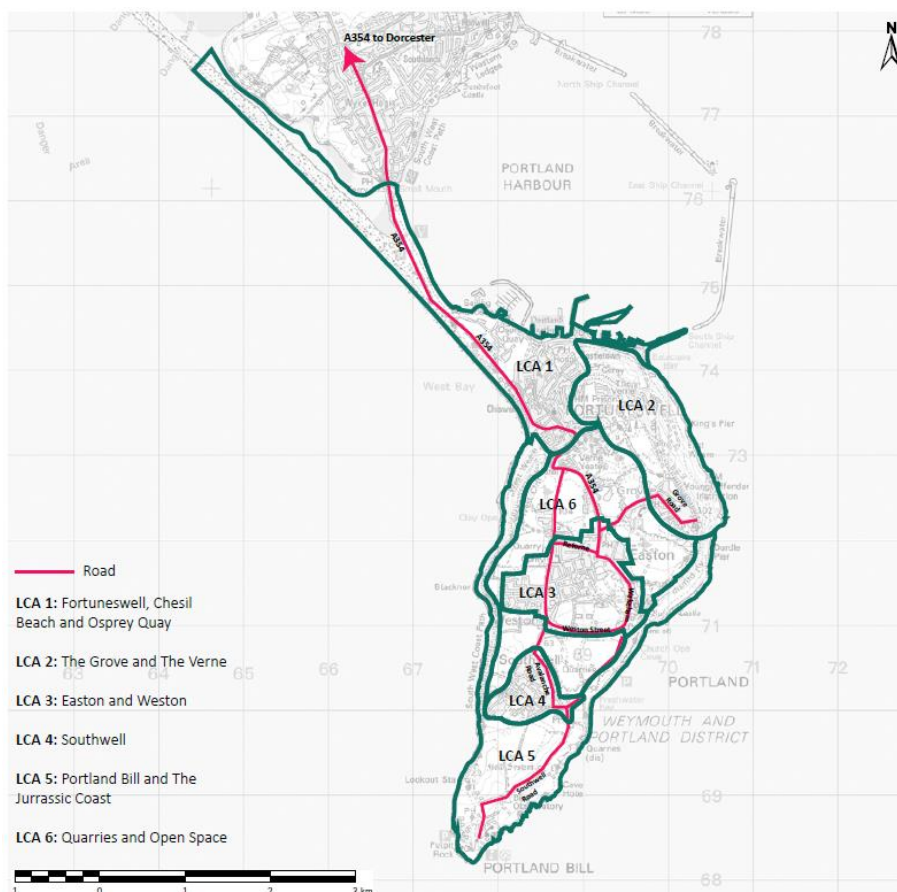
area of  
quarries  
**324ha.**

*Lack of Gateways* – There are several locations on the Island that are important because of their role as 'entrances'; too many provide a negative first impression with no sense that the visitor is entering such a unique and special area.

designated  
priority  
habitats  
**34%**

2.7 A recent study carried out in conjunction with the Neighbourhood Plan has identified six distinct character areas on Portland. These have been informed by consideration of the Island's historical development, transport networks, urban structure and built development, land use and levels of activity; green space and public realm, views and landmarks. Natural England defines key characteristics as *"those combinations of elements which help to give an area its distinctive sense of place"* that would result in significant consequences for the current character if they were changed or lost. As a result, they form an important bedrock to the development of planning and management policies for Portland and a reference point against which to monitor change.

2.8 The six 'character areas' of Portland are identified and named on the diagram below:



2.9 The implications of the character assessment and its conclusions is that there are two areas of Portland forming the Island's spine, which should be afforded the highest protection from the negative effects of future development i.e. the nationally important Portland Bill and Jurassic Coast area (LCA5) and the rugged open landscape area of Quarries and Open Space (LCA6) that contribute much to the character of the whole Island. The other four areas, each with their own distinct character, all experience development pressures and have varying degrees of development potential that can be realised with a relevant and appropriate set of neighbourhood plan policies.

2.10 The Portland Neighbourhood Plan endeavours to facilitate the development that is wanted, in way that respects and enhances the character distinctions and reinforces the role and the sustainability of each of the areas.

persons  
employed on  
the Island  
**2,990**

main roads  
**1**

persons  
commuting  
off the Island  
**3,200**

ratio of house  
process to  
income  
**x8**

listed  
buildings  
**202**

empty school  
buildings  
**3**

daily traffic on  
Beach Road  
**18,000**

staying  
visitors  
**38,000**

day visitors  
**343,000**  
(2013)

### 3. The Strategic Planning Context

- 3.1 In preparing our Neighbourhood Plan we are obliged, by law, to:
- have regard to national policies and advice contained in guidance issued by the Secretary of State
  - ensure the Plan is in general conformity with the strategic policies contained in the Local Plan

#### National Planning Policy Framework

- 3.2 We have been cognisant of the current national planning framework as set out in the 2012 publication<sup>1</sup> and supplemented by the Planning Practice Guidance relating to neighbourhood planning matters which is published by the Department for Communities and Local Government via a dedicated website<sup>2</sup>.

#### West Dorset, Weymouth and Portland Local Plan

- 3.3 The more local strategic context is provided by the West Dorset, Weymouth and Portland Local Plan. The current Local Plan was adopted on 15th October 2015. *“It controls which new buildings will be built and where they should go. Nationally there is a presumption in favour of sustainable development and local councils are expected to plan positively for the needs of their area.*
- 3.4 *The Local Plan is the main basis for making decisions on planning applications. Planning decisions must be made in accordance with the Local Plan, unless material considerations indicate otherwise. And it gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. The Local Plan sits alongside the National Planning Policy Framework, which must also be taken into account in making decisions on planning applications and in the preparation of local and neighbourhood development plans.”<sup>3</sup>*
- 3.5 The Local Plan recognises that important role that a neighbourhood plan can play. *“Neighbourhood development plans, when adopted, will form part of the development plan. These are prepared by the local community (such as the parish or town council, or elsewhere a neighbourhood forum). These can be as simple, or as detailed, as local people want, provided that they are in line with national planning policy, and the strategic policies of the Local Plan. Where they are in conflict, the policies contained in the neighbourhood development plan will effectively replace the non-strategic policies in the Local Plan for that neighbourhood.”<sup>4</sup>*
- 3.6 The adopted Local Plan includes a specific policy on neighbourhood plans. Its Policy SUS5 states that neighbourhood plans should:
- *show how they are contributing towards the strategic objectives of this plan and be in general conformity with its strategic approach*
  - *clearly set out how they will promote sustainable development in their area at the same level or over and above that which would otherwise be delivered through the local plan*
  - *have due regard to information on local need for new homes, jobs and facilities, for their plan area and any outlying areas which they may serve*
  - *demonstrate that they are credible, justifiable and achievable. This can be assisted by involving landowners, developers and service providers in their preparation.*

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<sup>1</sup> National Planning Policy Framework, Department for Communities and Local Government, March 2012

<sup>2</sup> <http://planningguidance.planningportal.gov.uk/>

<sup>3</sup> West Dorset, Weymouth and Portland Local Plan <http://www.planvu.co.uk/wdwp/written/cpt1.htm>

<sup>4</sup> West Dorset, Weymouth and Portland Local Plan <http://www.planvu.co.uk/wdwp/written/cpt1.htm>

3.7 ***Communities preparing neighbourhood development plans will need to show how their proposals are in general conformity with this strategic approach.***

3.8 The adopted West Dorset, Weymouth and Portland Local Plan, alongside its borough-wide policies also has three specific policies for Portland. These are intended to help realise the Borough Council's vision for Portland: *"In 2031, Portland:*

- *has maintained and enhanced the unique character of the island in terms of its built and natural assets, whilst thriving economically and socially for the benefit of residents and visitors*
- *is the home of specialist maritime industries and other growth sectors that benefit from its unique location, providing it with a good supply of well-paid jobs that benefit the local community and wider area. Portland Port will have maintained and expanded its role as a port of national and international importance as a location for sustainable job creation*
- *has a broad tourist offer including activity based on sustainable tourism such as water sports, climbing, walking and bird watching that capitalises on its unique location*
- *has reduced the levels of multiple deprivation and has good education and skills provision"*<sup>5</sup>

## Local Plan Review

3.9 In finding the new Local Plan 'sound' in 2015, the Inspector recommended that an early review should be undertaken primarily because the Local Plan was not robust enough in demonstrating a five-year supply of housing.

3.10 The Review got underway early in 2017. Whilst housing numbers was a focus, the local planning authority has also taken the opportunity to look at other aspects where recent evidence or Government policy changes has had an impact on the 2015 Plan. These include: a more logical assessment of green areas; the changing nature of employment and growth opportunities; Government housing initiatives; climate change and erosion and sustainable energy. Matters that have an impact too, on neighbourhood planning for Portland.

3.11 The Local Plan Review is scheduled to be completed by 2019. The first stage of the Review was and Issues and Options document that was the subject of a district wide consultation during February and March 2017. A dialogue was established at that time between the Neighbourhood Plan Management Group and the local planning authority, which has been maintained. This has enabled us to frame our approach and policies in the knowledge of what is emerging from the Local Plan Review and to influence that Review from a Portland Neighbourhood Plan perspective, whilst remaining in conformity with the strategic policies of the presently adopted Local Plan.

## Infrastructure Delivery Plan

3.12 The National Planning Policy Framework (NPPF) requires local authorities to give serious consideration to issues relating to the implementation of their Local Plan and to how necessary infrastructure requirements will be delivered, by whom and in what timescales.

3.13 The West Dorset, Weymouth & Portland Infrastructure Delivery Plan identifies:

- the infrastructure and services required to support levels of growth set out in the Local Plan
- the costs and how these may be funded
- the delivery agencies
- the timescales for delivery

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<sup>5</sup> West Dorset, Weymouth and Portland Local Plan <http://www.planvu.co.uk/wdwp/written/cpt8.htm>

- 3.14 It also provides an evidence base for “*the direction of Community Infrastructure Levy (CIL) finance towards delivering the critical infrastructure to support growth*”<sup>6</sup>.
- 3.15 The Infrastructure Delivery Plan includes a schedule<sup>7</sup>, which will act as a ‘live’ document, setting out the current infrastructure requirements both on-site and off-site.

## Portland Economic Strategy

- 3.16 The Economic Plan for Portland sets out the vision, objectives and proposed interventions towards securing economic growth of Portland over the next 15 years. It is a most important document that represents a joint approach, consensus and shared vision as to how the Portland economy should develop and grow to bring most benefit to those that live or work on the island and have the community’s best interests at heart. It has provided a major building block for the Neighbourhood Plan.
- 3.17 The Economic Plan sets out the shared vision and five Strategic Objectives for transforming the economic prospects of Portland. It includes too a set of actions that can be turned into reality on the ground.
- 3.18 The Economic Vision for Portland is:  
*“Drawing upon our key strengths, the island will be a leader in innovative business, destination development, maritime services and low carbon technologies, connecting its residents and businesses to more opportunities, and providing an ideal environment to grow, start and locate a business. Portland will be a leading player in the thriving Western Dorset Growth Corridor and to the UK.”*
- 3.19 The Strategic Objectives are as follows:  
 Business Transformation  
 SO1: *To support the growth and development of a vibrant business community focusing interventions on those growing and opportunity sectors, including the maritime, advanced engineering and renewable energy, capable of delivering higher skilled, higher waged jobs*  
 Destination Development  
 SO2: *To support the sustainable growth of the visitor economy, which celebrates the unique strengths of Portland, supports jobs and generates business opportunities*  
 Low Carbon Economy  
 SO3: *Capitalising on its natural resources and advantages, support the development of a low carbon economy, specifically renewable*  
 Employment and Skills  
 SO4: *To support the delivery of an appropriately skilled, motivated and productive workforce to drive economic growth*  
 Infrastructure Improvements  
 SO5: *To ensure the provision of adequate infrastructure improvements as a basis to secure smart economic growth*
- 3.20 An important focus both in terms of developing and delivering the Economic Plan is the local community taking the lead in shaping the island’s economy for the benefit of all communities.  
*“The involvement and participation of local groups and local people will continue during the delivery phase to empower communities to maintain a sense of place, become more resilient given economic challenges and opportunities and increase their well-being.”*<sup>8</sup>

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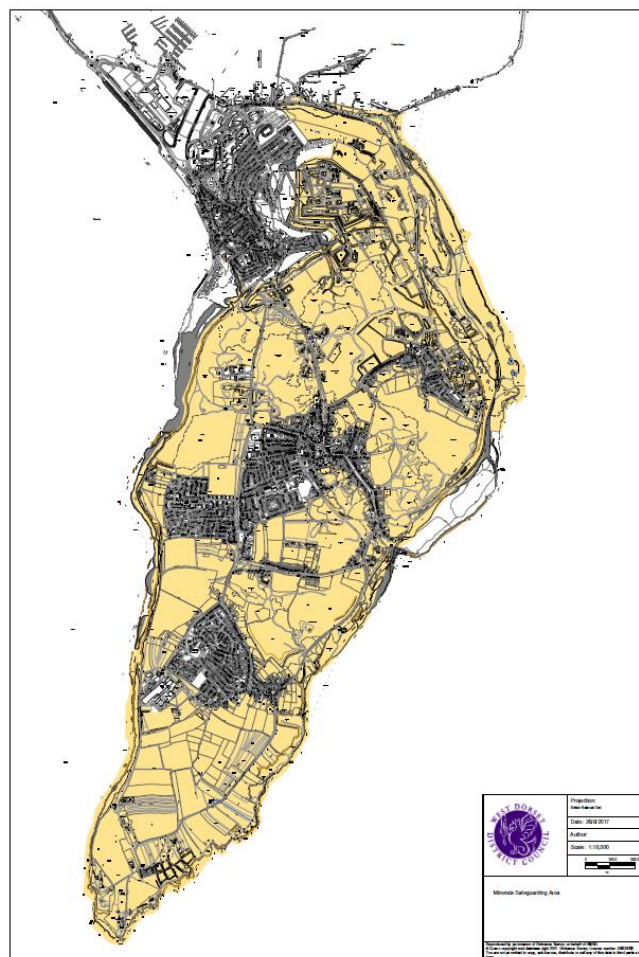
<sup>6</sup> West Dorset, Weymouth & Portland Infrastructure Delivery Plan, Weymouth and Portland Borough Council, Sep 2013

<sup>7</sup> <https://www.dorsetforyou.com/cilchargingschedules/west/weymouth>

<sup>8</sup> ‘Future Portland’, Portland Economic Vision and Plan (2015-2030), Portland Community Partnership, Nov 2015

## Safeguarding Portland's Minerals

- 3.21 Almost the whole of the neighbourhood area is designated as a mineral safeguarding area. Portland stone is derived principally from a 9m thick bed known as the Freestone which occurs within the Portland Limestone Group. It is overlain in most places by several metres of thinly bedded limestones and clays ("the Caps") and is underlain by 20-30 metres of limestone known as the Cherty Series. This is unsuitable for building stone because of its high chert- (a type of silica) content, however, the Cherty Series and the Caps can be crushed for use as aggregate.
- 3.22 Paragraph 143 of the NPPF requires local planning authorities to define Mineral Safeguarding Areas (MSAs) to protect known locations of specific mineral resources from sterilisation; to define Mineral Consultation Areas (MCAs) based on these MSAs; to safeguard transport and processing facilities, and to seek prior extraction of minerals where it is necessary for non-mineral development to take place. Because of the number and quality of quarries on Portland, it is no surprise that most of the Island is designated as part of the MCA. Map 2 (below) shows the extent of the MCA.
- 3.23 The definition of development triggering a consultation in the Minerals Strategy is:
- a) *"any extension of and / or change to the curtilage of a property within the MCA*
  - b) *any material change in the use of land, particularly a change of use to residential area, hospice, travellers' sites, cemeteries and prisons within the MCA*
  - c) *any new built development proposed within the MCA*
- In order to exclude the majority of routine householder or other (including employment, office and retail) applications, development within the curtilage of an existing property does not require consultation"*<sup>9</sup>.
- 3.24 This does not mean that development cannot take place within the MCA. As the Strategy says *"the designation of a Minerals Safeguarding Area does not indicate that there is a presumption in favour of extraction, nor does it indicate certainty of location of high quality or economically viable mineral deposits. There is no expectation that permission would be granted for development in these areas"*.



Map 2 Portland Mineral Consultation Area

<sup>9</sup> Bournemouth, Dorset & Poole Minerals Strategy Part 2 (2014)  
[file:///C:/Users/Paul/Documents/Portland/Minerals\\_Strategy\\_2014\\_PART\\_2.pdf](file:///C:/Users/Paul/Documents/Portland/Minerals_Strategy_2014_PART_2.pdf)

## Portland Town Council - Position Statement

- 3.25 Over recent years there have been many outside bodies that have expressed a view on how Portland should develop in future. We respect their right to take a view and, in most cases, we acknowledge their well-intentioned advice. Too often however, Portlanders have felt they are being planned for and not planned with.
- 3.26 The opportunity, afforded by the Localism Act 2012, to prepare our own Neighbourhood Plan has been both liberating and energising. It has not been easy. Portland may be a distinct geographical entity, but it is also a complex network of inter-related issues and opportunities that are made even more complicated by the aspirations of those who regard Portland as place to live and those that wish to exploit its location and natural assets primarily for business or tourism purposes.
- 3.27 The Portland Neighbourhood Plan represents an attempt to reconcile these, sometimes diverse, interests and put in place an acceptable development strategy that will facilitate *Growth with a Purpose*. To achieve this, our approach is one of evolution rather than revolution. We are proud of what Portland is and has been. The Neighbourhood Plan represents the land use and development aspect of a wider strategy to maintain Portland's unique character and help all its inter-dependent components to flourish.
- 3.28 The Neighbourhood Plan therefore reflects a strong desire to:
- revive and diversify the island's economy
  - create more and better local jobs
  - improve existing centres
  - extend and increase the delivery of local services
  - meet the housing needs of the 21<sup>st</sup> century in the interests of local people
  - attract visitors and serve them well
- and whilst doing so:
- strengthen the sense of community and its sustainability
  - protect our unique natural environment
  - respect our heritage
  - safeguard the island's minerals

## 4. Purpose of the Neighbourhood Plan

- 4.1 Neighbourhood planning is intended to give communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of the local area. The National Planning Policy Guidance says that, in accordance with the Localism Act 2011, we are able to “*choose where we want new homes, shops and offices to be built, have our say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings we want to see go ahead*”.
- 4.2 We have approached the task with an open-mind as to what the Portland Neighbourhood Plan would cover and what its themes and purposes would be. We understood from the outset that it would have to meet the ‘basic conditions’:
- have regard to national policies and advice contained in guidance issued by the Secretary of State
  - contributes to the achievement of sustainable development
  - is in general conformity with the strategic policies contained in the development plan for the area – the West Dorset, Weymouth and Portland Local Plan
  - does not breach, and is otherwise compatible with, EU obligations
- 4.3 Within these constraints we have consulted widely and engaged with our local community to understand what is needed and what it is possible to influence and effect via a set of neighbourhood planning policies. We have considered carefully the policies of the Local Plan and assessed, based on our agreed objectives, whether a more localised or detailed neighbourhood plan policy is necessary. In several cases, we have concluded that the Local Plan policy is sufficient. We have only introduced a neighbourhood plan policy where it will help ensure the area develops in the way we wish it to.
- 4.4 The Portland Neighbourhood Plan sets out how we would like to see the area developed over the next 15 years and through its policies aims to guide sustainable development to provide the maximum benefit to those that live, work or visit in our area.

### The Neighbourhood Planning Process

- 4.5 The development and preparation of the Neighbourhood Plan has been undertaken by a Working Group comprised of representatives of groups in the town and town councillors, overseen by a Management Group set up as a sub-committee of Portland Town Council.
- 4.6 It was understood from the outset that for the Plan to be truly representative of the planning issues of relevance in the area and to be *the community’s plan*, we needed to carry out a thorough and on-going consultation process with those who live and work in the area and those that visit here on a regular basis. We also recognised that the Plan could not be properly developed without the input of organisations and agencies with a district, county, sub-regional or national remit and an interest in the area.
- 4.7 The process and the types of consultation exercise and discussion that we have gone through will be documented in detail in a **Consultation Statement**, which accompanies the submission version of the Plan. The key methods we have used have included:
- Public exhibitions, meetings and events
  - Regular articles in the Free Portland News and the Weymouth and Portland Advertiser
  - Use of social media and dedicated website
  - Local newspaper and noticeboards
  - A community questionnaire
  - Focus groups and workshops

- Survey and discussion with local businesses
  - Directly contacting wider-than-local organisations and agencies (strategic stakeholders) which have an interest in our planning issues
  - Consultation ‘windows’ during which comments have been invited on draft documents
- 4.8 The development of the Neighbourhood Plan was based on a desire to be open and to welcome comments and contributions from all quarters. Our aim has been to encourage discussion and debate within the community about the issues and opportunities that face us and strive to achieve a community consensus. This Plan represents the product of this process.
- 4.9 Having developed the Plan through this iterative and inclusive approach, this first version of the Plan is being shared with the community and other stakeholders in expectation that it may well need further refinement or revision to reflect comments before progressing through the regulatory framework. The Regulations requires us to carry out a formal consultation on the pre-submission (next) version of the Plan, followed by formal submission to the local authority and public examination of the plan before an independent Inspector. After that point, assuming the Plan passes through the Examination successfully, the Plan will be subject to a public referendum where residents on the electoral register will be asked if they support the final plan. If the referendum answer is a “yes” from the majority of voters turning out on the day, the Plan will be deemed ‘made’ by the local planning authority, West Dorset and Weymouth and Portland Borough Council.

## The Plan’s Status

- 4.10 This Neighbourhood Plan, once ‘made’ (i.e. adopted), will be a statutory development plan. This means that its policies will have significant weight (or real teeth) when it comes to being used by the local authority to help determine proposals for development submitted through planning applications. It will form the local tier of planning policy on the Island. It sits with the West Dorset, Weymouth and Portland Local Plan (also a statutory development plan) and underneath the umbrella of national planning policy in the Government’s National Planning Policy Framework (NPPF) as the main planning policy documents relevant to the Portland area. Other important planning documents which govern specific issues are the Minerals and Waste Plans produced at the county-wide level.
- 4.11 However, the Neighbourhood Plan should not be treated as a blueprint. When this Plan is ‘made’ its policies will be used by the local planning authority when it considers decisions that need to be made about development proposals submitted through the planning application process. The Neighbourhood Plan’s policies, cannot guarantee that a proposal will be refused nor be granted permission, but the policies will carry significant weight, alongside policies of the NPPF and Local Plan when weighing up the appropriateness of the development proposal in question.

## 5. The Structure of Our Plan

- 5.1 Our Plan sets out the neighbourhood planning aims and objectives for the neighbourhood area, which have been developed following a dialogue with the community and shaped by existing planning policies, plans and contributions of key organisations and agencies.
- 5.2 Having explained our rationale for these, the Plan sets out our local planning policies on a topic by topic basis. Our topics have been derived by pulling together common aims and common key issues arising from consultation. The brief introduction to each topic, which includes a short description of the situation on Portland today, is based on the findings of the research, surveys and consultations that have taken place as part of the neighbourhood planning process.
- 5.3 For each topic we set out the aim and objectives the neighbourhood planning policies are seeking to respond to and a summary of the characteristics of that topic and the key issues which have been identified. Then, for each policy, we set out:
  - our justification for why we need the policy, including key supporting evidence; and,
  - the other planning policies in national and county-wide planning documents which relate to that policy.
- 5.4 It is important to note that, while we have packaged policies under topic headings, when development proposals are being assessed, the whole plan (i.e. all policies) should be considered as policies in one topic may apply to proposals which naturally fit under another.
- 5.5 Our Plan finishes with an explanation of how we will monitor and review the Plan, a glossary which seeks to demystify some of the planning terminology used in our Plan and a bibliography which includes the details of documents and current web-links to those documents.

### Companion Documents

- 5.6 Several other documents are being prepared to accompany the Neighbourhood Plan. We are obliged to produce a:
  - **Consultation Statement**
  - **Basic Conditions Statement**
- 5.7 We have also commissioned a:  
**Strategic Environmental Assessment**

Where a neighbourhood plan is likely to have significant environmental effects, it will require a strategic environmental assessment. Given the substantial tracts of statutorily protected land on Portland, an SEA for the Neighbourhood Plan is an inevitability. The NPPG states that If likely significant environmental effects are identified, an environmental report must be prepared in accordance with paragraphs (2) and (3) of regulation 12 of the Environmental Assessment of Plans and Programmes Regulations 2004.
- 5.8 Regulation 2 states *“the report shall identify, describe and evaluate the likely significant effects on the environment of (a) implementing the plan or programme; and (b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme.”* Regulation 3 says *“the report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required...”*
- 5.9 All three documents will be found on the Portland Neighbourhood plan website:  
<http://www.portlandplan.org.uk/>

## 6. Vision, Aims and Objectives

### Developing a Neighbourhood Plan Framework

- 6.1 The framework for the Neighbourhood Plan comprises:
- a **vision** - for the long-term future of Portland;
  - the **aims** - that it is hoped that the Plan can help achieve; and
  - the **objectives** - that expect the Plan to attain by the application of appropriate neighbourhood planning policies
- 6.2 The Portland communities are not without vision. We have already concurred with the vision statement for Portland in the Local Plan and 'signed up' to the economic vision for Portland as set out in the recently approved Economic Plan for Portland 2015.
- 6.3 A neighbourhood plan should set out a vision for the future of its neighbourhood. The vision should reflect a desired end state that is consistent with the values and overall priorities of the community. Portland's neighbourhood planning group has been 'visioning' from the outset of the neighbourhood plan process. Understanding more about the Island and its people and what is needed and wanted is a major contributor to the visioning process. Our vision is represented by the following set of topic-based aims. It is, we believe, wholly consistent with the Local Plan vision and the economic vision for Portland. The aims have been derived from the consultation process and our analysis of what we have been told. With these high level aims we have endeavoured to capture the direction of travel the community wants the Neighbourhood Plan to take to bring benefits for local people.

#### Portland Neighbourhood Plan – Aims

**Environment** - *protect the special and unique character of Portland's natural and built environment and use its natural resources carefully*

**Business and Employment** - *strengthen the Island's business function, building growth and prosperity*

**Housing** – *encourage a balanced mix of housing in appropriate places that people need and want*

**Transport** - *support non-car travel options and accommodate the car in an unobtrusive manner*

**Shopping and Services** - *support the shopping areas and service functions*

**Community Recreation** - *realise the leisure and recreation potential of the Island*

**Sustainable Tourism** – *accommodate responsible and sustainable tourism development*

## Setting the Objectives

- 6.4 The objectives of the Neighbourhood Plan have been set following a process that involved considering what local people told us during the consultation on the neighbourhood planning aims and objectives, the feedback we received from local businesses, community groups and voluntary organisations and reconciling all this with the emerging objectives of the economic strategy, to achieve the maximum synergy. The process is shown diagrammatically below and explained in more detail in a document that can be found on the website<sup>10</sup>.



<sup>10</sup> <http://www.portlandplan.org.uk/>

## Portland Neighbourhood Plan Objectives

| <b>Portland Neighbourhood Plan – Objectives</b>                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Environment</b>                                                                                                                           |
| <i>Support measures that improve our resilience to climate change</i>                                                                        |
| <i>Make responsible use of the island's natural resources</i>                                                                                |
| <i>Identify opportunities to increase renewable and sustainable energy production</i>                                                        |
| <i>Identify, protect and enhance the Island's biodiversity</i>                                                                               |
| <i>Support Portland Quarry Nature Park development plan where appropriate</i>                                                                |
| <i>Support of the re-use of redundant mines and quarries in benign and sustainable ways</i>                                                  |
| <i>Recognise and protect heritage buildings, spaces and structures and enable the appropriate use of heritage assets</i>                     |
| <i>Protect and enhance the distinct character of settlements</i>                                                                             |
| <i>Support public realm improvements in identified areas such as Sea Wall/West Weares</i>                                                    |
| <b>Business and Employment</b>                                                                                                               |
| <i>Protect existing employment spaces</i>                                                                                                    |
| <i>Facilitate appropriate conversions and extensions of local business space</i>                                                             |
| <i>Enable business hub development in local building if justified</i>                                                                        |
| <i>Set criteria for developing land for business development</i>                                                                             |
| <i>Set criteria for new business development to priority and growth industries</i>                                                           |
| <i>Establish policy that supports conversion of redundant buildings for business purposes</i>                                                |
| <i>Encourage creation of business start-up units</i>                                                                                         |
| <i>Encourage and facilitate Northern Arc masterplan-approach</i>                                                                             |
| <i>Support development that provides for local education and training opportunities</i>                                                      |
| <i>Encourage development to bring about better connectivity for all</i>                                                                      |
| <b>Housing</b>                                                                                                                               |
| <i>Focus development on brownfield sites</i>                                                                                                 |
| <i>Recognise exception site development to meet affordable housing needs provided by approved providers including a Community Land Trust</i> |
| <i>Relate housing development to local housing need</i>                                                                                      |
| <i>Establish a second home policy</i>                                                                                                        |
| <i>Set criteria for new housing development including standards and infrastructure requirements</i>                                          |
| <b>Transport</b>                                                                                                                             |
| <i>Support development which helps facilitate improvements to the public transport network</i>                                               |
| <i>Support development which helps facilitate a more effective transport network</i>                                                         |
| <i>Support provision of off-street parking including public car parks</i>                                                                    |
| <i>Support improvements to existing footpath, bridleway and cycle routes and extension to the networks</i>                                   |
| <b>Shopping and Services</b>                                                                                                                 |
| <i>Retain existing retail spaces</i>                                                                                                         |
| <i>Support new shops in appropriate locations</i>                                                                                            |
| <i>Define and protect two shopping centres</i>                                                                                               |
| <b>Community Recreation</b>                                                                                                                  |
| <i>Support development of leisure and recreation facilities</i>                                                                              |
| <i>Protect and enhance local parks</i>                                                                                                       |
| <i>Support development of new community buildings and spaces</i>                                                                             |
| <i>Support new facilities for young people</i>                                                                                               |
| <i>Support use of buildings or land for events and festivals</i>                                                                             |
| <b>Sustainable Tourism</b>                                                                                                                   |
| <i>Support sustainable tourism-related development in appropriate locations</i>                                                              |
| <i>Support the creation of individual, or a network of, tourist trails</i>                                                                   |
| <i>Facilitate appropriate new marine developments</i>                                                                                        |

## 7. Environment

### Overview

- 7.1 The boundaries of Portland extend along the Chesil Bank to as far as opposite Littlesea Caravan Park. The perceived boundary however commences at Ferrybridge. The entrance to the Island is dominated by the Chesil Bank and Hamm Beach before entering the more urban setting of Underhill, which has limited natural open space within it, but which is flanked by the Verne Local Nature Reserve together with East and West Weares. East Weares, of which only the north-east corner is visible, is predominantly within the ownership of Portland Port and for many represents a 'hidden' and relatively inaccessible side to the Island extending as far down as Church Ope Cove.
- 7.2 The entrance to the Island and Chiswell and Osprey Quay areas are subject to flooding controls which may impact upon the future of these areas. The environment of Osprey Quay is subject to a management plan and part of the 'estate' has been handed over to a Land Trust to improve the environment and to explore possibilities of green regeneration.
- 7.3 Ascending to Tophill, it becomes evident that the Island's landscape is fractured because of extensive quarrying activity, but it has stunning views of the sea and the Jurassic coastline from its cliffs, and is well known for its exceptional flora and fauna. Much of the Island is designated as a Special Area of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Sites of Nature Conservation Importance (SNCI) and Local Nature Reserve (LNR).
- 7.4 Restoring the quarries to a productive use is a challenge; one option is the creation of a wildlife reserve, which has been successful at Kingbarrow, for example. Alternatively, where restoration conditions are not in place, and subject to planning controls, it is felt that redundant quarries can provide opportunities for appropriate development.<sup>11</sup>
- 7.5 It is this balance of maintaining and improving the natural environment and at the same time providing opportunities for economic-related development, which is at the core of the Island's future.
- 7.6 Portland is an historic and special environment in many ways. The built environment is arguably as significant and important as the natural environment. Portland has around 200 listed buildings and structures. Many of them are in one of the Island's five conservation areas. Several areas of the Island are on the national schedule ancient monuments<sup>12</sup>.
- 7.7 The close relationship between the Island's stone history and its natural and public realm are emphasised by the variety of installations that can be found across the Island. These stretch from more subtle examples such as Nicodemus and Pulpit Rock, to structures such as Lano's Arch or the tipping bridges; all of which have left features which are considered integral parts of the Island's heritage. To these can be added a wide range of sculptures, public realm and art installations such as the Spirit of Portland Sculpture and Boat Crane at New Road, Sculpture Park in Tout Quarry, Legacy Trail Cairns, The Memory Stones and Olympic Rings, together with a wide range of memorials including the Cenotaph. The location and setting of many of these are as important as the feature themselves. Encroachment and poorly considered options for land use can undermine their impact and importance just as much as any on any Heritage Building.
- 7.8 To help establish an appropriate framework for the environment policies in the Neighbourhood Plan, the Town Council commissioned a Heritage and Character Study. The Study has helped identify what makes the different parts of the Island special today. AECOM, a leading

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<sup>11</sup> Paragraph paraphrased from Portland Vision –Terence O'Rourke 2008

<sup>12</sup> Protected under the Ancient Monuments and Archaeological Areas Act of 1979

environmental consultancy, has taken a fresh look at the Portland in 2017. Its Character Assessment Report provides important, up-to-date, evidence to support the planning policies that in the Neighbourhood Plan. Government guidelines say neighbourhood plans should develop policies based on an understanding of the defining characteristics of an area. In doing so, policies can ensure that development responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. The Character Assessment Report has identified six distinct ‘character areas’ on Portland. It has made recommendations about how development needs to be controlled in the interests of protecting or enhancing their unique character. It was the subject of a community consultation during the spring of 2017, before being accepted as a relevant source of reference for the Neighbourhood Plan.

7.9 The nature of the historic construction method, sourced mainly from local stone, coupled with its integration into the landscape means that the built environment has significant resonance and complementarity with its natural environment. An example of the ‘harmony’ we regard as important, is the landscape area of the Verne Nature Reserve which is largely man made, as a result of remodelling at the time of construction of the Verne Citadel.

7.10 Almost everybody agrees that all we have that is special must be preserved and protected at all costs.

*“Portland is a unique and beautiful island with a stunning natural environment and significant opportunities for regeneration and renewal.”<sup>13</sup>*

| Environment |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aim         | <i>Protect the special and unique character of Portland’s natural and built environment</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Objectives  | <ul style="list-style-type: none"> <li>• Support public realm improvements in identified areas such as Sea Wall/West Weares</li> <li>• Support measures that improve our resilience to climate change</li> <li>• Make responsible use of the island’s natural resources</li> <li>• Identify opportunities to increase renewable and sustainable energy production</li> <li>• Identify, protect and enhance the Island’s biodiversity</li> <li>• Support Portland Quarry Nature Park development plan where appropriate</li> <li>• Support of the re-use of redundant mines and quarries in benign and sustainable ways</li> <li>• Recognise and protect heritage buildings, spaces and structures and enable the appropriate use of heritage assets</li> <li>• Protect and enhance the distinct character of settlements</li> </ul> |

<sup>13</sup> Portland Vision, Terence O’Rourke for SW Regional Development Agency, 2008

Map 3 Portland Statutorily Designated Ecological and Geological Areas



### Policy No. Port/EN1 Prevention of Flooding and Erosion

**Development proposals which seek to prevent coastal erosion or flooding and protect local property and businesses will usually be supported.**

**Land that may be required for flood defence works will be safeguarded.**

- 7.11 Map 4 shows the areas of Portland that are prone to flooding or surface water accumulation. The low-lying areas of Chiswell and Osprey Quay, together with Beach Road, are most at flood risk. The series of storms and gales experienced since the Millennium have challenged the sea defences, which have largely worked and coped well over the last 30 years. Over that period, the newly-developed Osprey Quay area, much of which is in the flood plain, has developed its own sea defences and Flood Defence Plan. These defences include interceptor drains, flood alleviation channels and sea walls. The Portland Breakwaters form an important part of the flood defence.
- 7.12 The following areas of the Island have also suffered with water related issues in recent years:  
Fortuneswell – from various streams forcing their way through to the surface  
Wakeham – Surface water at times of heavy rainfall

- 7.13 The defined flood zones as shown on Map 4 are:  
Zone 1: a low probability of flooding – this zone comprises land as having a less than 1 in 1,000 annual probability of river and sea flooding (<0.1%).

Zone 2: a medium probability of flooding - this zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (0.1%- 1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.1% - 0.5%) in any year.

Zone 3a: a high probability of flooding – this zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

- Zone 3b: the functional flood plain – this zone comprises land where the water has to flow or be stored in times of flood.



*Map 4 Portland Flood Zones and Areas*

- 7.14 The Island's resistance and resilience to flooding is an on-going process. It is almost impossible to prevent flooding that results from major storms, such as that experienced in January 2014 when 15ft waves over-whelmed Chiswell, or to stop Beach Road from being near-impassable at times of very high tides. However, work to increase our resilience or to slow down the rate of coastal erosion resulting from these severe natural events will be welcomed where it is necessary.

- 7.15 The latest Shoreline Management Plan<sup>14</sup> for Portland puts the issue into perspective. It recognised that there was limited action that could and should be taken to manage coastal erosion and find *“the right balance between the needs of local communities, the economy and the environment, to secure a sustainable and affordable approach to the threat while protecting natural interests.”*
- 7.16 For Portland the various scenarios tested over the period of 100 years propose the following action:
- Small Mouth to Osprey Quay – *hold the line*
  - Osprey Quay to Grove Point – *hold the line*
  - Grove Point to Portland Bill – *no active intervention*
  - Portland Bill to West Weares – *no active intervention*
  - West Weares to Checkpoint Roundabout – *hold the Line*
  - Hamm Roundabout to Fleet – *no active intervention*<sup>15</sup>
- 7.17 Natural England’s National Character Area profile<sup>16</sup> for Portland also supports this approach i.e. by *“allowing natural coastal processes to operate unimpeded and realising opportunities to extend or create new coastal habitats and maintain geomorphology, geological exposures and access to fossils; and promoting the benefits of natural coastal erosion as a cost-effective form of coastal defence while protecting from severe flooding both the village of Chiswell on the north of Portland and the road that connects the island to the mainland. While defences should be minimised, and be as natural as possible, they are vital in order to preserve other island characteristics.”*
- 7.18 The most vulnerable settlement area is Chiswell. Defences at Chiswell could be outflanked as the beach to the north rolls back naturally over time. The amount of roll back and outflanking risk is dependent upon the size of wave events, though a large event in the long term is likely to occur. Due to the ‘assets’ in this area, it is unlikely that defence would cease to be provided, so continued defence in some form, but to a greater level, is likely to be required. Portland Town Council will work closely with Dorset County Council and others to ensure that the Strategic Flood Risk Assessment is kept up-to-date and the flood defence strategy remains appropriate and effective.
- 7.19 Policy Port/EN01 is supportive of development that is necessary to ensure that local property and businesses are protected, and people are kept safe.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 94 – *proactive strategies to mitigate and adapt to climate change*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ENV5 Flood Risk;

Policy ENV6 Local Flood Alleviation Schemes

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<sup>14</sup> Shoreline Management Plan – Technically Feasible Assessment, Halcrow, Sep 2010

<sup>15</sup> Portland Town Council has requested in Local Plan Review that Hamm Roundabout (same as Checkpoint) to Fleet to be changed to ‘*hold the line*’ given the likely impact of breach to Chesil Beach on wider Dorset Coastline.

<sup>16</sup> National Character Area profile: 137, Isle of Portland, Natural England, 2012

**Development proposals that advance:**

- i. the responsible use of natural resources;**
  - ii. the re-use and recycling of resources; and**
  - iii. the production and consumption of renewable energy**
- will be supported if they do not lead to significant loss or damage to any of the Island's natural assets including landscape character, amenity, historic environment, views, ecology and wildlife corridors, archaeological or geological values of the coast, shoreline, beaches, adjacent coastal waters, and countryside.**

- 7.20 The Portland community has demonstrated a commitment to sustainable living. The Community Economic Development Plan for Portland of 2016 is a clear expression of intent by the community to engage in community led economic activity and be active and creative in its approach *“to create employment, skills development and a thriving, healthy community”*<sup>17</sup> whilst improving the sustainability and resilience of the island. The application of renewable energies and energy efficiency measures are a major feature of the Action Plan.
- 7.21 The NPPF (para 93) says *“planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.”*
- 7.22 The Neighbourhood Plan is supportive of measures intended to move us to a low carbon future. It is generally supportive of: new development which helps reduce greenhouse gas emissions; increases the use and supply of renewable and low carbon energy; and makes energy efficiency improvements to existing buildings, for instance. However, the Assessment carried out by Natural England in 2012 reminds us of how special Portland is. The Assessment emphasises the need to conserve and manage the internationally important coastline, the Island's geological assets and its distinctive landscape character, the strong sense of history and the magnificent views.
- 7.23 Policy Port/EN2 seeks to achieve a balance between making good use of our natural assets and resources in the interest of a more sustainable way of living and working on Portland with the need to preserve, protect and enhance everything that makes the Island unique. Development proposals that enable the efficient use of natural resources, the re-use and recycling of resources, and the production and consumption of renewable energy will be supported whenever it is demonstrated that it is not to the long-term detriment of Portland's natural assets.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 109 – *protecting and enhancing valued landscapes, geological conservation interests and soils*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ENV1 Landscape, Seascape and Sites of Geological Interest

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<sup>17</sup> Community Economic Development Plan for Portland, Portland Community Partnership in partnership with Co-operative UK and New Economics Foundation, 2016

**Development proposals for energy generating infrastructure using renewable or low carbon energy sources, including wind and tidal power, will be supported provided there will be no unacceptable effects on the:**

- i. visual impact in the immediate locality and the wider area**
- ii. amenity of nearby dwellings**
- iii. local landscape, countryside and shore**
- iv. highway safety and traffic generation**
- v. migratory bird routes**
- vi. sites of local nature conservation and archaeological importance.**

**Proposals for installations will need to include specific assessments related to these criteria.**

**Proposals for wind farms and wind turbines will be supported, but only within areas identified on Map 5 showing ‘Wind Energy Search Areas’.**

**Community-based renewable and low carbon energy generation initiatives, will be encouraged.**

- 7.24 The Economic Strategy recognises Portland as an ideal environment for renewable energy companies to thrive. There are opportunities for tidal power as well as solar and wind power development. Portland has the potential to become a leading location to test and develop renewable energy development as well as supporting the development of community renewable energy. The generation of energy locally at a community level offers the opportunity to retain spending on energy for the benefit of local people and the local economy.
- 7.25 The community has taken an interest in renewable energy. It has already demonstrated this with the Osprey Leisure Centre, a registered charity, is already managed by the South Dorset Community Sports Trust, a community organisation, which has recently won awards for progressive thinking and action on energy saving, sustainable and renewable energy initiatives, cutting costs and carbon significantly. A ‘workshop’ of community stakeholders in 2015 discussed the potential for Portland to become an Energy Island, following in the footsteps of Eigg in Scotland. It was agreed that it would be good to explore the potential for community owned renewable energy, backed by the creation of a Portland Trust to receive bequests to fund green projects.
- 7.26 National planning policy entitles a Neighbourhood Plan to specify areas where wind development can occur. Proposals for wind farms and wind turbines will be supported in areas which are appropriate. To mitigate any impact on the landscape or wildlife, new ideas around turbine design may have to be awaited and utilised. This would fit well with the aspiration for the Island to become a Research and Development centre. Map 5 indicates an area where wind farms and turbines will be supported provided the scale and design is appropriate and the impacts are deemed acceptable by the local planning authority.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 93 – *supporting the delivery of renewable and low carbon energy and associated infrastructure*

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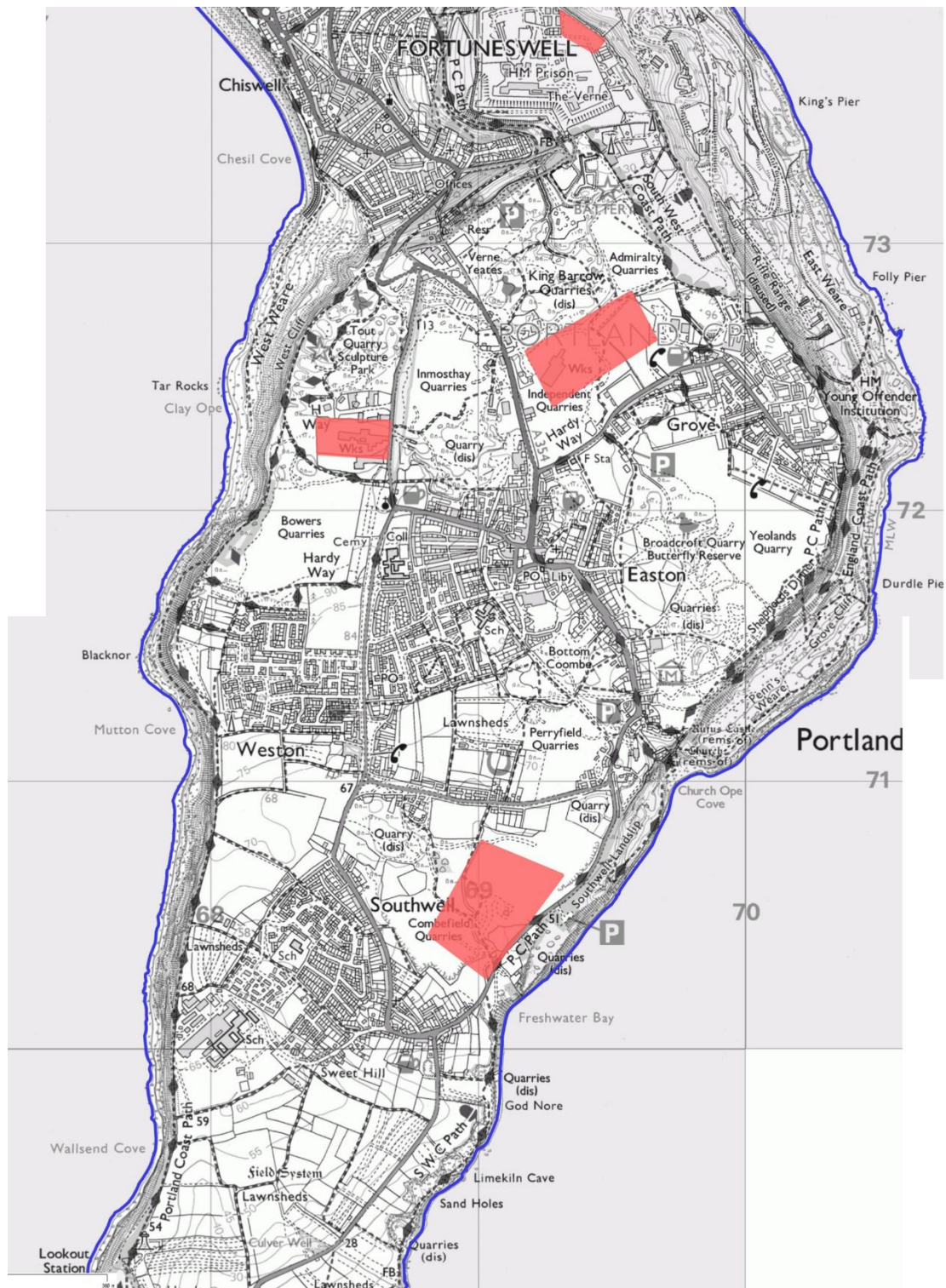
### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy COM11 Renewable Energy Development

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Map 5 Portland Wind Energy Search Areas



**Proposals that further the creation of a ‘Quarries Nature Park’ within the area shown on Map 6 are supported provided:**

- i. they are in keeping with the character and amenity of its surroundings;**
- ii. there is safe and convenient access for potential users;**
- iii. any infrastructure is appropriately sited;**
- iv. they adopt high levels of sustainability in design and construction; and**
- v. damage to ecologically important sites is avoided, or if avoidance is not possible, appropriate mitigation and compensation is put in place**

- 7.27 The Portland Quarries Nature Park is an important long-term project that will remediate unused and redundant quarry sites and thereby protecting historic and industrial heritage resources, connect and enhance biodiversity habitats and provide a visitor facility that will provide cultural and education opportunities and, in so many ways, celebrate Portland’s unique wildlife, geology and heritage. It was first brought forward as an Olympic Legacy Project.
- 7.28 The Portland Quarries Nature Park in its first phase comprises over 60ha of disused Portland quarries along with Verne Local Nature Reserve. It currently links together five key sites, King Barrow Quarry, Tout Quarry, Verne Yeates, Trade Quarry and Inmosthay Quarry, with the aim of bringing new investment to these once neglected sites that are nationally significant for nature conservation, geology and cultural heritage. There is every intention to add additional areas to the Park as opportunities arise and subject to the land owners’ agreement.
- 7.29 Natural England’s National Character Area profile<sup>18</sup> advocates *“continuing to support the Portland Quarries Nature Park, which showcases Portland’s geology, the history of extraction and the inspiring sculpture created by carving Portland stone”*, as one of the environmental opportunities worth pursuing.
- 7.30 Local Plan Policy PORT03 recognises the importance of this initiative and allocates land shown on Map 6 below as part of the Portland Quarries Nature Park *“to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement”*.
- 7.31 The development of the Portland Quarries Nature Park is consistent with the recommendations of the Portland Heritage and Character Assessment of 2017. It is focussed on the rugged open landscape area of Quarries and Open Space (LCA6). The Assessment recommended that the principles for managing change should focus on sustaining, reinforcing or enhancing those aspects which enhance the industrial character and contribute to the coastal setting. *“Development within the disused quarries should be encouraged to celebrate both the industrial heritage on the island and the diverse and high-quality landscape and biodiversity.”* Part of the Quarries Nature Park also lies within the Grove and Verne (LCA2) which is significant because of its heritage value.
- 7.32 Policy Port/EN4 endorses the Portland Quarries Nature Park project and its extension and supports development necessary to realise the visitor potential of the Park. This includes small-scale activity-related tourism development (in accordance with policy Port/ST1), subject to the necessary safeguards being in place to ensure that the essential character of the area is not compromised. Any development or change should serve to reinforce the characteristics of this unique quarried landscape and its ecological systems.

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<sup>18</sup> National Character Area profile: 137, Isle of Portland, Natural England, 2012



**The re-use of redundant mines and quarries for the following purposes:**

- 1. Schemes which will benefit the local economy**
- 2. Schemes that provide active recreation opportunities for local people**
- 3. Tourism-related development appropriate in terms of scale and type**

**will be welcomed and development proposals will be supported provided they will not have any unacceptable impact on:**

- i. The nearby natural or built environment**
- ii. the transport network and parking conditions**
- iii. residential amenity**

- 7.33 Disused quarries on Portland have been used to create areas of public open space and recreation. The largest area is the King Barrow Quarry Nature Reserve which includes car parking at New Ground, interpretation panels, public rights of way and wayfinding. The Tout Quarry Reserve and Nature Park, located in the north-west of the area includes a network of labyrinths and gullies resulting from quarrying in the area, sculptures carved out of Portland stone (located throughout the area), interpretation panels, car park and a network of public rights of way.
- 7.34 The Landscape Character Assessment identified the unique character of the numerous disused quarries *“of distinctive Portland stone, often re-colonised and important for rare mosses, liverworts, lichens, flowering plants and invertebrates”*<sup>19</sup>.
- 7.35 The Portland Heritage and Character Assessment of 2017 finds that the transformation of disused quarries into local nature reserves and public attractions is an acceptable and appropriate evolution of the landscape if the change is managed *“to ensure that sustainable social, environmental and economic outcomes are achieved”*.
- 7.36 The main issues to be addressed through new development or active management are principally related to recognising the impact of quarrying on the landscape. Development within the disused quarries should celebrate both the industrial heritage on the island and the diverse and high-quality landscape and biodiversity. In accordance with the recommendations of the Portland Heritage and Character Assessment of 2017 we expect any re-use scheme to:
- protect and enhance existing, blocks and belts of woodland and incorporate new planting to further enhance the quality and biodiversity of the area
  - maintain and enhance access to the coastline and should retain open views across the Island from key vantage points
  - maintain the historic network of drystone walls for their landscape value
  - help extend the network of off-road cycle routes and bridle-paths

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 111 - *encourage the effective use of land by re-using land that has been previously developed*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy PORT3 Portland Quarries Nature Park

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<sup>19</sup> National Character Area profile: 137, Isle of Portland, Natural England, 2012

**Development will be supported that maintains or enhances the character and setting of a heritage asset and enables the asset to be used in an appropriate manner.**

**Development proposals that affect a building or structure on the Local Heritage List must demonstrate how they protect or enhance the said building or structure.**

**Any renovations or alterations of buildings or structures identified on the Local Heritage List should be designed sensitively, and with careful regard to its historical and architectural interest and setting.**

- 7.37 We want to ensure that our heritage is recognised and respected. 95% of respondents to the Community Survey 2014 told us we must protect our old buildings and heritage, of which we have a great deal. This is evidence by the fact that on such a relatively small location, there are five conservation areas. There are 178 Grade II (nationally important and of special interest) buildings and structures on Portland. The Island also has three Grade I (of exceptional interest) and 10 Grade II\* (of more than special interest) buildings and structure. Beyond these there are many other buildings, structures and locations that we regard as being an essential and important part of our history and heritage. Eight locations on the Island are scheduled as ancient monuments.
- 7.38 Our heritage assets are important to us for historical, cultural, urban design and ‘sense of place’ reasons. They help define and make Portland such a distinct location. We wish to ensure they can continue to play a significant role in the life of the Island. We want to ensure that uses are commensurate with the building’s heritage.
- 7.39 Local Plan Policy ENV4 Heritage Assets, sets out detailed policy in the interest of protecting the heritage assets and recognises both designated and non-designated heritage assets. West Dorset and Weymouth and Portland Borough Council will be establishing a local Register of Heritage Assets, which, we fully expect, will include local heritage assets that may not have the benefit of a statutory designation such as listing. Portland Town Council may, from time to time, propose additional heritage features in the parish area for inclusion on the Register.
- 7.40 We expect any development near a locally registered heritage asset to have a positive impact on the asset and our local heritage and adhere to Local Plan Policy ENV4, which requires development proposals affecting the significance or setting of a heritage asset, whether statutorily designated or not, to provide “*sufficient information to demonstrate how the proposals would positively contribute to the assets’ conservation*”.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 126 - *recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ENV4 Heritage Assets

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**Development proposals to protect, conserve and/or enhance the historic jetties of Portland will be supported.**

**The renovation or alteration of buildings or structures should be designed sensitively, and with careful regard to the jetty's historical interest and setting.**

- 7.41 The east coast of Portland is the location of several historic jetties that were for built mainly for the stone industry to enable transportation by sea, mainly to London. The remnants of Folly Pier, Durdle Pier and Kings Pier all date back to the 17<sup>th</sup> century and are worthy of protection. The sites may yet have a use, with careful restoration and conversion. They have been mooted to be resurrected as ferry access points from Bournemouth and Poole and Isle of Purbeck.
- 7.42 The current **Folly Pier** structure dates to 1765. The name Folly had originated from the fact that the Pier's exposed position beneath East Weares, coupled with landward inaccessibility, often made use of the pier difficult. Once quarrying in the area was reduced, and quarries moved inland from the cliffs, the pier fell out of use, and any cranes were removed.
- 7.43 **Durdle Pier** was constructed about 1745. It had the easiest access of the piers. By the 19<sup>th</sup>-century the Pier was reached by many tracks running from various quarried sites along East Weares. Once quarrying in the area was reduced, and quarries moved inland from the cliffs, fishermen became the Pier's main users. The Pier's crane was one of the few remaining cranes used for lifting boats from the water around Portland's coast, and was still used into the 21<sup>st</sup> century until the crane became broken and beyond repair. During the storms of early 2014, the Pier's crane was destroyed by the sea.
- 7.44 **King's Pier** is a 17<sup>th</sup>-century stone shipping quay, located at the boundary point of the land owned by Portland Port Ltd. When active, King's Pier was one of the most important stone shipping pier sites. Historical documents show that King's Pier was completed in 1622, for the shipment of stone to Whitehall in London. The Pier fell out of use in the 19<sup>th</sup> century. The remnants of the King's Pier have been used as a small breakwater with a fence on it to mark the beginning of the naval base, now the Port.
- 7.45 We hope that the piers can be brought into use for the economic and/or social benefit of the Island. Policy Port/EN7 recognises that the pier sites could have significant value in future in providing links between land and sea, but stresses the history of the sites and structures, and requires this to be considered. The NPPF (para. 135) says that *"the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non - designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset"*.
- 7.46 Bringing the piers back into use in a way that respects their history and heritage will be a challenge, but a worthy one that is consistent with our overall approach to growth and development of Portland being mindful and respectful of its heritage.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 126 - *draw on the contribution made by the historic environment to the character of a place*

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### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy ENV4 Heritage Assets

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**Inset Map 7 defines the built-up area boundaries of Portland. Development or redevelopment proposals within the built-up area boundaries will be supported, subject to compliance with the other policies in the Neighbourhood Plan.**

- 7.47 The fact that Portland is a series of settlements is demonstrated by the pattern of “defined development boundaries” (DDBs) that has been informing planning policy on the Island since they were first designated. A series of DDBs have in place on Portland in successive local plans. Their purpose has been to mark the acceptable extent of the built-up area of the Island. In Portland’s case, this has meant a dozen DDB’s ringing both residential and industrial areas and Portland Bill. They were drawn with “*regard to the Island's unique physical and environmental characteristics, the separate identity of different communities*”<sup>20</sup>. The same boundaries have been in force for many years. They have generally served the Island well.
- 7.48 As part of the preparation of the Neighbourhood Plan, we have taken the opportunity to review the boundaries to ensure they remain fit for purpose. The Local Plan says that neighbourhood plans can make significant changes to the policies in this plan including extending existing defined development boundaries, or adding them to settlements that do not currently have a boundary, so long as they do not undermine its strategic objectives and approach.
- 7.49 The policy approach of defining the normally acceptable limits to development remains very relevant to Portland. It helps protect the unique and sensitive open landscape of the Island and prevents the coalescence and loss of character of the separate settlement areas. The new built-up area boundaries, shown on Map 7, reflect the development that has taken place on Portland since the Millennium and current planning approvals and policies. The criteria applied and the changes from the previous DDBs are explained in a technical paper<sup>21</sup> prepared by the Neighbourhood Plan Group.
- 7.50 In setting the built-up area boundary policy we were mindful of the opportunities for development or redevelopment within them. Our surveys show that there are sufficient opportunities within the boundaries for us to resist development proposals outside of the boundaries unless there are exceptional circumstances to justify it. Within the boundaries shown on Map 7 here is a presumption in favour of sustainable development unless the development proposal is contrary to other policies in the Neighbourhood Plan.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy SUS2 Distribution of Development

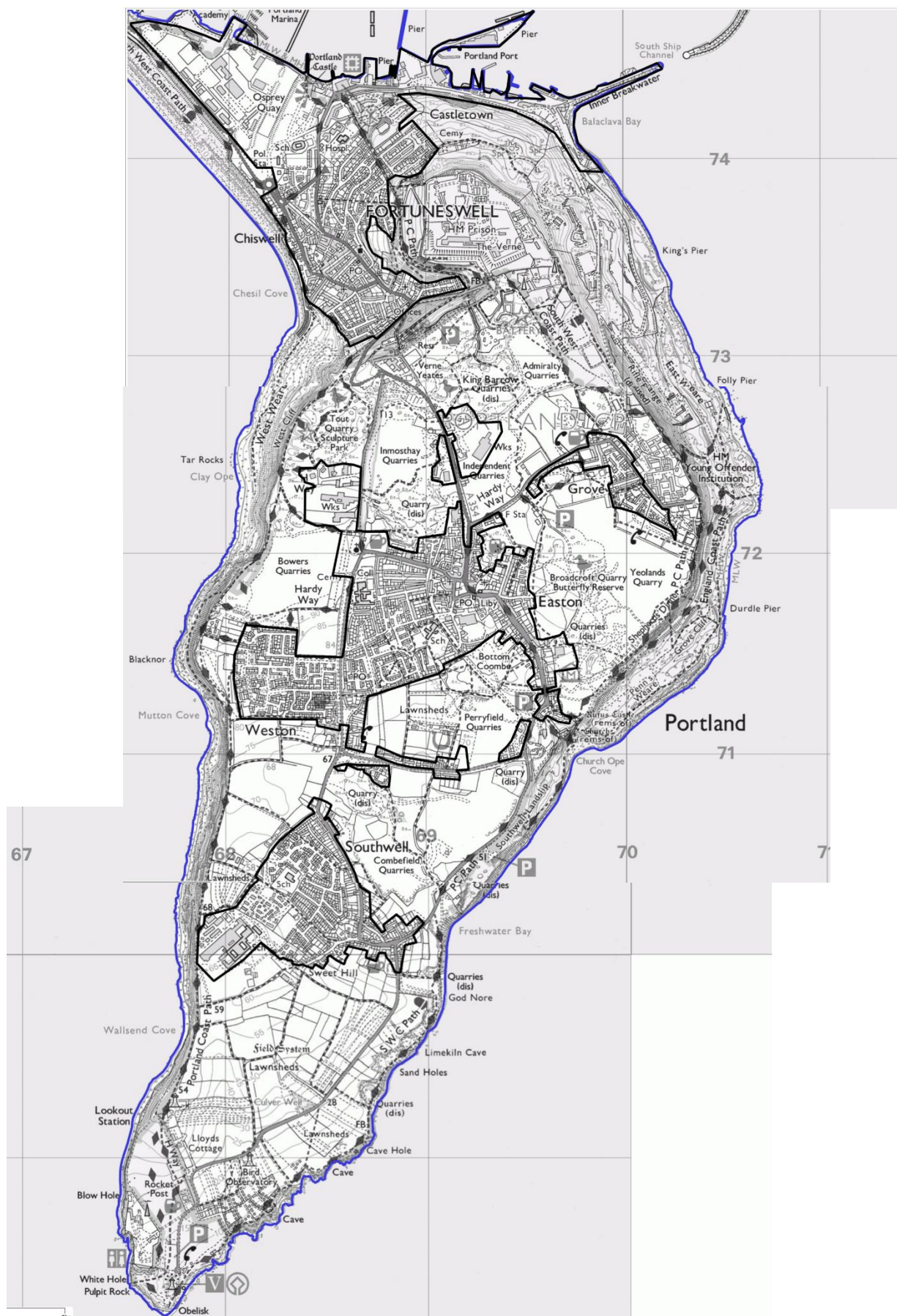
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<sup>20</sup> Weymouth & Portland Local Plan (Saved Policies) - December 2008

<sup>21</sup> See BUAB Technical Paper, 2017 <https://www.portlandplan.org.uk/document-library/>

Map 7 Portland Built-up Area Boundaries



Development proposals will be expected to be of a design which:

- i. complements and enhances where appropriate the prevailing size, height, scale and mass, materials, layout, density and access of the existing surrounding development;
- ii. be of high quality design and use locally appropriate materials and colours;
- iii. demonstrates that the development reflects the existing character of the locality as identified in the Portland Heritage and Character Assessment;
- iv. demonstrates that the amenities of neighbouring residential occupiers will not be adversely affected through loss of light or outlook, over-dominance or disturbance; and
- v. provides an appropriate level of landscaping which complements and enhances the character of the local area.

7.51 The Portland Heritage and Character Assessment of 2017<sup>22</sup> confirmed that the existence of several distinct settlement areas, each with their own identity, was an important and beneficial facet of the Island's character and worthy of protection. The consultation for the Local Plan Review in the spring of 2017, offered up the suggestion that planning policy should continue to recognise eight settlements Castletown, Chiswell, Easton, Fortuneswell, Grove, Southwell, Wakeham and Weston. The response to the consultation showed that local people was favourable.

7.52 Policy Port/EN9 requires development proposals to demonstrate that they have taken local character fully into account. In accordance with NPPF para. 58 we do not want to prevent or discourage appropriate innovation, but we do expect proposals to respond to local character and history and reflect the identity of local surroundings and materials. The NPPG states that *"development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development"* and that the *"successful integration of new development with their surrounding context is an important design objective"*.

7.53 We fully endorse this approach and expect development proposals to refer to the Portland Heritage and Character Assessment which identifies the different character areas their key characteristics and, importantly, the approach we should take to managing change in a positive way. Portland Town Council will work with the local planning authority to develop further area/settlement specific guidance on 'design and character matters'.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 58 - *respond to local character and history*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ENV12 The Design and Positioning of Buildings

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<sup>22</sup> Portland Heritage and Character Assessment of 2017, AECOM for Portland Town Council, March 2017

**Proposal to provide a sustainable development of the Verne through the restoration and reuse of buildings will be supported provided that the renovation or alteration of buildings or structures is designed sensitively, and with careful regard to the historical and architectural interest and setting.**

**If any demolition is proposed, robust justification is provided to demonstrate why these buildings cannot be retained within the scheme.**

**Any extension or new build should be:**

- i. sensitive to the setting of the site;**
- ii. designed to a high quality and respect the distinctive character of the site; and**
- iii. of a scale and massing that is subservient to the existing buildings.**

- 7.54    The Verne site referred to in policy Port/EN10 is an area of 0.45ha within the Citadel area that includes four derelict buildings (see Map 8). These were formerly part of the Verne detention centre complex. The site is at the top of a steep hill and isolated from other residential areas. Consequently, it is not within a built-up area boundary.
- 7.55    Although the site is not located within a Conservation Area, the derelict buildings on site have a local heritage value. The Verne Citadel Scheduled Monument is located within 30m of the site boundary at its closest point, and several Grade II and II\* listed buildings which are associated with this are also located within 300m of the site. Community opinion is that the Verne is something that should be protected, but not as a derelict or under-valued monument. Since the Jailhouse Café opened, around five years ago, there is much more awareness of the derelict buildings and there is considerable support for their sensitive redevelopment.
- 7.56    Policy Port/EN10 therefore is supportive of development proposals that will realise a unique opportunity to create something appropriate and sustainable that is not dependent on the proximity of local facilities and services. As was concluded by the AECOM site assessment of the Verne, it is not a site that is particularly suitable for housing given its isolated location at the top of the hill and remoteness from existing public services and facilities. A live/work development has some potential, as do enterprise and tourism schemes that show due respect for the heritage of the location and the quality and character of the environment.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 131 - *sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation*

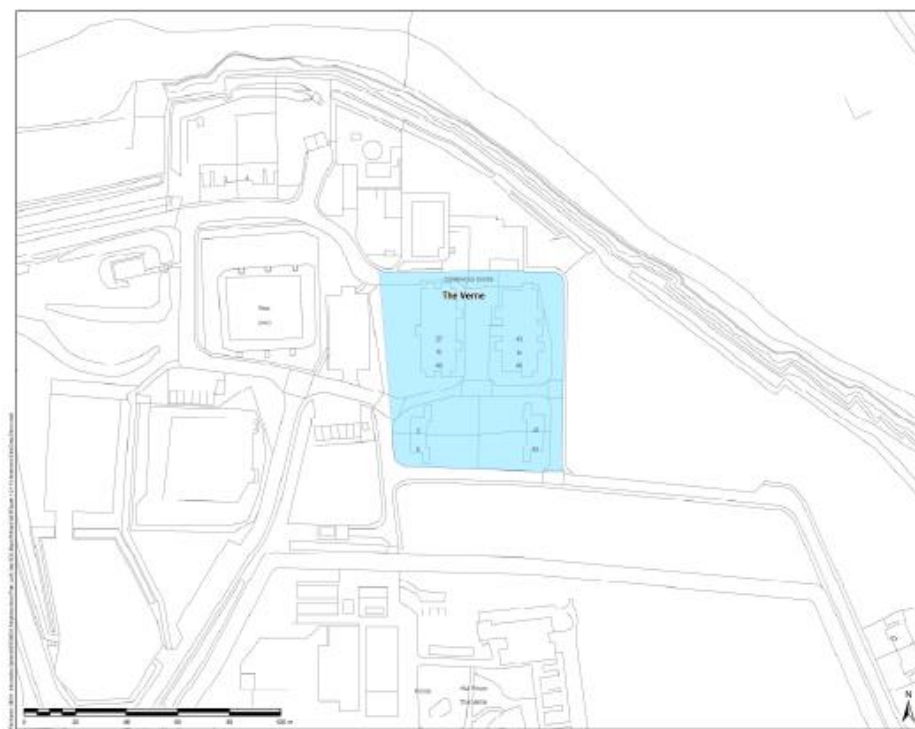
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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ENV4 Heritage Assets

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#### **Policy No. Port/EN11    Public Realm**

**Proposals to improve the public realm through the introduction of high quality pavements, signage, street furniture and public art installations will be supported. Development proposals, where appropriate, should show how they contribute to enhancing the quality of the public realm and the distinct characteristics of their location, with reference to current guidelines.**

- 7.57    The Portland Heritage and Character Assessment of 2017 referred to inadequacies in the quality of the public realm across all the settlement areas of Portland. There are many examples of areas that appear run-down or neglected. The Assessment has also highlighted the fact that too often recent development has used modern materials and lacks an attention to the vernacular and to local character.
- 7.58    Portland deserves better. The Town Council has accepted that a common palate of materials, street furniture and signage should be further developed to enhance the quality and legibility of the public realm and distinguish the different characters of individual settlements. It intends commissioning a report that will recommend guidelines as to how this can be achieved.
- 7.59    Policy Port/EN11 is supportive of measures to improve the public realm. It requires developers to recognise what is deemed appropriate or tolerable in terms of style, materials, colours etc at different parts of the Island.

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#### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 58 – *establish a strong sense of place*

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#### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ENV10 The Landscape and Townscape Setting

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## 8. Business and Employment

### Overview

- 8.1 Portland has a unique coastal character and location that has determined its economic agenda and shaped its geography. The Island has several very distinct maritime and inland settlements that are separated by wide open spaces, marked by the substantial scars of the long-established quarrying industry.
- 8.2 Until the 1990's, a significant element of the local economy was based on defence-related work at Portland Port. Following the closure of the main Ministry of Defence and Royal Navy establishments, the Island has endeavoured to 'regenerate' itself as a sustainable local economy. The former naval estate has provided opportunities for regeneration and new industrial and commercial development at Osprey Quay, Southwell Business Park and Portland Port. There has been economic recovery since 2001. However economic underperformance continues to be an issue. We may have 300 or more business on Portland but only 10 employ more than 50 people.
- 8.3 Although the area is an attractive place to live and contains some large employment sites, there are still areas that suffer from high levels of multiple deprivation; three of the most deprived areas in Dorset are on Portland. Indeed, headline data indicate that Portland is underperforming compared to the national/county average across several measures of productivity and business competitiveness.
- 8.4 Far more people commute out of Portland daily to work, than come in to work. Around a quarter of out-commuters would prefer to work on Portland if suitable jobs were available.
- 8.5 Businesses have told us that whilst the Island is a visually stunning place to be based and do business there are barriers to growth. The limitations of the road network is the most voiced 'complaint'. A lack of suitable premises and high-speed communication issues are also sources of frustration.
- 8.6 The Portland Economic Plan aims to build on the sector strengths of the area, particularly those sectors which have potential to grow.
- 8.7 Maritime Sector - Portland has particular strengths in the maritime sector, especially advanced engineering and manufacturing. The deep-water port creates opportunities for businesses not only in the port estate but on Portland and beyond. As well as providing world class sailing and leisure facilities, Osprey Quay offers modern workspace.
- 8.8 Renewable Energy - Portland offers an ideal environment for renewable energy companies to thrive. There are opportunities for wave and tidal power as well as solar and wind power development. The Port of Portland, with ready access to deep water, can assist in putting the region at the forefront of construction and support to renewable energy development. Portland has the potential to become a leading location to test and develop renewable energy development as well as supporting the development of community renewable energy. The generation of energy locally at a community level offers the opportunity to retain spending on energy for the benefit of local people and the local economy.
- 8.9 Tourism - The Island has several natural and visitor attractions which predominantly meet a domestic day-visitor market. There are tourism 'assets' that need to be included within actions to develop the visitor economy on the island. Portland Port has witnessed significant growth over the last five years. The island also offers abundant activity adventure opportunity. In addition to the existing visitor product, there are some major tourism developments are in the planning stage, which could have a dramatic impact on the tourism offer on Portland.

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

## Our Neighbourhood Plan Policies and their Explanation/Justification

### Policy No. Port/BE1 Protecting Existing Employment Sites and Premises

**Development proposals that result in the loss of existing employment sites or premises will only be supported if they have been empty for over 18 months and during that time actively marketed at the current market rate without securing a viable alternative employment use.**

- 8.10 Portland has set its sights on remaining a focus for business and enterprise at the apex of the Western Dorset Growth Corridor. Several new business sites have been developed over the last decade (between 1994 and 2013, 8.21 hectares of employment land has been developed in Portland) but land suitable for modern business development is in relatively short supply because of the Island's topography and our desire to protect so much of our natural and built environment. It is important therefore to retain the established employment sites. The Portland Economic Strategy makes it plain that *"employment sites must be protected to secure indigenous growth and inward investment"*.
- 8.11 With a limited supply, policy Port/BE1 protects all our employment sites from a hasty demise. The Community Consultation in 2013 made it clear that we should protect existing business sites. If, and when, existing sites and premises become available, we expect every effort to be made by the owner to market the site in the hope of securing a viable alternative employment use that will contribute to the Island's economic growth and provide much needed local employment. In accordance with the NPPF we shall not protect sites when there is no reasonable prospect of them being re-used for that purpose. We believe that 18 months is not an unreasonable period given the importance of economic growth and local employment is to Portland.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 22 - *avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose*

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### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy ECON2 Protection of Key Employment Sites

Policy ECON3 Protection of Other Employment Sites

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**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 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.**

- 8.12 In support of the Economic Strategy, policy Port/BE2 is supportive of development that ensures our existing employment sites and premises remain suitable to meet modern demands. The policy does include safeguards to ensure that the development is appropriate to its location and does not result in any unacceptable impact on neighbours, infrastructure or the environment. However, in accordance with the NPPF, we recognise that planning should operate to encourage and not act as an impediment to sustainable growth. Policy Port/BE2 makes it clear that we wish to support the expansion of existing business sectors in the interests of economic growth and prosperity as long as it is appropriate to do so in that location.
- 8.13 We are cognisant of the findings of the Portland Heritage and Character Assessment of 2017<sup>23</sup> and the significance that sensitive design can play in reinforcing and improving the character of an area. Much of Portland's business space is in the Maritime area to the north of the Island. In this area, we expect the pattern and design of new development to reflect the maritime and industrial character of the area including commercial scale buildings similar to the new development at Osprey Quay. This should include materials such as Portland stone, reclaimed timber, weatherboard, and steel.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 19 - *Planning should operate to encourage and not act as an impediment to sustainable growth*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ECON1 Provision of Employment

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<sup>23</sup> Portland Heritage and Character Assessment of 2017, AECOM for Portland Town Council, March 2017

**Development proposals to create new business premises suitable for businesses operating in the area's acknowledged growth industries will be supported within or adjacent to settlement areas except:**

- i. where the development would result in significant adverse environmental or highway problems;**
- ii. where general access would be limited;**
- iii. where 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; or**
- iv. where the development would result in the loss of dwelling-houses.**

8.14 The availability of land for business development is an issue. Most of the land with permission or allocated in the Local Plan is at the key employment sites on Portland i.e. Osprey Quay (49h), Portland Port (47h), Immosthay (7.5h), Tradecroft (6.5h), Southwell Business Park (8h). In support of the Economic Strategy, which advocates new approaches and exploiting new opportunities and markets, policy Port/BE4 recognises that some businesses may be better served and located away from the established industrial estates and business parks. The Community Consultation 2013 said we should create more employment sites for growth industries. There are several growth sectors considered, by the Economic Strategy, to be relevant to Portland. These include:

- Tourism, leisure and hospitality
- Health and social care
- Creative industries
- Environmental goods and services. (sustainable energies, wind, wave, tidal, solar)

8.15 Development proposals relating to the above, at locations in or adjacent to the settlement areas of Portland, will be supported if they do not result in any unacceptable impact on neighbours, infrastructure or the environment. In accordance with the Portland Heritage and Character Assessment of 2017<sup>24</sup> we expect the materials proposed for any new development should be responsive to the vernacular style and materials of the area.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 21 - *set criteria..... for local and inward investment*

#### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ECON1 Provision of Employment

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<sup>24</sup> Portland Heritage and Character Assessment of 2017, AECOM for Portland Town Council, March 2017

**The development of small business hubs/centres is supported subject to:**

- i. there being no 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; and**
- iii. it will not have any other unacceptable environmental impact.**

- 8.16    An important strand of the Portland Economic Strategy is creating jobs in new, more knowledge-focussed industries to offset losses in more traditional industries. This means nurturing new businesses and supporting innovation. It also means, as the NPPF says, planning positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.
- 8.17    The Community Consultation in 2013 said we should find ways to encourage and support new enterprise and business start-ups and we should convert redundant spaces for small business use. There are buildings and locations on the Island that could serve well as business centres and hubs of enterprise and innovation, which could offer a range of work units, central shared services and even support on site. Policy Port/BE3 offers support to such initiatives as they arise, subject to the businesses individually or collectively not resulting in any unacceptable impact on neighbours, infrastructure or the environment.

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#### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 21 - *plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries*

#### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ECON1 Provision of Employment

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**Policy No. Port/BE5    Working from Home**

**Development proposals for the use of part of a dwelling for office and/or light industrial uses, and for small scale free standing buildings within its curtilage, extensions to the dwelling or conversion of outbuildings for those uses provided that:**

- i. other than minor ancillary support, servicing and maintenance, all work activities are carried out only by the occupants of the dwelling; and**
- ii. no significant and adverse impact arises to nearby residents or other sensitive land uses from noise, fumes, odour or other nuisance associated with the work activity; and**
- iii. any extension or free-standing building shall be designed having regard to policies in this Plan and should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction.**

- 8.18    There is a growing interest in home-working which is made much easier and appealing by the increasing availability of superfast broadband on Portland. It is already helping attract small media and creativity businesses to develop on the Island. This trend, we hope, will continue.

- 8.19 Policy Port/BE5 recognises the interest and value of home-based enterprise. The NPPF encourages us to facilitate flexible working practices such as the integration of residential and commercial uses within the same unit. Our policy is supportive of the use of part of a dwelling or its curtilage for business purposes by the dwellings occupants if it does not result in any unacceptable impact on neighbours or the environment.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 21 - *facilitate flexible working practices*

### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy ECON1 Provision of Employment

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### Policy No. Port/BE6 The Northern Arc

**A masterplan approach, based on a private, public and community sector partnership, to realise the economic and employment potential of the area designated on Map 9 is supported.**

- 8.20 The Northern Arc is a concept that has evolved from work on the Economic Strategy. The area in question, connecting Osprey Quay, Castletown and Portland Port is shown on Map 9. The intention is to 'cement' the location as a vital employment zone for the benefit of local people and the economic wellbeing of the Island. The consequences of this designation and the planning implications are still to be worked out.
- 8.21 We are supportive of the principle of the Northern Arc and advocate a partnership approach to the preparation of a masterplan for its development. In accordance with the approach to neighbourhood planning we have now established, we expect the masterplan to be subject to an extensive and inclusive consultation process with the Island's communities as well as local stakeholders.
- 8.22 The area defined as the Northern Arc comprises the land that is subject to Local Plan Policy PORT1, Osprey Quay; Local Plan Policy PORT2 – Hardy Block; the Castletown and Port area of the Underhill Development Boundary (commencing at Cadets Corner junction of Victory Rd and Castle Rd); and the area known locally as East Weares to just beyond Grove Point. The masterplan will provide the opportunity to achieve a much over-due rationalisation of land uses in the interests of creating efficient and effective business environment in a unique and stunning location, that should attract new enterprises.
- 8.23 The proposed Northern Arc area embraces some of the Maritime character area (LCA1) and much of the Heritage character area (LCA2) as identified by the Portland Heritage and Character Assessment of 2017. The area has significant heritage and environmental sensitivities. The Town Council has accepted the findings of the Assessment. We expect the masterplan to recognise the 'issues to be addressed' identified by the Assessment and have regard to the 'character management principles' it recommends as an integral part of an overall economic development strategy.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

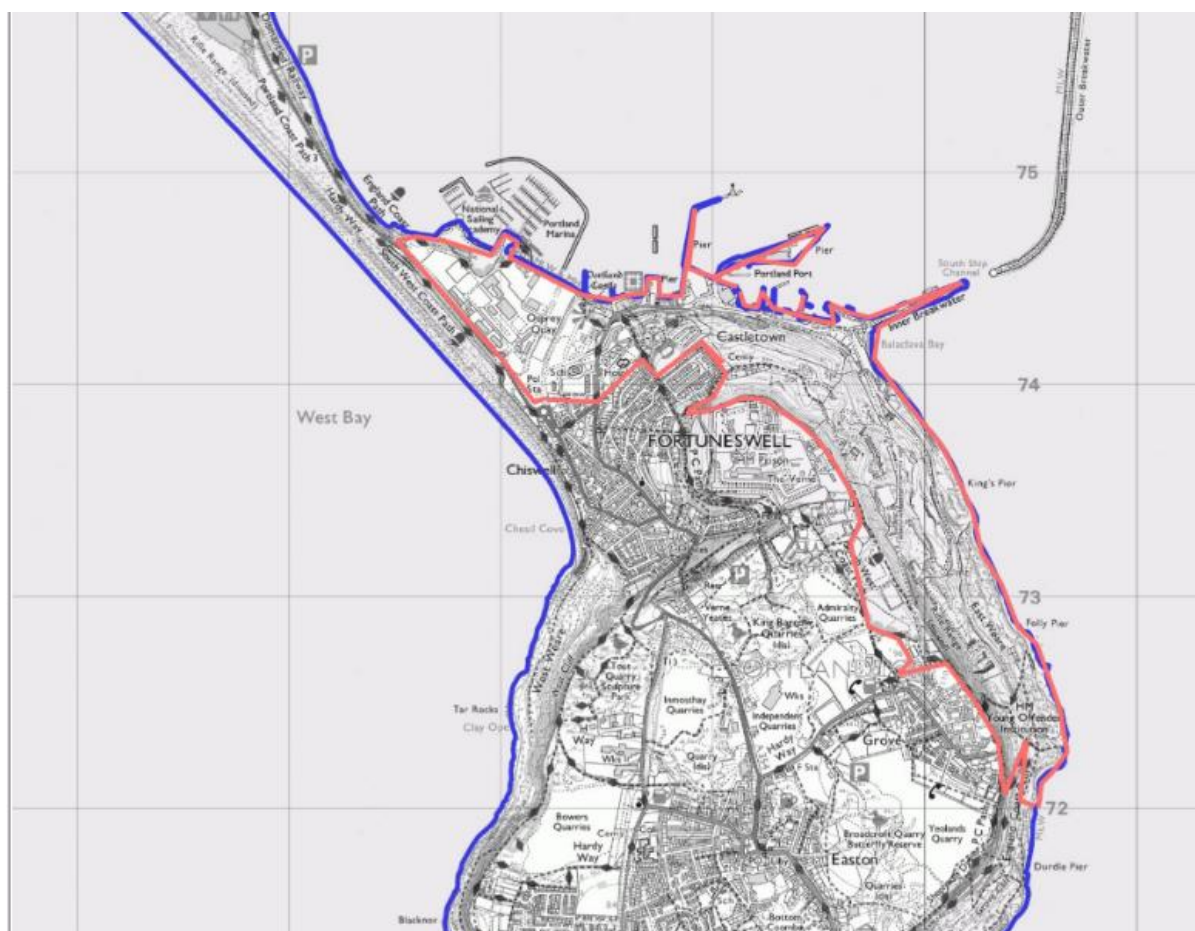
NPPF para. 21 - *set criteria, or identify strategic sites, for local and inward investment*

### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy ECON2 Protection of Key Employment Sites

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#### Policy No. Port/BE7 Training and Further Education

**Development proposals that increase relevant training and further education opportunities will be supported.**

- 8.24 The need for an appropriately skilled, motivated and productive workforce to drive economic growth is essential and a strategic objective (SO4) of the Economic Strategy. The Strategy makes a commitment to strengthen links between schools and local employers and aims to raise the qualifications and skill levels significantly. The Community Consultation 2013 said we should encourage apprenticeships and job schemes for the Island's young people and further links between schools and businesses.
- 8.25 Policy Port/BE7 recognises that additional space may be required to ensure that first class and relevant training and further education can be made more accessible and delivered to local people. Providing local opportunities will reduce the need to travel and remove a barrier (distance and cost) that local people have faced.

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#### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 37 - *minimise journey lengths for employment..... education and other activities*

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#### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy COM6 The Provision of Education and Training Facilities

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## 9. Housing

### Overview

- 9.1 In 2011 Portland was home to 12,884 people forming 5,175 households. The average household size was 2.48 persons. The total number of dwellings on was 5,608 dwellings. Indicating that almost 8% of dwellings in 2011 were either empty or second homes.
- 9.2 A majority of Portland's housing stock is over 60 years old. Portland being dominated by terraced houses (approaching half of the dwelling stock). Portland has a lower proportion of owner-occupied homes and a higher proportion of homes that are privately rented than across the Borough. Almost a third of Portland residents rent their home.
- 9.3 The rate of new house-building on Portland is constrained by the amount of suitable development land available. 744 new dwellings were built between 2001 and 2013. A relatively small number of sites on Portland were identified as being available for housing development and suitable for inclusion in the latest SHLAA<sup>25</sup>. The lack of sites is one of the reasons why the population of Portland is forecast only to increase by 2.7% between 2011 and 2031<sup>26</sup>. The population profile for Portland is likely to 'age' significantly if many of our young people and families are unable to find suitable, affordable accommodation on Portland. There are not enough small dwellings for the young, or suitable for those more elderly households wishing to down-size and thereby release much wanted family homes.
- 9.4 House prices in Weymouth and Portland are, on average, 11 times higher than average wage levels and overall, the affordability of housing is a major issue for the local population. Around 25% of households across the 'housing market area'<sup>27</sup> cannot afford housing at current market prices/rents without the need for some form of subsidy. There is considerable concern about the likely growth of second homes as Portland gets 'discovered' in the wake of growth in tourism and visitor attractions.
- 9.5 Housing condition also remains an issue. There are too many dwellings that are in a poor state of repair and well below acceptable standards for today and tomorrow.
- 9.6 In 2017, there are around 380 people on the housing waiting list with a Portland local connection. Many are single persons or younger families looking for 1 or 2 bedroomed properties. We are aware that there are a substantial number of elderly people who are currently living in larger homes and wish to downsize. Part of the local housing need will be met off the Island, but imaginative and innovative solutions are needed if much of it is to be met, and our population is to be properly housed, on the Island.
- 9.7 The Neighbourhood Plan Group commissioned its own study of site suitability to establish what land may be available to provide a continued supply of new dwellings. The study shows that, with the phased release of redundant public-sector sites and supportive facilitating policies, there is sufficient land within or adjacent to existing built-up areas to provide housing to meet local needs and allow building rates to continue at their current level. The Neighbourhood Plan's housing policies are aimed at ensuring that local needs and demands are recognised and have primacy.

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<sup>25</sup> Weymouth & Portland Strategic Housing Land Availability Assessment, Weymouth & Portland BC, 2013

<sup>26</sup> Review of Future Housing Requirements for West Dorset District and Weymouth & Portland Borough, K Woodhead, Jun 2013

<sup>27</sup> Weymouth, Portland and West Dorset

| Housing    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aim        | <i>Provide the housing that local people want and need</i>                                                                                                                                                                                                                                                                                                                                                                            |
| Objectives | <ul style="list-style-type: none"> <li>• Focus development on brownfield sites</li> <li>• Recognise exception site development to meet affordable housing needs provided by approved providers including CLT</li> <li>• Relate housing development to local housing need</li> <li>• Establish a second home policy</li> <li>• Set criteria for new housing development including standards and infrastructure requirements</li> </ul> |

## Our Neighbourhood Plan Policies and their Explanation/Justification

### Policy No. Port/HS1 Housing Mix and Types

**Development proposals of five and more dwellings should demonstrate how they will:**

- i. **help meet a local housing need**
- ii. **include a majority of small dwellings (1 or 2 bedroom dwellings)**
- iii. **incorporate sustainable drainage systems, where practicable**
- iv. **provide sufficient off-road parking spaces**
- v. **include sufficient private space and external storage space commensurate with prevailing pattern of development in the locality and the likely needs of the prospective occupiers**

- 9.8 The Local Plan regards housing need primarily in terms of overall numbers. It is required to ensure that there is sufficient land allocated for housing to meet the estimated total need for at least five years ahead. In doing so it has also paid due regard to the proportion of that need that is best met with the provision of affordable housing in its various forms. According to the Local Plan *“the Housing Register and the analysis in the Strategic Housing Market Assessment, indicates that 70% of affordable housing demand is likely to be for social or affordable rents across the plan area. These findings point towards a high level of social or affordable rented housing provision. However intermediate affordable housing enhances mixed communities and assists economic viability”*.<sup>28</sup> Policy HOUS1 of the Local Plan requires, subject to viability assessment, 25% of affordable dwellings on larger developments (over 10 dwellings) and for those affordable dwellings *“the type, size and mix of affordable housing will be expected to address the identified and prioritised housing needs of the area and should be proportionate to the scale and mix of market housing”*.
- 9.9 Portland is a relatively low wage economy, so affordability is a real issue. We recognise too that there are not enough small dwellings for the young, or suitable for those more elderly households wishing to down-size and thereby release much wanted family homes. Policy Port/HS1 seeks to address the specifics of housing need on Portland. It requires a majority of dwellings on new developments of five or more, whether they be affordable or open-market dwellings, to be small in terms of number of bedrooms. This will also help achieve a balanced community of dwellings that are ‘tenure blind’, as required by Local Plan Policy HOUS1.
- 9.10 Being small does not mean a dwelling should be in any way inferior in quality or amenity. Policy Port/HS1 also sets criteria to ensure that the Island’s new dwellings provide adequate space and facilities to provide high quality and sustainable living accommodation.

<sup>28</sup> West Dorset, Weymouth & Portland Local Plan 2015

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## National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 50 - *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand*

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## West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy HOUS1 Affordable Housing

Policy HOUS3 Open Market Housing Mix

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### Policy No. Port/HS2 Self-build and Community Housing Assets

**Proposals for self-build or community housing schemes on exception sites will be supported where the proposed development is adjacent to, or well-located to an existing residential built up area and where there is evidence of a local demand for this type of development AND where all the following criteria are met:**

- i. the development is on a small site**
- ii. the site is not a statutory or non-statutory designated area of ecological or geological value**
- iii. the development would not have an adverse impact on neighbouring uses or the openness of the countryside**
- iv. the development meets the requirements of policies Port/EN10 and Port/HS3**
- v. the development includes sustainable design, construction and operational elements.**

**A site for a self-build scheme must be wholly for self or custom build of permanent homes. Open market self-build plots must not represent more than 50% of the homes or 50% of the land take, excluding infrastructure, open space or services, and should be sold on a serviced plot basis. The non-open market plots should be provided as serviced plots and transferred to Weymouth and Portland Borough Council or a Registered Social Landlord or a Community Land Trust at no cost. That organisation shall then dispose only of the leasehold interest in the plots at a fixed cost to be determined by the Council.**

**The following additional criteria will apply to the leasehold plots:**

- a) All plots must be built and first occupied by a person on the Borough Council's self-build register with a valid local connection, to provide a home for themselves as their principal residence**
- b) There is a planning restriction to prevent the sale of the house on the open market for a period of 5 years (a tapered penalty will be payable if the house is sold before during that initial 5-year period)**

- 9.11 National policy is very supportive of self-build and custom-built homes. The 2015 Act<sup>29</sup> places a responsibility on the local planning authority to promote such housing and keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area for their own self-build and custom housebuilding. The local planning authority is also required to give suitable development permission to enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in their area. The

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<sup>29</sup> Self-build and Custom Housebuilding Act 2015 <https://www.legislation.gov.uk/ukpga/2015/17/contents>

level of demand is established by reference to the number of entries added to an authority's register during a base period.

- 9.12 The Local Plan does not contain a specific policy on self-build and custom housebuilding, although self-build schemes would be, in principle, acceptable within built-up area boundaries or anywhere else where open market housing is allowed. The Local Plan Review of 2017 is exploring the alternatives to help frame a policy in the next version of the Local Plan. The Issues and Opportunities consultation of 2017 asked whether serviced self-build plots should be delivered to meet the demand identified on the local Self-Build Register through one or more of the following: the current approach; land allocations; housing mix requirements; or exception sites.
- 9.13 It is considered that the exception site approach is acceptable for Portland, particularly given the limitation of size and the character issues relating to development in the built-up area. Policy Port/HS2 is generally supportive of alternative ways of providing affordable housing if a suitable site is identified that is outside, but relatively close, to the built-up area. Any development proposal would need to show in terms of scale and design that it would not have an unacceptably adverse impact on its locality. Whilst we encourage innovation, we expect all dwellings to be designed and constructed to high standards that takes account of the challenging climatic conditions that can be experienced on the more exposed sites on Portland. To ensure that the exception development is a genuine attempt to provide affordable housing for local people we expect at least 50% of the development to be under the control of a bona fide social housing provider.
- 9.14 Exception site development for a community-led housing scheme that meets the same criteria will also be supported. There several different models of community-led housing including co-housing, self-help housing, cooperative and tenant controlled housing and community land trusts. Community-led housing is often designed to help certain groups – for example young people, older people, or those in need of affordable family homes. Housing can be rented to local people at affordable rates which are kept low over the long-term, or sold to create income for the community. Community-led housing may be the way for the community of Portland to provide decent and affordable homes for local people. It's often eco-friendly and sustainable.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 50 - *plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community*

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### Policy No. Port/HS3 Second Homes

**New open market housing, including replacement dwellings, will only be supported where there is a restriction to ensure its occupancy as a Principal Residence.**

**Sufficient guarantee must be provided of such occupancy restriction through the imposition of a planning condition or legal agreement. New unrestricted second homes will not be supported at any time.**

- 9.15 In 2011 3.4% of the Island's housing stock was second homes. The Borough Council has recognised the impact that second homes can have on a community or neighbourhood - *"significant changes can take place within communities if local people on lower wages have to move away and large numbers of homes are bought as second homes"*; but there are no specific policies in the Joint Housing Strategy. 63% of the respondents to the 2014 Community Survey

said they were concerned about the number of second homes. The community is also concerned that prime redevelopment sites, particularly those with a sea view, will be used targeted at the second-home market with houses sold at a premium and well beyond the budget of local households. This was reflected in the number of persons opposing the proposed redevelopment of Underhill School to provide 21 dwellings for sale, on a site *“with extensive and commanding views from the headland towards the west and north-west, in particular towards Chesil beach and the coast towards Bridport”*<sup>30</sup>.

- 9.16 There has been a 30% increase between 2000-02 and 2012-14 in the proportion of adults in the UK who own multiple properties, rising 1.6 million to 5.2 million people (one in ten adults) in that period, according to a recent report by the Resolution Foundation<sup>31</sup>. Dorset is becoming more appealing to the second home and holiday let market, as the supply in Devon and Cornwall reduces and prices have risen through increase in stamp duty. Dorset is one of the main beneficiaries of funding from the additional levy of second home purchases in recognition of the growing problem we are facing.
- 9.17 Restricting the growth of second homes by Neighbourhood Plan policy is a new but growing phenomenon that has been accepted by local planning authorities, passed scrutiny, succeeded at referendum and been tested through legal challenge<sup>32</sup>. The High Court has found a policy in the St Ives Neighbourhood Plan which prohibits new dwellings being used as second homes to be lawful. Restricting second homes by placing a principal residence restriction on new development should not be done without good reason. In Portland’s case, its purpose is to safeguard the sustainability of Portland by limiting the proportion of dwellings not occupied as a principal residence and likely to be empty for large portions of the year.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 52 - *working with the support of their communities.... consider whether such opportunities provide the best way of achieving sustainable development*

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### Policy No. Port/HS4 Hardy Block

**Development proposals that involve reducing the height and visual impact of the Hardy block and enhancing the overall character of Castletown in accordance with the Portland Heritage Character Assessment will be supported.**

- 9.18 The Hardy block is part of a mid-twentieth century “complex” of Navy accommodation that has over-shadowed planning for Castletown for many years. Following their sale by the MoD, the residential blocks were stripped back in 2005, with one block being refurbished, in time to serve the 2012 Olympics. The other, in a shell form, has been awaiting reconstruction and refurbishment ever since. Since 2004 there has been planning permissions in place for up to 554 dwellings on the site of the Complex.
- 9.19 The remaining development site (at 2017) comprises one massive derelict block, car parking, and a significant area of scrubland on the sloping part of the site. It is estimated that the remaining site could yield a further 384 dwellings. However, there is no lingering fondness for the Hardy block amongst the local community. Community consultations have confirmed that the community would be content to see it go. The Portland Heritage Character Assessment

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<sup>30</sup> Design and Access Statement, MH Architects for Bayview Development, May 2017

<sup>31</sup> <http://www.resolutionfoundation.org/media/blog/homes-sweet-homes-the-rise-of-multiple-property-ownership-in-britain/>

<sup>32</sup> RLT Built Environment Ltd v Cornwall Council [2016] EWHC 2817 (Admin)

identifies it as an “issue” stating “the large, derelict multi-storey building behind Castletown is a dominant feature in the surrounding landscape and considerably reduces the quality of the area”<sup>33</sup>.

- 9.20 The Complex, is one of few locations on Portland that has its own policy in the Local Plan, *PORT2*, which says only that the “former Hardy Complex ..... is allocated for housing development”. We recognise that there is an extant planning approval for the refurbishment of the Hardy Block and it would deliver a significant number of new dwellings. However, there are real doubts as to whether so many apartment dwellings en-masse would serve to meet much local need. Given the negative impact that the block has on the character of the area and would still have, because of scale, even in its refurbished form, policy Port/HS4 supports development proposals that would reduce its effect on the character of Castletown and its visual impact on the approaches to Portland.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 126 - *the desirability of new development making a positive contribution to local character and distinctiveness*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ENV10 The Landscape and Townscape Setting

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<sup>33</sup> Portland Heritage and Character Assessment of 2017, AECOM for Portland Town Council, March 2017

## 10. Transport

### Overview

- 10.1 The Island of Portland is served by a single main A-Road the A354 which terminates at Easton Square. All other roads on the Island including those from Easton Square to Portland Bill and return are recognised only as C-roads (i.e. unclassified). The storms of 2014 highlighted the dependency of the Island on the Beach Road, which is our only road link to the mainland.
- 10.2 The quality and capacity of the road network is a constraining factor in many ways. There is a long-held desire locally to by-pass Underhill, by creating a road around/through the Port and up the Incline Road to the Grove area, to improving accessibility to rest of the Island and relieve congestion and its negative impacts on parts of Underhill. It is widely believed that the current road network serves as a constraint on both economic and tourism development.
- 10.3 Car ownership levels on Portland are lower than in many areas of the South West. Almost a quarter of households did not have a car at the time of the 2011 Census. This may be partly due to the problems the Island has with providing parking. The narrow roads and the lack of dedicated resident parking areas is a real issue in almost all the settlement areas.
- 10.4 The public transport service is important and is often criticised by local people. Several areas on the Island are not served. There is a need for additional routes to link to services and employment sites and for separate school services. A new rail link to and from the Island would be a much-welcomed addition and would undoubtedly contribute to making us less car dependent.
- 10.5 The Island's topography does not make cycling and walking the easiest of travel options, but there are opportunities that could be taken to provide separate, better and safer routes for both; and there is a lot of community support for making improvements so as to encourage people to walk and cycle more. More bridleways would also be welcomed.

| Transport  |                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aim        | <i>Accommodate the car in an unobtrusive manner and support non-car travel options</i>                                                                                                                                                                                                                                                                                                                                       |
| Objectives | <ul style="list-style-type: none"><li>• Support development which helps facilitate improvements to the public transport network</li><li>• Support development which helps facilitate a more effective transport network</li><li>• Support provision of off-street parking including public car parks</li><li>• Support improvements to existing footpath, bridleway and cycle routes and extension to the networks</li></ul> |

### **Policy No. Port/TR1 Improving Public Transport**

**Opportunities for public transport links to be developed and/or maintained between settlements and other destinations on the Island and between Portland and the mainland will be supported.**

- 10.6 The island enjoys a relatively high frequency of bus service, but for many local people, there is little else about the current public transport service and network on Portland that we should feel satisfied with. The Community Consultation in 2103 brought forward many complaints about the frequency and reliability of the service, the lack of service to some parts of the Island, and the failure of the service to synchronise properly with employment, education and community facilities (both on and off the Island) to encourage people to leave the car at home and help make the desired service more viable. Despite the Local Plan Policy COM8 supporting 'community travel exchanges' where local traffic, cycling and walking can link with public transport, there is no such local hub on or adjacent to Portland. The flat area of Osprey Quay or Victoria Square, which was the traditional interchange location, would appear to be areas where this could be a possibility.
- 10.7 We appreciate that the Neighbourhood Plan on its own can do little to improve the public transport situation. However, we feel it is important to signify that we are supportive of development proposals, such as interchange facilities and pedestrian links, which would help extend or improve accessibility to the public transport network. Good links between new development on the Island and public transport should be a very important consideration.
- 10.8 The NPPF says that we should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and create access to high quality public transport facilities. Policy Port/TR1 is also supportive, in principle, of development would that broaden the public transport options for local people in the years' ahead, such as a rapid transport link from the Island to the mainland.

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#### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 35 - *have access to high quality public transport facilities*

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#### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy COM7 Creating a Safe and Efficient Transport Network

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**Improvements to the transport infrastructure and network in the interests of safety, increasing choice and/or reducing congestion are supported.**

**Development proposals and schemes that serve to take through-traffic away from the areas and roads on Portland that are regularly congested will be supported provided they will not have an unacceptable environmental impact.**

- 10.9 Several locations on Portland are regarded as traffic ‘hotspots’. Where the volume and speed of traffic can cause difficulties or safety issues to other road users. Portland has a limited distributor road network much of which carries 1,000 vehicles or more per hour<sup>34</sup>. There is general agreement that improvements are needed. The most often cited locations for traffic congestion and road safety concerns are:
- Castletown** – which is experiencing increased employment and visitor activity and increased HGV traffic to and from the Port
- Fortuneswell** – the one-way system and New Rd have problems coping with the volume of traffic and peak times. Traffic flow is regularly impeded by bus stops, HGV traffic. The stability of New Road is also an issue.
- Verne Common Estate** – the increased volume of traffic to the Verne must deal with a considerable number of on-road parked cars on the estate
- Grove Road** – the sight-lines and the number of parked vehicles are a significant impediment on this narrow road
- Reforme** - restricted sight-lines, on-road parked cars and the bus route all make traversing this area more difficult
- Haylands Estate** - is used as a through-route between Weston and Tesco/Easton Square
- Southwell** – with its many narrow roads, generally ‘suffers’ from a high traffic volume, made worse by the number of on-road parked cars
- 10.10 Recent storms have highlighted the dependency of the Island on the Beach Road and how prone it is to be flooded. There has been local debate about raising the height of the road. There has been a long-held desire of local people to enable traffic to by-pass Underhill by creating a road around/through the Port and up the Incline Road to the Grove area. A new road would then have to be constructed through Independent Quarry and onto the Grove Road. Potentially by using worked out quarry sites there is an opportunity to create further distributor roads. The community is open to proposals that will improve circulation whilst reducing congestion and increasing safety.
- 10.11 Policy Port/TR2 recognises where the issues are and is supportive of development proposals aimed at relieving the problems in these areas and/or improving the traffic situation in the interests of safety and reducing the impact of the motor vehicle on the natural and living environment.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 35 - *minimise conflicts between traffic and cyclists or pedestrians*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy COM8 Transport Interchanges and Community Travel Exchanges

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<sup>34</sup> Portland Transport Capacity Technical Assessment, Dorset County Council, Aug 2012

**All development proposals must make adequate provision for off-street parking taking into consideration the type of development, the accessibility of the location, and the prevailing parking standards of Weymouth and Portland Borough Council.**

**Development proposals that increase the number of public car parking areas will be supported provided that:**

- i. there is no significant negative impact on habitats and biodiversity;**
- ii. the loss of or damage to trees and hedgerows is minimised and if necessary mitigated;**
- iii. visual impact is minimised;**
- iv. nearby residential amenity is protected; and**
- v. electric charging points are provided.**

- 10.12 The Community Survey of 2014 confirmed that car parking is considered a major problem. 80% of survey respondents thought it was an 'issue'. A similar proportion said we need additional off-street parking facilities on Portland. On-road parking is a necessity but not easy for car-owning households in Reforne, Southwell, The Grove and nearly all areas in Underhill. To relieve the situation at Underhill the two main car parks, at Fairfield Hambro and Lord Clyde, are free for up to 72 hours' continuous stay, with most locals using these for overnight parking. This results in very full car parks at most times and little space for visitors staying over-night. We do have a few short-term pay and display car parks mainly for day visitors, at Castletown, the Masonic, the Chesil Centre and Portland Bill. In certain areas, such as The Grove, Reforne and Southwell, on-street parking creates road narrowing and reduced sightlines to the extent that they threaten the safety of road users.
- 10.13 The NPPF says that we should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. Our 'centres' at Castletown, Chiswell, Fortuneswell and Easton would certainly benefit from improved parking arrangements to accommodate the visitors that will help sustain local services and facilities. Better signposting would be a useful start. The concept of 'village car parks' was discussed during our consultations. There is scope, it is believed, at Grove and Reforne for such an area.
- 10.14 So as not to add further to the problems we experience, policy Port/TR3 requires all new development on Portland to make provision for an adequate number of off-road car parking spaces, appropriate to the type of development and subsequent use.
- 10.15 Policy Port/TR3 is also supportive in principle of development proposals to create additional off-road public parking areas that will be managed in such a way as to serve an identifiable local need in the area in which they are located and are designed to minimise any adverse impact on the natural or living environment.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 40 - *seek to improve the quality of parking in town centres so that it is convenient, safe and secure*

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### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy COM9 Parking Standards in New Development

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**Development proposals that improve accessibility or improve links to or extend the network of footpaths, bridleways and cycle-routes will be supported.**

- 10.16    As a community, we recognise the benefits of getting around the local area without having to use the car. Whilst 58% of respondents to the Community Survey in 2014 thought that the footpath network was sufficient, 65% said we should improve the cycle network. The NPPF says we should protect and enhance public rights of way and access. There are identifiable opportunities with the Quarry Haul roads and ancient cart tracks on the Island.
- 10.17    Policy Port/TR4 responds to the message from the Community Consultation in 2013 that said we should have a better more integrated network of routes that were kept in good condition and served cyclists and horse-riders as well as pedestrians. We support development proposals that ensure our network is more comprehensive, relevant, safe and accessible, serving the needs of visitors and encouraging local people to enjoy the special environment in which they live.

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#### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 35 - *adding links to existing rights of way networks*

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#### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy COM7 Creating a Safe and Efficient Transport Network

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## 11. Shopping and Services

### Overview

- 11.1 Easton is the main shopping and service area on Portland. Its primacy this century has been reinforced by the Tesco supermarket development. Well over half of households on the Island use the shops and services in Easton at least once a week. The centre at Fortuneswell is still identifiable, although the number of businesses has declined significantly, and several former shops and other business spaces have been converted. The community still recognises both centres and hopes that each can establish and sustain a relevant role at the heart of the community. This role will also need to relate to the demands of visitors and tourists if it is to be sustainable. To this end, Fortuneswell for instance is being viewed favourably by the Island's arts fraternity, and the community recognise it has the potential to develop more cafes and restaurants. An improved evening economy would be welcomed at both centres.
- 11.2 Castletown and Chiswell still have identifiable retail/commercial areas, albeit far less vibrant than in former days. The local shops at Weston are still regarded as being an important neighbourhood asset.
- 11.3 Portland is not self-sufficient in community services. There are concerns particularly that health services may become more distant just when most people would like to see them more localised and convenient, particularly because the population is ageing, and most people want to stay on Portland.
- 11.4 The community would like to keep a full range of local shops and services on the Island offering quality goods and services for both residents and visitors.

| Shopping and Services |                                                                                                                                                                                        |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aim                   | <i>Support the shopping areas and service functions</i>                                                                                                                                |
| Objectives            | <ul style="list-style-type: none"><li>• Retain existing retail spaces</li><li>• Support new shops in appropriate locations</li><li>• Define and protect two shopping centres</li></ul> |

### Our Neighbourhood Plan Policies and their Explanation/Justification

#### Policy No. Port/SS1 Local Shops and Services

**Development proposals, which would result in the loss of existing, Class A1 use, shopping facilities through re-development or change of use will only be supported if:**

- they include proposals for alternative local shopping provision nearby; or**
  - the existing building or its site is to be used for the delivery of community services;**
- or**
- it has been demonstrated that reasonable efforts have been made to secure their continued use for these purposes in accordance with policy Port/BE1.**

- 11.5 There is a case for protecting the shops of Portland on heritage and character grounds alone. Many of A good proportion of the Island's listed buildings include historic shop fronts. The sequence of shop fronts along the A354 in Fortuneswell, for instance, form an important element of its character. We welcome proposals to re-establish an appropriate retail use in properties that retain original shop fronts.

- 11.6 Whilst shopping has tended, over-time to focus on Easton, we want to ensure that people can still shop locally, without needing to use their car. There are still identifiable retail/commercial areas at Fortuneswell, Weston, Castletown and Chiswell that are conveniently located to the local residential areas and close to local tourist attractions. Elsewhere on Portland, several individual shop units remain.
- 11.7 Retaining local shopping areas will also contribute to the reinforcing the sense of community and provide local employment. Policy Port/SS1 seeks to ensure that any loss of shops does not jeopardise the sustainability of local settlements and is fully justified on economic grounds.

---

### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 70 - *guard against the unnecessary loss of valued facilities and services*

### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy ENV14 Shop Fronts and Advertisements

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### Policy No. Port/SS3 Reinforcing Local Centres

**The following areas (delineated on Maps 10a,b,c,d) are designated as ‘local centres’**

- **Castletown**
- **Chiswell**
- **Easton**
- **Fortuneswell**

**Development proposals within these areas that add to the diversity of facilities and services and enhance the vitality and viability of these centres will generally be supported.**

**Any proposals that would result in the loss of existing publicly available car parking spaces must provide at least an equivalent number of spaces in an equivalent location that serves the local centre.**

- 11.8 In accordance to the findings of the Portland Heritage and Character Assessment of 2017 and consultations, we have delineated four areas of the Island that should continue to be recognised as ‘local centres’ and the focus for shopping and services. The areas are shown on Maps 10a-10d. The Local Plan Review 2017 has proposed a town centre and local centre hierarchy. It defines local centres including *“a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, and a pharmacy. Other facilities could include a hot-food takeaway, hairdressers and launderette”*. We regard it essential that all four areas should serve as a local centre to ensure the growth and development strategy of the Neighbourhood Plan is sustainable. Arguably Easton is already higher up on the hierarchy and should be regarded as a district centre. These are defined in the Local Plan Review as *“usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks and restaurants, as well as local public facilities such as a library”*. We would support the growth of Easton as a retail and service centre.
- 11.9 All four of the areas have served as local centres for many years. With the exception, perhaps, of Easton, the other centres have been in decline over a long period. The Town Council in association with the Portland Community Partnership will be encouraging local people to use

the local centres. The Portland Passport, a shopping loyalty scheme, is one of the initiatives being introduced.

- 11.10 In accordance with the Economic Strategy for the Portland we intend that the centres should also develop an improved offer for visitors/tourists. *“Tourism is a key driver to the economy of Portland. We need to build on the natural environment and ‘uniqueness’ of Portland. We want to establish Portland as a world-class destination in which visitor will experience a superb product and quality of service.”* Policy SO2 of the Economic Strategy is *“to support the sustainable growth of the visitor economy, which celebrates the unique strengths of Portland, supports jobs and generates business opportunities”*. The local centres can play their part. Fortuneswell has already seen the embryo-development of new cafes and restaurants and cultural-related retailing. Chiswell and Castletown have plenty of development potential and opportunities for tourism-related development and a unique maritime setting to exploit.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 70 - *ensure an integrated approach to considering the location of housing, economic uses and community facilities and services*

### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy ECON4 Retail and Town Centre Development

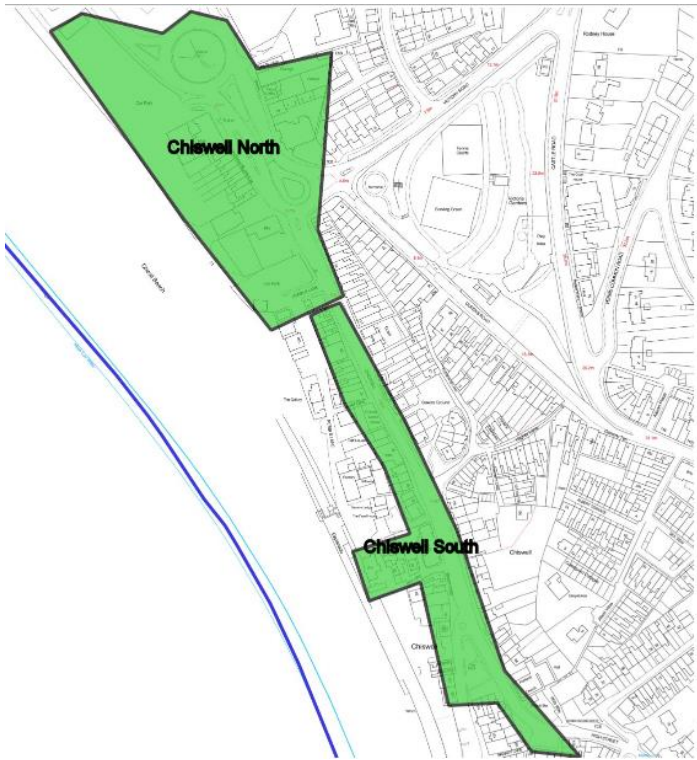
Policy ECON6 Built Tourist Accommodation

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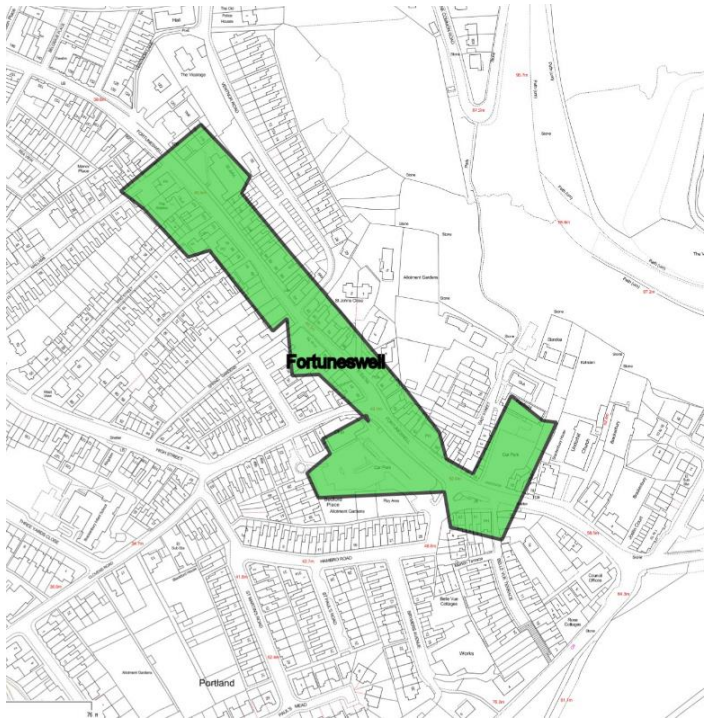
*Map 10a Castletown Centre*



Map 10b Chiswell Centre



Map 10c Fortuneswell Centre



Map 10d Easton Centre



## 12. Community Recreation

### Overview

- 12.1 Portland has so many natural assets that leisure and recreation activity should be a central feature in the lives of most local families. The 2012 Olympics and the development of Osprey Quay has enabled us to take advantage of the sea around us; the countryside is well used for walking and running; and the quarries provide opportunity for more adventurous pursuits. Where we are lacking is in providing for recreation activity close to home and for organised sport. Too many of the community halls and public venues are not of a good enough standard or with an appropriate range of facilities.
- 12.2 An assessment based on the Borough's standards show that Underhill, in particular, is under-provided with usable open space. The loss of Officers Field to development in 2009 deprived the area of an important flat sports and recreation area.
- 12.3 The local parks we have are generally regarded as being tired and under-provided for recreation activities. The lack of sufficient stimulating facilities and spaces for children and young people is widely recognised. This sense of deprivation is made worse by the fact that the new facilities at Osprey Quay do not serve the demands of local people, largely because of cost, to the extent they should. The community wants to see a similar range of leisure and recreation opportunities in both Underhill and Tophill.
- 12.4 It is certain that the public sector will be unable to provide everything we want. The Osprey Leisure Centre must serve as an inspiration. The community, in the form of a charitable trust, took over its running in 2001 and has done so successfully ever since. Without regular core funding from the public sector, it has continued to provide swimming and a range of indoor activities for local people at a price they can afford.
- 12.5 There are several identifiable opportunities on the Island to provide further and better recreation spaces. Amongst them are several former community buildings and sites that have been or are likely to be declared redundant by public bodies. The Local Plan has policies to facilitate the provision of new recreation facilities and protect existing ones. The Neighbourhood Plan policies are aimed at ensuring the value of such spaces to Portland is recognised.
- 12.6 It must be realised too that there is a wider agenda to address i.e. the leisure and recreation potential of Portland that could attract and serve visitors.
- 12.7 The Olympics, and the first-class leisure facilities it has endowed the Island, have set a standard for future provision. Future leisure and recreation provision on Portland should be all about the pursuit of excellence and equality of access, in the interests of enjoying a healthy lifestyle and having fun.

| Community Recreation |                                                                                                                                                                                                                                                                                                                                                |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aim                  | <i>Realise the leisure and recreation potential of the Island</i>                                                                                                                                                                                                                                                                              |
| Objectives           | <ul style="list-style-type: none"><li>• Support development of leisure and recreation facilities</li><li>• Protect and enhance local parks</li><li>• Support development of new community buildings and spaces</li><li>• Support new facilities for young people</li><li>• Support use of buildings or land for events and festivals</li></ul> |

### **Policy No. Port/CR1 Protecting Recreation Spaces**

**The following sports and recreational buildings and land (identified on Map 11) are very important to the local community because of their sports and recreational value. They should be afforded protection in accordance with Local Plan Policy COM5.**

|                                         |                                                          |
|-----------------------------------------|----------------------------------------------------------|
| <b>Atlantic Academy Sports Field</b>    | <b>Royal Manor School Tennis Courts and Sports Field</b> |
| <b>Grove Cricket Bowl</b>               | <b>Red Triangle Cricket Ground</b>                       |
| <b>Grove Playing Fields</b>             | <b>Southwell Green</b>                                   |
| <b>Grove Sports Stadium</b>             | <b>St Georges School Playing Fields</b>                  |
| <b>Islanders Club for Young People</b>  | <b>Weston Road Sports Field</b>                          |
| <b>Osprey Leisure Centre</b>            | <b>Weston Street Playing Fields - East and West</b>      |
| <b>Osprey Quay School Playing Field</b> | <b>West Weare MUGA</b>                                   |
| <b>Portland Beach Skatepark</b>         | <b>Weymouth and Portland National Sailing Academy</b>    |
| <b>Portland Boxing Club</b>             | <b>YMCA Reforne</b>                                      |
| <b>Portland United Football Ground</b>  |                                                          |

- 12.8 Portland does not have a surfeit of recreation facilities. What we have are important to us. The community has already demonstrated this by showing willing to take on the ownership and management and the development of the Osprey Leisure Centre via a Trust and the football pitches at the Grove by Portland United Youth Football Club.
- 12.9 The condition and facilities offered by the recreation spaces is very important. The Borough Council has indicated that it is finding it more difficult to fund the operation and maintenance of council-owned sports facilities to the required standard. This puts some of our most important recreation spaces at risk.
- 12.10 The Community Consultation in 2013 highlighted the need for improved facilities and more sporting opportunities for young people.
- 12.11 The NPPF makes plain that existing open space, sports and recreational buildings and land, including playing fields, should not be built on. The Local Plan protects open spaces of public value and recreational facilities (including school playing fields) under its Policy COM.5. The local planning authority has recently prepared a hierarchy of open spaces across the district.
- 12.12 Since the Millennium, Portland has lost three all-weather sports pitches, several tennis courts, and most of a major sports and recreation field. The loss of Officers Field (for housing initially provided for Olympic 2012 participants) caused a lot of displeasure locally. It was an open area for use by the Royal Navy and by locals for recreation. It was a significant asset for Underhill, not only for its community recreation use but as an open space giving views out over Chesil Beach. It has not been replaced by bigger or better outdoor recreation space.
- 12.13 For this reason the community has made plain that it wishes to put protection in place for all the recreation spaces it currently has. Our recreation assets are listed in policy Port/CR1. They include school playing fields, public and private sports grounds and indoor sports and leisure facilities. Our intention is that they should be protected under Policy Com.5 of the Local Plan, which states that development on such spaces and facilities will not be permitted unless they are no longer required by the community or replaced by alternative and better sports and recreation facilities.
- 12.14 We are proud of the Osprey Leisure Centre and the Sailing Academy and what the Osprey Leisure Centre has become under community management. We will generally support the provision of new sport and recreation facilities of that quality. We will continue to seek ways to

improve the condition of the existing facilities, many of which are not in a good condition, but are certainly still worthy of protection.

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### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 74 - *existing open space, sports and recreational buildings and land, including playing fields, should not be built on*

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### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy COM5 The Retention of Open Space and Recreational Facilities

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Map 11 Portland Recreation Spaces



The areas listed below and identified on Map 12 are designated as Local Green Spaces and will be protected from development due to their particular local significance and community value:

Chiswell Walled Garden  
Church Lane  
Easton Gardens  
Grove Governor's Community Garden  
Gooseberry Field  
Ladymead Garden  
Liberty Road  
Reap Lane  
Southwell Green  
Victoria Gardens  
Victoria Square Entrance  
Westcliff Play Area  
Weston Green  
West Weares

Proposals for development on this land that is not ancillary to the use of the land for amenity or recreational purposes will be resisted.

Development proposals which lead to the loss of, damage to or adverse impact on these local green spaces will not be supported.

- 12.15 The NPPF gives us the right to designate local amenity areas that are highly regarded by the local community as 'local green spaces' and give them protection via policies in the Neighbourhood Plan.
- 12.16 The following locations (see Map 12) that meet the required criteria (of paragraph 77 of the NPPF), have been designated as 'Local Green Space' in recognition of their significance to the community and their importance to the amenity and vitality of their neighbourhood. Policy Port/CR2 protects them for the enjoyment and appreciation by local people and visitors. These sites have been identified by a study<sup>35</sup> carried out by members of the Neighbourhood Plan Group. It considered a long list of potential sites against the NPPF criteria and recommend to the Portland Town Council that the following sites should be designated as Local Green Space: **Chiswell Walled Garden** is a community garden, located in Chiswell village close to Chesil Cove. The Garden was created between 2004-07 by the Chiswell Community Trust, with funding provided by various schemes, including the Countryside Agency's Doorstep Greens initiative. The garden is maintained by volunteers of the Trust and is open to the public. **Church Lane** is a corner site that is dominated by a modern well-equipped children's play area surrounded by shrub beds. **Easton Gardens**, located in the centre of Easton, is over a hundred years old. Surrounded by mature trees, it includes a garden beds and benches, a small play area and public toilet facilities. It also provides safe pedestrian routes across the centre of the village. According to the Borough Council website, "*Easton Gardens have been recognised as one of the best green spaces in the country by being awarded Green Flag status based on how safe, clean, accessible, well managed and welcoming they are*".

<sup>35</sup> See Local Green Space Assessment Report 2017 <https://www.portlandplan.org.uk/document-library/>

**Grove Governor's Community Garden** is a community garden, located in the Grove village, opposite the main entrance of the Young Offenders Institution. It dates from the 1850s, as private grounds attached to the Prison Governor's house. The Garden was abandoned after the Second World War. In 2002, as part of English Heritage's scheme to create a series of Contemporary Heritage Gardens, a competition was held to design the quarter of an acre garden - it was won by Christopher Bradley-Hole, a designer renowned for his minimalist approach. The Garden was opened to the public in 2011. As part of the 2011 Weymouth Civic Society Annual Awards, the restoration of the gardens received a special commendation. The Society commented that the gardens presented an "*attractive and peaceful amenity*", as well as being of "*botanical value*", serving as a "*recreational and educational venue for schools and other groups*". In the 2014 Appraisal of the Conservation Areas of Portland, the gardens were described as offering "*welcome respite, with its attractive landscaped flower beds, lawns and mature trees*".

**Gooseberry Field** is a historic site that was the location of an annual fayre for many years. It continues to provide for the recreation activities of the residents of Weston.

**Ladymead Gardens** is a landscaped area with mature trees and featured garden beds, on the site of the former Easton Railway Station that provides a safe pedestrian route across Easton with links to the GP surgery and supermarket.

**Liberty Road** is a newly created garden to serve improve the leisure spaces of Castletletown and specifically serve residents of new apartments, most without gardens, in the vicinity.

**Reap Lane** is a grassed area that provides informal recreation opportunities for the local community. At the corner of the site, separately fenced, is a well-equipped children's play area.

**Southwell Green, including Sweet Hill play-area**, provides for a range of informal recreation activities for residents and is regarded as a 'village green' in an area with limited open space.

**Victoria Gardens** is a public garden, located within Fortuneswell village area. The Gardens have remained a focal point since its establishment at the beginning of the 20<sup>th</sup> century. It comprises large feature grassed and formal bedding areas, as well as a large rockery running across the centre of the gardens, which is planted with a mixture of shrubs, perennials and bedding plants. A children's play area is located on the upper tier of the gardens, and two tennis courts are open all year to the public. A bowling green is also located in the centre of the park. The Gardens include a plaque commemorating the Island's role in the D-Day landings. The Gardens are maintained by the Friends of Victoria Gardens which was established in May 2008.

**Victoria Square** has, at its **Entrance**, a flat grass area that was designated as a community facility and put under the stewardship of the Land Trust, when the Officer's Field development took away the Naval Playing Fields. It is also part of flood alleviation network and setting of the two pillars public art installation. It is regularly used for sports and other leisure activity groups and is the location of the Annual Fair.

**Westcliff Play Area** is an area of grass that provides the only opportunity for informal recreation activities in a residential area. It includes a modern and well-equipped, fenced play area.

**Weston Green** is located at the centre of the village of Weston, has provided valuable informal recreation space for the local community for many years. It is designated as a village green in the Conservation Area assessment.

**West Weares** is a tranquil piece of open space on the cliff top with views across Chesil Beach. It has recently been enhanced with the benefit of Coastal Revival Funding.

- 12.17 The value of these spaces is echoed by the findings of the last Portland Recreation Facilities Assessment carried out by the Borough Council in 2007. At that time, much of Portland was considered to have catchment gaps for parks and gardens, semi-natural greenspaces and allotments and community gardens. We cannot afford to lose what we have. This policy, together with policies Port/CR03 and Port/CR04, is designed to help keep Portland green.

## National Planning Context

Our policy aligns with current national planning policies and guidance:

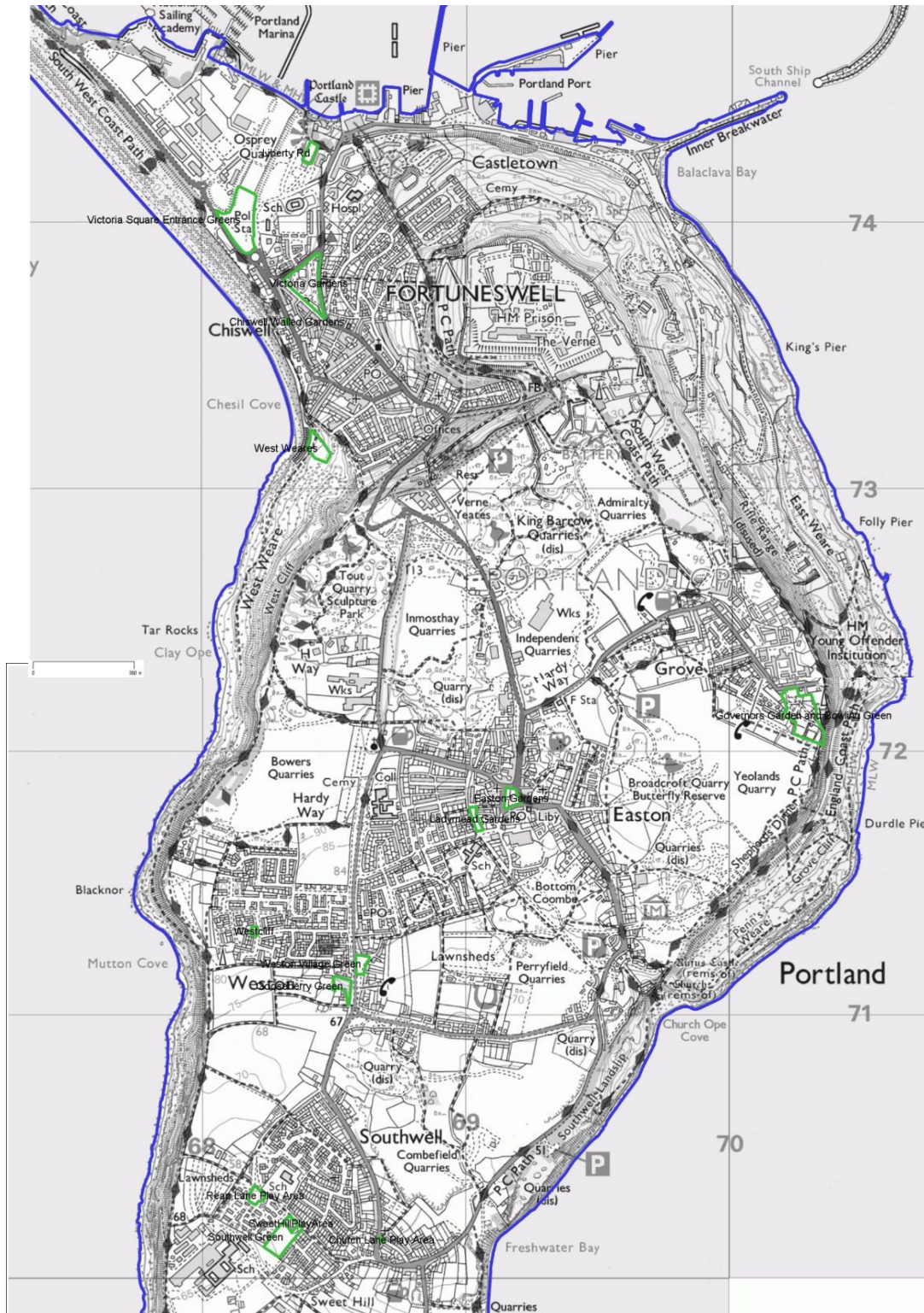
NPPF para. 76 - *identify for special protection green areas of particular importance*

## West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy ENV3 Green Infrastructure Network

Map 12 Portland Local Green Space



#### Policy No. Port/CR3 Allotments

**Proposals that result in harm to or loss of allotments on Portland will not be supported unless:**

- a) replacement provision is made, of at least equivalent quality, and located at reasonable convenience for the existing plot holders; or**
- b) overriding community benefits are achieved.**

**Proposals for new allotments and the extension of existing sites, where appropriate will be supported.**

- 12.18 Portland has several areas of allotments that are popular with local people. Most of them are privately-owned. Many of them have been long-established. The allotments on Clovens Road, for instance, are an important remnant of the ancient field system (allotments, fields, paddocks). The four areas of allotments south of Grove Road are owned and managed by Weymouth and Portland Borough Council we are informed that there is a significant waiting list.
- 12.19 The loss of private allotments to a housing development at Reforne was opposed in 2014 by many local people. Community horticulture facilities such as allotments encourage healthier lifestyle and healthy leisure pursuits. Opportunities to provide more allotments, community orchards and community composting sites and encourage more local food growing should be realised. If the trend of providing smaller garden on new developments continues, this exacerbates the need for an increased supply of allotment or community gardening space.

---

#### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 70 - *plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities*

#### West Dorset, Weymouth and Portland Local Plan

Our policy relates to the following Local Plan policies:

Policy COM5 The Retention of Open Space and Recreational Facilities

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#### Policy No. Port/CR4 Sites of Open Space Value

**Areas of incidental open space within residential areas that contribute to local amenity, character and/or green infrastructure should be protected from development except in special circumstances that has the support of the community.**

- 12.20 Many of the housing areas of Portland were developed with areas of incidental open space included in the layout to provide amenity and/or a shared recreation space for residents. These, now mature, open spaces are part of the essential character of the following residential areas: Verne Common, East Weares, Haylands and Furlands, Pounds Piece, Westcliff and Courtlands, and Southwell.
- 12.21 In many cases they form an important part of the green infrastructure by serving as green corridors through the built-up area. Recognising all these incidental areas as 'sites of open space value' within residential areas will place a protection upon them unless the community they serve is supportive of their change of use.

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#### National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 70 - *plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities*

#### West Dorset, Weymouth and Portland Local Plan

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Our policy relates to the following Local Plan policies:

Policy COM5 The Retention of Open Space and Recreational Facilities

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#### **Policy No. Port/CR5    New Community Facilities**

**Proposals that provide additional community, social or recreation facilities for the direct benefit of young people are supported where it is demonstrated, through direct engagement with recognised local youth organisations, that there is a local need and young people have been consulted and involved in developing the proposal.**

- 12.22 Much of the focus of discussion when preparing the Underhill Action Plan<sup>36</sup> was around the need and value of community and recreation spaces. Underhill is recognised as the most deprived area of Portland and it was concluded that *“improving the leisure and recreation offer for young people and families”* would contribute significantly to improving their quality of life.
- 12.23 Local Plan policy COM4 is supportive of the provision of new or improved recreational facilities. To ensure that our young people get the maximum benefit from new facilities they should be engaged in their planning. They should be encouraged to feel a sense of ownership of the facilities. Currently (2017) there are discussions about a ‘Co-located Service’ provision centre and Community Office, with youth drop-in provision. We hope that young people can be actively involved in the management of the facility when it is developed.
- 12.24 Policy Port/CR5 requires thorough consultation and involvement of young people on Portland in facilities that are being developed for their use and benefit. This should be done by engaging with local groups that work with and support young people.

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#### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 70 - *plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities*

#### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy COM4 New or Improved Local Recreational Facilities

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<sup>36</sup> “Working with You” - Underhill Action Plan 2014-15 [https://www.dorsetforyou.gov.uk/media/199247/Working-with-You-Action-Plan-for-Underhill/pdf/Underhill\\_Action\\_Plan.pdf](https://www.dorsetforyou.gov.uk/media/199247/Working-with-You-Action-Plan-for-Underhill/pdf/Underhill_Action_Plan.pdf)

**The temporary use of buildings and open spaces for organised-events will be supported provided that the proposed temporary use:**

- i. does not cause any significant adverse environmental problems;**
- ii. would not have significant harmful impacts on the amenities of neighbouring residents;**
- iii. would not have significant harmful impacts on the wider visitor experience; and**
- iv. does not exceed one month, unless there is clear community and neighbour support for a longer period.**

- 12.25 Portland welcomes tourists and visitors and wants to be an important part of the growth strategy for Dorset. The draft Portland Tourism and Visitor Management Strategy<sup>37</sup>, which was developed in 2013 by the Portland Community Partnership, is indicative of the approach the community wishes to take to develop the 'brand', to improve the quality of service on offer and apply a sustainable tourism ethos to developments.
- 12.26 There are some major tourism projects at various stages of planning (as is described in the next section of this Plan). It is hoped that some of them will be realised as long as they help realise our vision for Portland and conform to the planning policies in the Neighbourhood Plan and Local Plan.
- 12.27 There is considerable scope to make good use of existing buildings and open spaces. One of the key actions in the draft Portland Tourism and Visitor Management Strategy is to develop and maintain the annual events programme and establish an Outdoor Festival that aims to attract new visitors to the Island, generates new publicity and stakeholder engagement. Policy Port/CR6 supports the temporary use of existing spaces on the Island for organised events that will attract visitors as well as local people as spectators and/or participants. It also recognises that there could be significant economic value in taking advantage of the 'tourist season'. Making best use of what we have, but on a temporary basis, of up to six months, that cause little in the way of long-term harm to the environment or nuisance to nearby uses, is consistent with a sustainable approach. It will also help develop a distinct identity for Portland, which was one of the key messages from the Community Consultation 2013.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 69 *promote opportunities for meetings between members of the community*

#### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ECON5 Tourism Attractions and Facilities

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<sup>37</sup> Portland Tourism and Visitor Management Strategy (draft), Portland Community Partnership, 2013

## 13. Sustainable Tourism

### Overview

- 13.1 There is widespread feeling that Portland's tourism potential has not been fully tapped. The community recognises its benefits and is supportive of making efforts to attract and accommodate more visitors. Green and sustainable tourism should be the objective. The Island's natural environment and unique heritage are there to be 'exploited' if ways can also be found to safeguard and protect all that is precious to us. There is scope too for much more in the way of activities and events in the village centres that will attract tourists but will also make a difference to the social and community life of the Island. The community accepts that increased tourism is a valuable lever. Many local people would welcome and derive benefit regular evening activities, outdoor events and festivals, more public art installations, and a general uplift in the scale and quality of facilities and services.
- 13.2 The current constraints on tourism growth are readily identifiable. We are lacking in visitor accommodation. There is insufficient capacity in the road network and parking areas. Many of our public venues fall short on several levels. Moreover, there are currently not enough tourist attractions and specific visitor destinations to increase meaningfully the average visit time and expenditure.
- 13.3 There are a tourism 'assets' that can be taken advantage of. Portland Port has witnessed significant growth over the last five years. And is now regularly expected hosting cruise ships. The tendency however, is for passengers to be taken by coaches off the island to other established destinations during their short stay. The Island also offers significant activity adventure opportunities. The Weymouth & Portland National Sailing Academy hosts world class facilities for sailors and Portland Harbour provides a safe venue with a full range of water sports including diving, paddle boarding and kayaking. The adventure tourism sector continues to grow and the Island's topography, quarries and wildness are there to be exploited responsibly. Portland needs to establish an identity distinct from Weymouth. The Portland Brand needs to be defined and marketed in consistent way.
- 13.4 We should be helped significantly by the development of a major tourist attraction such as the proposed 'MEMO' project<sup>38</sup>. We need to ensure that we plan to help them succeed and ensure adequate infrastructure is in place, so that we can take full advantage of the benefits that can accrue to Portland and its community. This also means realising what else we have with tourist potential and how it can be sustainably and appropriately developed. Thereby ensuring that, despite its enhanced visitor appeal, the Island continues to provide a pleasant, safe and affordable place for future generations of Portlanders to live, work and play.

| Sustainable Tourism |                                                                                                                                                                                                                                                                   |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Aim</i>          | <i>Accommodate responsible and sustainable tourism development</i>                                                                                                                                                                                                |
| <i>Objectives</i>   | <ul style="list-style-type: none"><li>• Support sustainable tourism-related development in appropriate locations</li><li>• Support the creation of individual, or a network of, tourist trails</li><li>• Facilitate appropriate new marine developments</li></ul> |

<sup>38</sup> An educational charity dedicated to building a monument to species going extinct worldwide, together with a biodiversity education centre

### Policy No. Port/ST1 Sustainable Tourism Development

**Small scale, low impact sustainable tourism development within the area(s) delineated on Map 13, particularly involving the re-use of redundant sites and buildings, will be supported provided it:**

- i. does not have an adverse impact on the character and setting of the area;**
- ii. does not result in a loss of amenity to neighbouring properties;**
- iii. does not adversely affect the surrounding infrastructure, particularly local road networks and water supply and sewerage;**
- iv. promotes and complements the unique characteristics of the area**
- v. provides for an appropriate level of parking for both vehicles and cycling; and**
- vi. demonstrably benefits the local community and economy.**

**Any accommodation provided for short-term holiday lets should be restricted for leisure uses only and should not be occupied for residential purposes, including as a second home.**

- 13.5 Sustainable tourism is tourism committed to generating a low impact on the surrounding environment and community by acting responsibly while generating income and employment for the local economy and aiding social cohesion. Rather than a type of product, sustainable tourism is an ethos that underpins all tourism activities and is integral to all aspects of tourism development and management and not just an add-on. The 2014 Community Consultation for the Neighbourhood Plan showed that 91% of respondents recognised tourism and visitors as an important part of our economy. In 2013, the Portland Community Partnership prepared and consulted upon a draft Portland Tourism and Visitor Management Strategy<sup>39</sup>. It reflects the community's aspirations towards tourism:
- 13.6 *Tourism will be managed on Portland in a way that will:*
- *Protect the coastal and marine environment including unique natural and heritage assets*
  - *Support visitor safety and enjoyment whilst ensuring a balance between the needs of tourists and the preservation of existing and evolving community values*
  - *Minimise adverse visitor impacts on the social, economic and physical environment*
  - *Add economic, social and environmental benefits to the community*
- There will also be economic, environmental and social benefits:*
- *Economic through a reduction in energy use, water use or waste production*
  - *Environmental reinforces Portland's nature-based brand and natural visitor experiences.*
  - *Social through local jobs for local people*
- 13.7 One of Dorset's economic strengths and 'drivers' is its tourism industry. Many tourist visits are heavily dependent on the appeal of the natural environment. The Dorset Local Nature Partnership claims that the seaside, beaches and coast is the most frequently listed reason for visiting Dorset, and 62% of tourist visits are motivated by coast, scenery or countryside. There is much on Portland that can be exploited but equally there is much on Portland that can be damaged if tourism and its impact is not managed.
- 13.8 Recent research (2016) identified, on Portland, very little serviced accommodation, no provision in terms of touring caravan and camping sites, only one small 5-star holiday park, a small but supply of self-catering accommodation and three hostel/ bunkhouse accommodation operations. The resulting action plan recommended, in particular, redressing the lack of

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<sup>39</sup> Portland Tourism and Visitor Management Strategy (draft), Portland Community Partnership, 2013

*“suitable accommodation for activity visitors, particularly in terms of a lack of provision for camping, and the potential for camping pods as an accommodation offer that would appeal to this market”<sup>40</sup>.*

- 13.9 The Town Council has agreed<sup>41</sup> that Portland’s natural focus should be on activity-holidays and adventure-seekers. It supports an approach to tourism that makes Portland an activity hub with reference to diving, mountain biking and climbing responding to distinctive offer and making Island a destination. These activities will fit with the major projects as they develop. On Portland this would include activity centres, camping pods, glamping sites and cafes.
- 13.10 The challenges we face include:
- establishing more effective links with Weymouth
  - a closer association with Jurassic Coast
  - ensuring tourism growth respects quality of landscape
  - managing and improving road access
  - identifying appropriate areas for sensitive tourism development
- 13.11 We have concluded from our own studies that the areas defined on Map 14 may be suitable for additional tourism activity and facilities including activity centres, activity-friendly accommodation, camp sites, camping pods, hostel/bunkhouse, self-catering accommodation.
- 13.12 Policy Port/ST1 is specifically designed to encourage small-scale sustainable tourism development proposals that provide for activity and adventure holidays to come forward within those areas of the Island that offer can offer an outdoor, rugged and rural location that is away from the most environmentally sensitive areas. We would expect any such proposal to demonstrate its sustainability credentials and be accompanied by an environmental impact assessment.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 28 - *support sustainable rural tourism and leisure developments.... which respect the character of the countryside*

### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ECON5 Tourism Attractions and Facilities

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<sup>40</sup> Western Dorset Growth Corridor Study, Hotel solutions, Jun 2016

<sup>41</sup> Marine, Environment and Tourism meeting, Portland Town Council, 6th Sep 2017

Map 13 Portland Tourism Development Areas



**Proposals for replacement beach huts at West Weares, Church Ope Cove and Portland Bill that match the footprint of existing huts, and minor extensions to the rear of beach huts on the Beach Hut fields at Portland Bill (see map 14), will be supported where they:**

- i. are of a single-storey design which is in keeping with the traditional character and topography of the site;**
- ii. do not result in a disproportionate increase in the ridge height;**
- iii. are finished in timber stained the appropriate colour;**
- iv. have no significant impact on the existing and essential character of the site;**
- v. are for day-time recreation use with non-permanent residence; and,**
- vi. avoid any significant negative impact on the biodiversity, landscape and setting of the site and the surrounding area.**

**Where some impact is unavoidable, it will be satisfactorily mitigated.**

**Development proposals to provide additional beach huts will not be supported.**

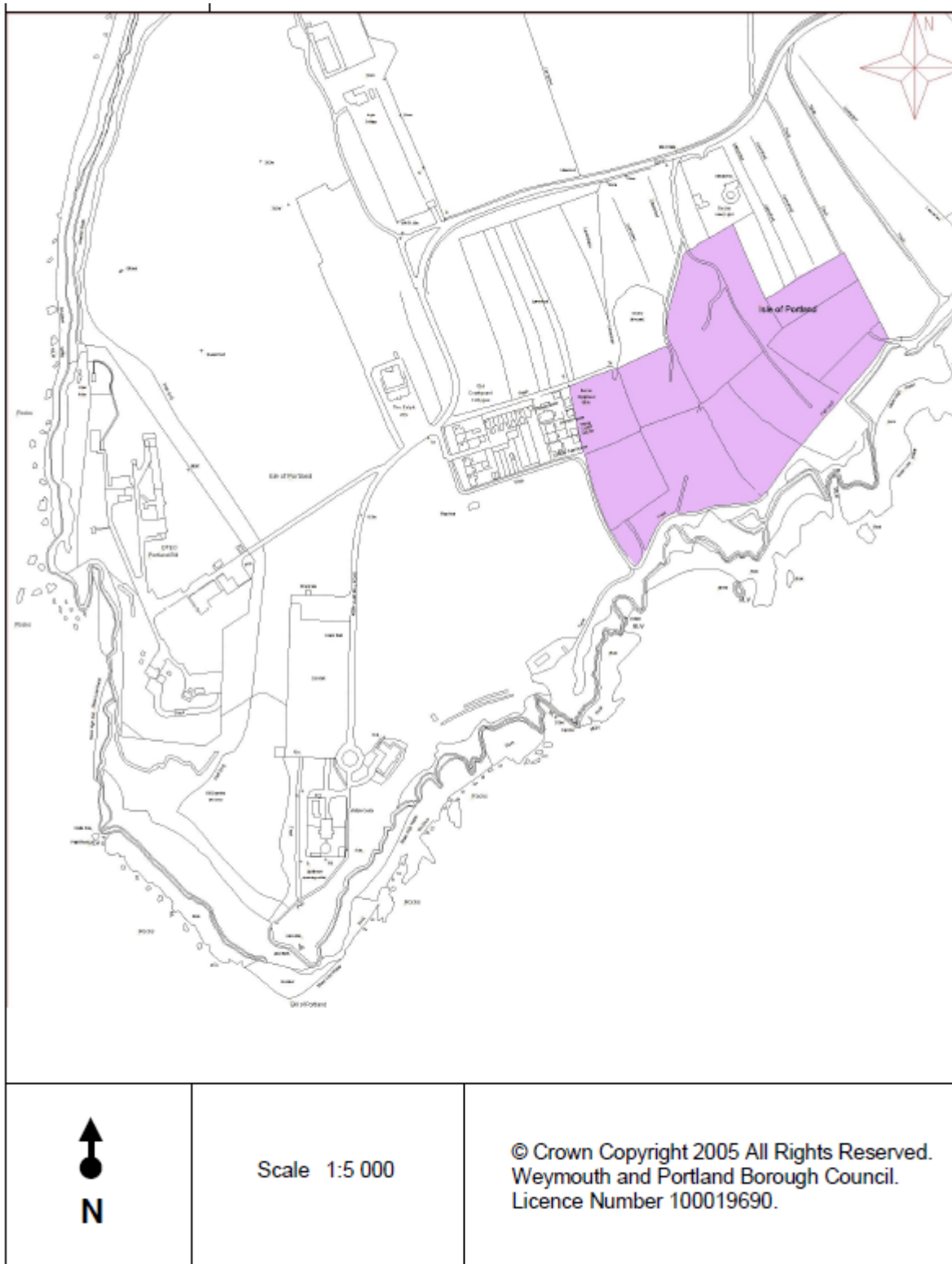
- 13.13 Portland Bill, Church Ope and West Weares are the location of beach huts (former fisherman's huts) that are a long-established and well-known feature of the landscape. For many years they have been used for recreational purposes. Many are no longer owned by Portlanders. We concur with the Weymouth and Portland Supplementary Planning Guidance on Portland's Beach Huts<sup>42</sup>, which says *"by their nature, these huts are located on the open coastline in sensitive areas. It is important that future developments are controlled to prevent damage to the open landscape, nature conservation interest and recreational value of these sites, both for the benefit of existing hut owners and for the wider local community and visiting public who enjoy these precious landscapes"*.
- 13.14 Beach huts on Portland are being sold for considerable sums of money. Our concern is that those that can afford to purchase a beach hut may feel inclined to invest further in their asset. We wish to place some control on the development changes that are acceptable. We want to protect the sensitive landscape, with its species-rich grasslands, from damage.
- 13.15 The approach taken by the Beach Huts SPD seems reasonable and is generally echoed in policy Port/ST2. At West Weares, Church Ope Cove and outside the hut fields at Portland Bill, additional beach huts, extensions to beach huts and the replacement of beach huts with larger structures are considered most unlikely to be appropriate due to the critical landscape, nature conservation and recreational interests in these areas.
- 13.16 In the hut fields at Portland Bill, south of Coastguard Cottages and the Old Lower Lighthouse, the huts are arranged along the field boundaries, forming nearly complete squares in some cases (see Map 14). Here, minor extensions to beach huts in non-sensitive locations might be acceptable, but *"great care is required to preserve this sensitive balance and to avoid the character of the hut fields tipping over into one of consolidated development.... extensions should normally be to the rear of existing huts, towards the nearest field boundary. Extensions to the sides of huts will rarely be acceptable, as they would increase the enclosure of the fields. Likewise, extensions towards the centre of the fields are unlikely to be acceptable, as these would reduce the important openness of the fields."*<sup>43</sup>. A hut that has previously been extended should not receive permission for further extensions.

<sup>42</sup> Revised Supplementary Planning Guidance Portland Beach Huts, Weymouth & Portland BC, Feb 2006

<sup>43</sup> Revised Supplementary Planning Guidance Portland Beach Huts Weymouth & Portland BC Feb 2006

[https://www.dorsetforyou.gov.uk/media/160614/Supplementary-Planning-Guidance---Beach-Huts/pdf/SPG\\_20060731\\_BHuts.pdf](https://www.dorsetforyou.gov.uk/media/160614/Supplementary-Planning-Guidance---Beach-Huts/pdf/SPG_20060731_BHuts.pdf)

Map 14 Portland Beach Hut Fields



Proposals that further the creation of a network of tourist and leisure trails will be supported provided:

- i. the construction and appearance of new paths, tracks or links are appropriate in scale and sensitive to the character of the locality;
- ii. they avoid sensitive ecological areas and habitats; and
- iii. they provide for improved accessibility for wheelchairs and those with impaired mobility.

Signage and interpretation facilities should be in keeping with the established standards for local tourist trails; and, where appropriate, they further links to the strategic cycle network of the area.

- 13.17 Portland is criss-crossed by a network of designated footpaths. In addition to these there are many undesignated footpaths which are used regularly. There is also one bridleway on the Island.
- 13.18 Most significant, perhaps, is the **Legacy Trail**<sup>44</sup>, that runs from Littlemoor on the mainland to Portland Bill (about 20km), with information 'way points', it links all the heritage sites, nature reserves and interpretation centre (see Map 15). This local long-distance path running from Littlemoor to Portland Bill was established to celebrate the Olympics. At the same time there was linked improvement work to Merchants Railway gulleys in the Tilleycoombe, Waycroft, Tout and King Barrow area. A lot of this work however has fallen into disrepair.
- 13.19 There are opportunities to establish similar legacy or themed trails, using established routes across the Island, and thereby manage the pressure on existing footpaths and open access land, including the South West Coastal Path National Trail. The following routes indicate the potential for further enhanced walking and/or cycling opportunities on the Island (also shown on Map 15):
- Merchants Railway** - was a horse drawn and cable operated incline railway, built for the stone trade on the island. It was the earliest railway on Portland and in Dorset, opening in 1826 (one year after the Stockton and Darlington railway). The railway ran two miles from many working quarries at the north of Tophill, such as Tout, King Barrow and Waycroft Quarries, along the edge of Verne Hill (where the Verne Citadel is located), to a pier at Castletown, from where the Portland stone was shipped around the world. It was operational from 1826 to 1939. Since becoming disused the original path of the railway has become a popular public footpath. The remaining earthworks of the main line, amongst other remains, can still be traced today.
- Merchants Incline** – a disconnected section of the Merchants Railway Network of about 550m which serves as footpath to and from Castletown.
- Belle Vue Terrace/Higher Lane** - these characterful step pathways are an integral part of any heritage pathway in Underhill
- Cemetery Rd and East Weares Heritage** – is a route of some 1.5 km, if fully open and repaired would open up East side of Island and improve the SW Coast Path offer. The road up to the Cemetery is in reasonable condition but the old army road beyond this is badly overgrown and in poor condition.
- Old Hill** – is the original pathway between Underhill and Tophill. Horses were separated from foot traffic by fencing. Old Hill is in a poor condition and needs development funding. If improved the path could be a significant heritage route.

<sup>44</sup> <http://www.visit-dorset.com/about-the-area/countryside/weymouth-and-portland-legacy-trail>

**Church Ope** – to access the beach there are two paths. The main path follows the road past Portland Museum and leads under the arch bridge of Rufus Castle, then down concrete steps to the cove. These were laid out by the Portland Urban District Council in 1906 at a time when the beach was becoming increasingly popular as a recreational area. The other path runs through a small area of woodland around the outside of Pennsylvania Castle, and passes through the ruins of St Andrew's Church (close to John Penn's Bath), before linking up over midway down the concrete steps to the cove.

**Railway Line** – whilst much of the old railway line has now been developed on, Sections could still be used as footpaths, cycleways and bridleways but need management, conservation and interpretation.

**Southwell Ancient Cart Tracks** – are an indication of rural setting and farming history. The Cart Tracks with sensitive management could serve as cycleways and bridle-paths. Those that have been lost could be restored and used in a similar manner.

**Quarry Haul roads** – are a network of routes that connect the quarries. Some could provide the basis to an Island distributor road network, but the surface materials would have to be appropriate to the setting and heritage

**Verne Hill** - according to the historic map of early 1700s Verne Hill was the basis to the main path to the East Coast. This linkage could prove an effective route to interpret and act as a basis for conservation.

- 13.20 Local Plan Policy COM7 'Creating A Safe and Efficient Transport Network' promotes the delivery of a strategic cycle network and supports improvements to the public rights of way network. Development, it states, should not result in the severance or degradation of existing or proposed routes. It requires links within the rights of way network to be improved, if possible, through new developments.
- 13.21 Policy Port/ST2 supports the creation of new tourist routes that will encourage visitors to walk and cycle and enjoy what the Island had to offer by way of environment, character and heritage. Such trails need to meet appropriate accessibility standards, in terms of slope, width and surface yet, at the time, be sensitively designed into the landscape to minimise intrusion and avoid destruction or disturbance of natural habitats.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 75 - *protect and enhance public rights of way and access..... seek opportunities to provide better facilities for users*

### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy COM7 Creating a Safe and Efficient Transport Network

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Map 15 Portland Tourist Trails



**Development proposals that enable the provision of new and additional marine berths and facilities at Osprey Quay, Castletown and Portland Port in the interests of increasing tourism will be supported.**

- 13.22 The marine environment has the potential to serve as much of a tourist draw as other environments on the Island. For most of the last century, Portland was defined by its role as a Royal Navy base. Since 1997 Portland Port has been developed on a commercial basis by the Portland Harbour Authority. The land area has become a successful business park. The harbour serves as an important commercial gateway. The latest business development plan for Portland Port emphasises its intention to continue to grow the following: *“‘agribulk’ (animal feeds, grains and fertilisers), ship repair yard, enhanced vessel services offshore and marine renewables and energy and recycled commodities”*<sup>45</sup>.
- 13.23 Portland Port offers a safe, sheltered and deep harbour which makes it a viable choice for all vessels, from small yachts to some of the largest cruise ships in the world. The cruise business is already a success story. A significant financial investment in berth infrastructure should open up in excess of 95% of the global cruise fleet enabling continued expansion into international markets. We are pleased that the tourism potential of the Port is being realised.
- 13.24 Alongside the Port, the Olympic Games of 2012 provided us with Osprey Quay and the National Sailing Academy. This has also put us on the marine tourist map. We wish exploit this growing status and recognition by supporting more marine berths and facilities in the vicinity of the Osprey Quay and Castletown in particular. that will encourage an even broader marine tourist offer and more visitors. We believe that marine-based tourism could revitalise the Castletown area significantly. Portland Heritage and Character Assessment of 2017 recommends that *“development at Castletown should reflect the maritime and naval history of the area including the sensitive restoration of public houses and properties that maximise the views and physical relationship with the Port”*<sup>46</sup>.

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### **National Planning Context**

Our policy aligns with current national planning policies and guidance:

NPPF para. 28 - *the provision and expansion of tourist and visitor facilities in appropriate locations*

### **West Dorset, Weymouth and Portland Local Plan**

Our policy relates to the following Local Plan policies:

Policy ECON5 Tourism Attractions and Facilities

Policy PORT1 Osprey Quay

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<sup>45</sup> Portland Port Business Development Plan, Portland Port, 2014 <http://www.portland-port.co.uk/>

<sup>46</sup> Portland Heritage and Character Assessment of 2017, AECOM for Portland Town Council, March 2017

## 14. Plan Monitoring and Review

- 14.1 There is no statutory requirement for the impact of the Neighbourhood Plan and its policies to be monitored.
- 14.2 Portland Town Council will periodically monitor the impact of policies on change in the neighbourhood area by considering the policies' effectiveness in the planning application decision-making process. We will do this by referring to this Plan when reviewing planning applications. The Town Council will keep a record of the application, any applicable policies, and comments from the Town Council together with the eventual outcome of the application.
- 14.3 A full or partial review of the Portland Neighbourhood Plan may be triggered by changes to legislation, changes to national or borough-wide planning policies, or significant planning issues being raised by the local community that cannot be dealt with effectively by a combination of national, district and/or existing neighbourhood plan policies. Five years from the date the Plan is made, we will consider the need and value in undertaking a full Review.

## Glossary of Terms

**Affordable Housing** - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined by local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

**Biodiversity** - The variety of life in all forms e.g. wildlife, plants, etc.

**Brownfield Site** - Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

**Conservation Area** - An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1991, whose character and appearance it is desirable to preserve and enhance. There are special rules on some development in conservation areas.

**Flood Risk Assessment** - An assessment of the likelihood of flooding in an area so that development need and mitigation measures can be carefully considered.

**Green Infrastructure** - A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Heritage Asset** - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Infrastructure** - Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

**Landscape Character** – The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

**Listed Buildings** - A building of special architectural or historic interest. Listed buildings are graded I, II\* or II; with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells within its curtilage). English Heritage is responsible for designating buildings for listing in England.

**Local Education Authority** - The public body whose duty it is to carry out specific functions relating to education for a defined area. All references to local education authority apply in this Plan to Dorset County Council.

**Local Green Space** - Green areas of importance to local communities designated to provide special protection against development.

**Local Nature Reserve** - Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

**Local Plan** - A portfolio or folder of documents (Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs), setting out the planning strategy for a local planning authority area.

**Local Planning Authority** - The public body whose duty it is to carry out specific planning functions for a defined area. All references to local planning authority apply in this Plan to West Dorset, Weymouth and Portland District Council.

**Minerals Plan** - A statutory development plan prepared by a minerals' planning authority (Dorset CC) setting out policies for the control of development constituting of the winning and working of minerals or the deposit of mineral waste

**Neighbourhood Plan** - A plan prepared by a Town or Parish Council or Neighbourhood Forum for a neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**NPPF - The National Planning Policy Framework** sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities.

**NPPG - The National Planning Practice Guidance** is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of most of the Government Circulars which had previously given guidance on many aspects of planning.

**Permitted Development** - Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

**Previously Developed Land** - is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development.

**Public Arts** - Permanent or temporary physical works of art visible to the public, whether part of a building or free-standing. For example, sculpture, lighting effects, street furniture, paving, railings and signs.

**Public Realm** – are those parts of a village, town or city (whether publicly or privately owned) available, for everyone to use. This includes streets, squares and parks.

**Public Right of Way** is a highway over which the public have a right of access along the route.

**Renewable Energy** - is energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.

**Registered Social Landlord** – is a technical name for a body registered with the Housing Corporation. Most Housing Associations are RSLs.

**Second Home** - is a property that is furnished but no-one's sole or main residence.

**Scheduled Monument** - means any monument which is for the time being included in the schedule [compiled and maintained by the Secretary of State for Culture, Media and Sport]

**SHMA - A Strategic Housing Market Assessment** is a study of the way the housing market works in an area. It considers the type of households living in the area, where they work and what sort of housing they live in. It attempts to estimate future housing needs across the area, broken down by tenure and size of housing.

**Shoreline Management Plan** - a non-statutory document that provides a broad assessment of the long-term risks associated with coastal processes.

**SNCI Site of Nature Conservation Importance** - Locally important sites of nature conservation adopted by local authorities for planning purposes.

**SSSI - A Site of Special Scientific Interest** identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).

**Strategic Environmental Assessment** – is a procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**SUDS** - is a concept that makes environmental quality and people a priority in drainage design, construction and maintenance. The sustainable drainage system (SUDS) approach includes measures to prevent pollution, reduce surface water runoff at source and provide a range of physical structures designed to receive the runoff.

**Supplementary Planning Document (SPD)** - Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites or issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Transport Impact Assessment** - considers the impact of a proposed development on all modes of transport and requires developers to consider ways to reduce the number of private car journeys and increase the use of more sustainable modes, to their development.

**Transport Interchange Point** - at which transfer between types of (modes) transport may take place.

**Use Class Order** - The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

**Waste Plan** - A statutory development plan prepared (or saved) by the waste planning authority (Dorset CC) setting out policies in relation to waste management and related developments.

## **POLICIES CR1 AND CR2: LETTER CIRCULATIONS**

### **Policy CR1 – Protecting Recreation Facilities and Spaces**

#### **Letter To**

Atlantic Academy Sports Field  
Grove Cricket Bowl  
Grove Playing Fields  
Grove Sports Stadium  
Islanders Club for Young People  
Osprey Leisure Centre  
Osprey Quay School Playing Field  
Portland Beach Skatepark  
Portland Boxing Club  
Portland United Football Ground

Royal Manor School Tennis Courts and Sports Field  
Red Triangle Cricket Ground  
Southwell Green  
St Georges School Playing Fields  
Weston Road Sports Field  
Weston Street Playing Fields - East and West  
West Weare MUGA  
Weymouth and Portland National Sailing Academy  
YMCA Reforme

Principal Atlantic Academy  
Governor HMP Portland  
WPBC cc Ward Councillors  
Chief Exec ,Portland Port  
Chair and Committee,cc Ward Cllrs  
Chair and Committee,cc Ward Cllrs  
Principal Atlantic Academy  
WPBC cc Ward Councillors  
DCC cc Ward Councillor  
Chair and Committee

DCC cc Ward Councillor  
Chair and Committee  
WPBC, cc Ward Cllrs  
Chair and Committee  
DCC/Ward Councillor/PTC  
The Stone Firms  
WPBC/Ward Cllrs  
Chief Exec WPSNA  
Chair and Committee

### **Policy CR2 – Local Green Space**

Chiswell Walled Garden  
Church Lane  
Easton Gardens  
Grove Governor's Community Garden  
Gooseberry Field  
Ladymead Garden  
Liberty Road  
Reap Lane  
Southwell Green  
Victoria Gardens  
Victoria Square Entrance  
Westcliff Play Area  
Weston Green  
West Weares

Chesil Trust/WPBC/Ward Cllr  
WPBC/Ward Cllr  
WPBC /Ward Cllr/ Crown Estate  
Governor HMP Portland  
WPBC/ Ward Cllrs  
WPBC/Ward Cllrs  
Land Trust  
WPBC/Ward Cllrs  
WPBC/Ward Cllrs  
WPBC/Ward Cllr/Crown Estate  
WPBC/Ward Cllr/Land Trust  
WPBC /Ward Cllrs  
WPBC/Ward Cllrs  
WPBC/Ward Cllr/PTC/Owners

## CR1 DRAFT LETTER

address

.... date 2017

Dear

Land at: insert site name

As part of the Portland Neighbourhood Plan, we are seeking to introduce a policy which protects existing recreation areas, considered as very important to the community in accordance with the provisions of Paragraph 74 of the National Planning Policy Framework. We are writing to inform you that part of your land has been identified as a recreation area worthy of protection.

The policy we have in mind is as follows:

*The following sports and recreational buildings and land (identified on Map 12) are very important to the local community because of their sports and recreational value. They should be afforded protection in accordance with Local Plan Policy COM.5.*

For your information I have reproduced Paragraph 74 of the National Planning Policy Framework and Local Plan Review Policy COM.5 in an appendix to this letter together with a plan showing the extent of the land subject to this proposal.

If you support this proposal or have any other comments to make about this proposal, please can you let me know in writing, letter or email by insert date.

We would be grateful if you would in any case acknowledge safe receipt of this letter.

Yours sincerely

### **Paragraph 74 of the National Planning Policy Framework**

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

### **Weymouth and Portland Local Plan Policy COM 5. The Retention of Open Space and Recreational Facilities**

i) Development on, or change of use of open spaces of public value and recreational facilities (including school playing fields) will not be permitted unless:

- The development proposed is ancillary to the use of the site and the proposal will either support or improve the recreational and amenity value of the site or does not adversely affect the number, size or quality of playing pitches or their use; or
- The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the open spaces and recreational facilities (including school playing fields); or
- Alternative and/or suitable replacement outdoor or indoor provision of equal or better recreational quality or value is provided in a location which is suitable to meet any deficiency in provision, and/or better placed and accessible to the surrounding community it serves, and there is a clear community benefit; or
- It can be demonstrated that the open space, buildings or land are surplus to requirements and there is no need for alternative open space of public value or recreational uses which could reasonably take place at the site.

ii) Existing marine based recreational facilities should be retained.

## CR2 DRAFT LETTER

address

.... date 2017

Dear

Land at: add site name and address

As part of the Portland Neighbourhood Plan, we are seeking to introduce a Local Green Spaces Policy which proposes that the local green spaces be designated in accordance with the provisions of Paragraph 77 of the National Planning Policy Framework.

We are writing to inform you that part of your land is proposed to be designated as a local green space.

The policy we have in mind entitled Port CR1 is as follows:

*“The areas listed below and identified on Map 13 are designated as Local Green Spaces and will be protected from development due to their particular local significance and community value:*

*Proposals for development on this land that is not ancillary to the use of the land for amenity or recreational purposes will be resisted.*

*Development proposals which lead to the loss of, damage to, or adverse impact on these local green spaces will not be supported.”*

Designating areas of Local Green Space is a way of ensuring that those important areas of amenity or informal recreation spaces on Portland are not at risk from development. The sites, we hope will be subject to this policy, were identified by a study carried out by members of the Neighbourhood Plan Group. A long list of potential sites was considered against the NPPF criteria. We intend to recommend to Portland Town Council that your site is one of those that should be designated as Local Green Space.

For your information I have reproduced Paragraphs 76 and 77 of the National Planning Policy Framework in an appendix to this letter together with a Plan showing the extent of the land subject to this proposal.

If you support this proposal or have any other comments to make about this proposal, please can you let me know in writing, letter or email by date.

We would be grateful if you would in any case acknowledge safe receipt of this letter.

Yours sincerely

**Appendix:****National Planning Policy Framework**

Paragraph 76.

Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period.

Paragraph 77.

The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.



# Planning Applications Notified by Weymouth & Portland BC

| Consultation Start | Application No | Location and Proposal | Applicant and Agent's Name |
|--------------------|----------------|-----------------------|----------------------------|
|--------------------|----------------|-----------------------|----------------------------|

|           |            |                                                                                                    |       |
|-----------|------------|----------------------------------------------------------------------------------------------------|-------|
| 8/11/2017 | 17/732/ADV | Sites for Advertisements, Portland Beach Road and Lerret Road<br>Four hoarding signs and two flags | ZeroC |
|-----------|------------|----------------------------------------------------------------------------------------------------|-------|

**Council Recommendation** .....

|            |            |                                                                                                                         |                  |
|------------|------------|-------------------------------------------------------------------------------------------------------------------------|------------------|
| 26/10/2017 | 17/735/FUL | Hut 23, Field 766, Access Track to Fields 758 and 766 to 769, Portland Bill<br>Erection of larger replacement beach hut | Mr Jason Rosling |
|------------|------------|-------------------------------------------------------------------------------------------------------------------------|------------------|

**Council Recommendation** .....

|           |            |                                                                                                                                                |                                               |
|-----------|------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| 6/11/2017 | 17/738/FUL | Maritime House, West Way, Southwell Business Park<br>Change of use C1 to C3 with associated works to form four flats on first and second floor | Compass Points Estates LLP<br>LPC (Trull) Ltd |
|-----------|------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|

**Council Recommendation** .....

|            |            |                                                                                                                   |                                      |
|------------|------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| 26/10/2017 | 17/746/FUL | 35 Easton Square<br>Division of building into two and alterations to the shopfront, including a new entrance door | Lloyds Banking Group<br>Trevor Jones |
|------------|------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------------|

**Council Recommendation** .....

|            |            |                                                                                                                          |                 |
|------------|------------|--------------------------------------------------------------------------------------------------------------------------|-----------------|
| 26/10/2017 | 17/751/VOC | 38 Easton Street                                                                                                         | Medivet UK      |
|            |            | Change of use of shop to veterinary practice without compliance with condition 2 of planning permission ref 4/87/653/COU | Capital PCC Ltd |

**Council Recommendation .....**

|            |            |                                                                                                                                                    |                          |
|------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| 26/10/2017 | 17/760/LBC | Alma Terrace                                                                                                                                       | Mr Purnell               |
|            |            | Upgrading of fire alarm / detection system, fire doors to be fitted as doors off communal staircases / halls and replace front cast iron guttering | Steven Jones Plan Design |

**Council Recommendation .....**

|            |            |                      |                          |
|------------|------------|----------------------|--------------------------|
| 26/10/2017 | 17/768/FUL | 1 Shortlands         | Mr & Mrs Haskins         |
|            |            | Erection of dwelling | Steven Jones Plan Design |

**Council Recommendation .....**

|           |            |                                                                                                       |                   |
|-----------|------------|-------------------------------------------------------------------------------------------------------|-------------------|
| 2/11/2017 | 17/777/FUL | 18 Cove Cottages                                                                                      | Ms Joanna Morland |
|           |            | Demolition of existing garden wall and formation of hard-standing parking platform and garden terrace | Mr Ray Emery      |

**Council Recommendation .....**

|           |            |                                                                                                                                              |                                   |
|-----------|------------|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| 2/11/2017 | 17/781/RES | 8A Sweet Hill Road                                                                                                                           | Laming & Sons Ltd                 |
|           |            | Application of reserved matters, access, appearance, landscaping, layout and scale of planning permission 16/394/OUT: Erection of a dwelling | Dean Roper Architectural Services |

**Council Recommendation .....**

|            |            |                                                                                                                                   |                |
|------------|------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------|
| 31/10/2017 | 17/783/RES | Land on north side between 12 and 14 Woolcombe Road                                                                               | Mr Paul Turner |
|            |            | Approval of reserved matters, appearance and landscaping of planning permission 13/801/OUT: Erect three dwellings (re-submission) |                |

**Council Recommendation .....**

|           |            |                                                                                                                                                                                                                                                                                                                                                                                                                                      |           |
|-----------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 6/11/2017 | 17/860/VOC | Prince Andrew House, Ayton Drive                                                                                                                                                                                                                                                                                                                                                                                                     | FULCA Ltd |
|           |            | Proposed amendments to approval ref 02/703/FUL and subsequent schemes 05/883/RELAX and 06/876/FUL with unit numbers to remain at 363, to include alterations to Atlantic House health club and surrounding flats, incorporation of flats in Block C, addition of balconies and alterations to the layout of Prince Andrew House (incl omission of retail unit). Variation of plans list condition of planning approval 07/731/FULMAJ |           |

**Council Recommendation .....**

## FORMER SEARCH AND RESCUE BASE

**From:** Borough Planning Officer  
**Sent:** 15 November 2017  
**To:** Portland Town Council  
**Subject:** 17/741/CPL Former Portland SAR Base Osprey Quay

Given questions being raised by both the public and Cllrs about this application I thought I had best inform you of the process we are engaged in at the moment.

I must advise you that this current submission is not a planning application where normal material considerations such as any impact on amenity are being looked at, but it is an application for a Certificate of Lawfulness of a Proposed Use. As such our role is only to make a legal decision about the evidence submitted by the applicants concerning the proposed use in comparison to the approved use as a search and rescue facility (including a helicopter hangar and the realignment of the existing runway).

Clearly the applicants are seeking to demonstrate that planning permission is not required and we are currently considering that evidence and will make a legal determination soon.

If the issue of a Certificate were to be rejected, then the applicants will be formally advised that planning permission is required and assuming an application is submitted public consultation will occur in the normal way. We have received a number of representations which are available to view via the Dorset for You website and those that have contacted me have already been given the advice contained herein.

Consequently I would again stress that this is not a normal planning judgement as would be the case in respect of a planning application and therefore only evidence in respect of the existing/proposed uses are relevant considerations at this time.

I hope this clarifies the position.

[Redacted]  
Senior Planning Officer (Major Projects – Western)  
Development Management  
Dorset Councils Partnership

## HIGHWAY ISSUES

**From:** Katharine Garcia  
**Sent:** 13 November 2017  
**To:** Portland Town Council  
**Subject:** Crossing Request Easton

[...]

I would like the support of the Town Council to install a crossing on Easton Lane to the south of Grove Road.

I have been asked by a number of residents as to whether this could be looked into.

[...]

Cllr Katharine Garcia

Clerk's Note – Cllr Garcia also attached standard information about zebra crossings from Dorset Highways.

## BRACKENBURY INFANTS SCHOOL

|                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                        |                     |
|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Site No. ?                                                                                                                       | 7c                                                                                                                                                                                                                                                                                                                                     | General Information |
| Site                                                                                                                             | School car park and green spaces                                                                                                                                                                                                                                                                                                       |                     |
| Site location plan                                                                                                               | See over – marked in green                                                                                                                                                                                                                                                                                                             |                     |
| Organisation or individual proposing site for designation                                                                        | Portland Town Council                                                                                                                                                                                                                                                                                                                  |                     |
| Ownership of site, if known                                                                                                      | Dorset County Council                                                                                                                                                                                                                                                                                                                  |                     |
| Is the owner of the site aware of the potential designation? Do they support the designation?                                    | No<br>Don't know                                                                                                                                                                                                                                                                                                                       |                     |
| Description/Current Condition                                                                                                    | Last green area of any size in this locality, mostly grassed with some shrubs and small trees around its borders. Tarmac car park area. Good                                                                                                                                                                                           |                     |
| Photographs of site                                                                                                              | See over                                                                                                                                                                                                                                                                                                                               |                     |
| Community served by the potential Local Green Space                                                                              | Fortuneswell, especially Three Yards Close, Clovens Road and Killicks Hill                                                                                                                                                                                                                                                             |                     |
| Planning History                                                                                                                 |                                                                                                                                                                                                                                                                                                                                        |                     |
| Current planning application for this site?                                                                                      | No                                                                                                                                                                                                                                                                                                                                     |                     |
| Is the site allocated for development in the Local or Neighbourhood Plan?                                                        | No                                                                                                                                                                                                                                                                                                                                     |                     |
| If allocated, could part of the overall site still be used as a Green Open Space?                                                | Yes                                                                                                                                                                                                                                                                                                                                    |                     |
| Size, scale and "local nature" of proposed Local Green Space                                                                     |                                                                                                                                                                                                                                                                                                                                        |                     |
| Area of proposed site                                                                                                            | Not known                                                                                                                                                                                                                                                                                                                              |                     |
| Is the site an "extensive tract of land"?                                                                                        | No                                                                                                                                                                                                                                                                                                                                     |                     |
| Is the proposed site "local in character"? e.g. does the site feel as though it is part of the local area and why?               | The area provides an important open green space amenity and enhances the open views towards Chiswell, West Weares and Chesil Bank. The car park is used by residents and is usually full.                                                                                                                                              |                     |
| How does it connect physically, visually and socially to the local area?                                                         | The area was used for community allotments until being sold to DCC in 1988 for the purposes of providing a community school. The area is open and accessible to the community. The entrance driveway leads to a car park of about 16 spaces that provides additional car parking in an area where many homes have no parking facility. |                     |
| Need for Local Green Space                                                                                                       |                                                                                                                                                                                                                                                                                                                                        |                     |
| Is there a need for a local green space in this location?                                                                        | Yes – there is a lack of open space in this area.                                                                                                                                                                                                                                                                                      |                     |
| Evidence that "the green space is in reasonably close proximity to the community it serves"                                      |                                                                                                                                                                                                                                                                                                                                        |                     |
| How far is the site from the community it serves?                                                                                | It lies in the heart of the community.                                                                                                                                                                                                                                                                                                 |                     |
| Are there any barriers to the local community accessing the site from their homes?                                               | No                                                                                                                                                                                                                                                                                                                                     |                     |
| Evidence that the green area is "demonstrably special" to the local community                                                    |                                                                                                                                                                                                                                                                                                                                        |                     |
| Evidence of support from Parish/Town Council                                                                                     | To be supplied                                                                                                                                                                                                                                                                                                                         |                     |
| Evidence of support from other local community groups or individuals                                                             | To be supplied – from residents                                                                                                                                                                                                                                                                                                        |                     |
| Evidence of support from community leaders                                                                                       |                                                                                                                                                                                                                                                                                                                                        |                     |
| Evidence of support from other groups                                                                                            | ?                                                                                                                                                                                                                                                                                                                                      |                     |
| Evidence to show that the green area "holds a particular local significance, for example because of its beauty," (if applicable) | As recorded above                                                                                                                                                                                                                                                                                                                      |                     |

